



STANIER MOGUL FUND NEWS

ISSUE No 88
SEPTEMBER 2020



SEMPER PROTEGAMUS

(LET US ALWAYS PROTECT)



PUBLISHED BY THE STANIER MOGUL FUND





*SEMPER PROTEGAMUS
(LET US ALWAYS PROTECT)*



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

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



STANIER MOGUL FUND NEWS

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EDITORIAL:

RICHARD GREAVES

Before all else I must first say that I sincerely hope that each and every one of you and your loved ones are well, safe, Covid-19 free, and coping to the best of your abilities with the dreadful and unprecedented social effects of this awful virus which is affecting not only ourselves in the UK but the whole world.

Needless to say that the emergency measures and regulations imposed by our Government to combat Covid-19, the like of which has never been experienced before in our lifetimes, have had serious and far reaching effects on just about every aspect of what was previously considered to be 'normal life'. Each of the following reports by the managers of your Committee of Management (CoM) will highlight how the Covid-19 outbreak has impacted on their areas of responsibility, but suffice to say here that the overall impact on the SMF and 42968 has and will continue to have far reaching implications.

As a part of the Severn Valley Railway (SVR) 'family', we also have to work under the umbrella of that organisation and this too affects us in a number of areas, more of which later. Despite all of this, you have my assurance that your CoM is working extremely hard to interpret, implement and minimise disruption to you, the membership, and to our own volunteer workers whilst complying and discharging our duties in a responsible manner on your behalf as your elected CoM.

To summarise the current situation as known at the start of July 2020 (SMF News cut-off date): some work was undertaken on 42968 during the early 'lock down' period (in accordance with regulations in force at the time), and we understand may restart

again on a limited basis some time in July. Jim Norman has again kindly provided a Workshop News Pictorial update for us and John Bowater a written report.

Not unexpectedly, our intended Golden Jubilee train scheduled for 5th September 2020 has had to be cancelled. Although doubtful anyway, we have now been advised that the SVR will not be running any Charter Trains during 2020, and with no plans in place at present by the SVR for 2021, we are now in a position of wait and see. With the SVR shut until at least 1st August 2020 and most if not all 'events and Galas' effectively cancelled until further notice, no Sales Stands have been possible. Even if and when the SVR reopens, social distancing regulations will mean that it is highly unlikely that any resumption of Sales Stands on Kidderminster concourse will take place before Easter 2021 at the earliest.

Looking ahead, our Sales Team has been exploring opportunities to resume some sales activities and how best this could be done. Currently, they are developing plans to trial a 'SMF Virtual Sales Stand' using 'on-line' and postal services. The range of items will initially be small to 'test the market', but if the response is positive, there will be the opportunity to ramp it up whilst keeping within manageable proportions. You will find further details on this initiative on Page 22. Following on from this, the team is keen to resume attendance at toy fairs once these are allowed to open. Details of these will be available on our Web Site and in SMF News, and should they be in your area, you may wish to visit or collect previously purchased or reserved items.

Moving on to what would have been my opening news had Covid-19 not struck, I am delighted to welcome all the new members who have joined the SMF in the last six months following the launch of our Golden Jubilee Life Member initiative, which was the brainchild of the young(er) members of the SMF CoM. I have to hold my hands up and declare that I was sceptical (in thought) as to how successful this might be but voted for it to 'give the lads a go'. Well, given that so much has happened since launch with Covid-19, a lot of the advertising and marketing material never seeing the light of day (magazines locked inside shop outlets), no ability to display publicity leaflets at SVR station sites, etc., things were not encouraging, but so far much more successful than I had dared hope. Well done, lads.

So, a very warm welcome to all our new members and it really is a great pleasure to have you on board with us. Your support at this difficult time is both commendable and very much appreciated, especially as we have no working engine to show you just now. But having been with the SMF for fifty years myself, I can tell you that you have joined a fantastic group with a history that goes back to 1934 and a future that is limited only by the constraints of society.

You are supporting an engine that can be traced back to its birthplace at Crewe Locomotive Works, sightings throughout her working life in the ownerships of the LMS and British Railways, the sheds that she called home right up to her withdrawal from her last home of Wigan Springs Branch, coded 8F. Dumped in a scrapyard waiting for the final call, she was saved from the scrapman's torch, returned to steam and even once again to the main line, during which she twice passed her last shed that she had left with little hope of survival many years ago and on to a future life at the SVR, amassing to date, over 100,000 miles in preservation. It has been a long and tortuous road for her supporters who, time and time again, dug deep into their pockets to support the financial appeals to restore and to keep her in steam. In return, she has given untold and countless pleasure to all our supporters and the general public alike, and so I

warmly welcome you all to **OUR** engine and **OUR** little community and hope that you are inspired to stay with us for many, many years to come. A sincere welcome to you all.

Where do I go from here, then? Well, to an old theme of mine that you older guys and girls will remember, dare I say, with affection! With little or no financial funding coming in due to the inactivity of our Sales Stand, which has been our primary income channel for some time, the only other inward funding at present is the odd donation, subscription purchase, our raffle and the Lifetime's Commitment scheme.

With the exception of our new members who have not yet had time to catch their breath, would the rest of you consider a little financial top-up with this issue, please? There is the annual raffle, and if you have not supported it for a year or two or even at all, then this would be a good opportunity to do so. As usual, you will find forms included in this mailing for First of the Finest subscriptions or, if you prefer, a one-off donation. However, by far the best way of financial support is by a small (as little as £2 per month, and what can you get for that these days?), monthly payment by Standing Order to our Lifetime's Commitment Subscription Scheme. Despite the title you can drop out at any time should your circumstances change, but to know that we have a regular income coming in each month does help us plan more effectively for the future. A very worthy 185 members already help this way but another 200 would be amazing. You can make a provision for the SMF by way of a bequest in your will, as others have already done so in the past, and which has helped greatly to get us to where we are today. If this is something that you would like to do, please in the first instance contact Ian Marshall or any other CoM member of your choice. All our contact details can be found on Page 2 of this magazine.

And finally, do you know of anyone who may be interested in joining **our** fund? Enclosed with this magazine is a SMF Life Membership for just £50 Application Form. Rather than binning it why not pass it on to someone you know who is interested in railways and they may just decide to join us. Thanks for your considerations.

Moving on, we continue to look back at our past achievements during this our 50th Golden Anniversary Year. In this issue of SMF News, we cover that incredible period when **our engine**, against all expectations, returned to the main line and during which she astounded the railway fraternity with her hill climbing ability, such that she earned the undisputed and coveted title of '**The Mighty Mogul**'. Despite all the current doom and gloom, there is still much to be proud of, both in our illustrious history of what we have already achieved together and, looking forward with anticipation, I know that together we will continue to build on that proud history with inspiration, pride and fortitude.

The good news continues as I can reveal that one of my esteemed occasional contributors, Steve Leyland, has asked if I would like some further material from him to share with you all in SMF News. Naturally and without a second's hesitation I said yes, and I think you would have said the same given, your letters of appreciation for his previous articles. Look out for Steve's contributions in this and future issues of SMF News.

In our 'Copped At' series this month, we head into Preston, a mecca for steam with its West Coast and Fylde Coast traffic and secondary routes to East and West Lancashire, Liverpool and Manchester, not to mention the high volumes of goods traffic that had to pass through. With just two 'cops' to go, lets keep our fingers crossed. *For the benefit*

of our new members, this series has seen us travel far and wide to 'cop' every member of the Stanier Mogul Class (40). They were quite elusive engines and to date there are just two members of the class that we have not yet seen on our travels.

Finally, and as always, I welcome any comments you may have about SMF News and the SMF in general, good, bad or indifferent, including corrections to any facts and figures where you may have spotted an error. It's only by giving your opinions that any change can be made. If you have a preference for certain articles, either written or pictorial features, please do let me know and I will see what I can do. You can contact me, preferably by e-mail, text or letter using my details on Page 2 or, if by letter, you can also use the SAE enclosed with this mailing and Ian will pass any correspondence on to me.

Thank you all for your support and loyalty over the last 50 years and to the new members who have shown the desire and commitment to join us. What we have achieved during that period and what we will achieve in the years to come could not and will not be done **WITHOUT YOU THE MEMBERSHIP**, who are the backbone of the SMF and the saviour of 42968. You should all be very proud of what you have achieved.

I hope you all enjoy this edition of SMF News. Stay safe, stay healthy and above all, look after yourselves and your loved ones.

**GET ON BOARD
TODAY
FROM JUST £2 PER MONTH**

42968

**A LIFETIME'S
COMMITMENT**

—

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

Front Cover: *The SMF Golden Jubilee 1970 – 2020 Header. A modified picture (by kind permission of John Tidmarsh) of 42968 at Kidderminster Town Station on 24/1/09.*

Original Photograph: John Tidmarsh / Modified by Ian Lunt

Back Cover: *I make no apology for including this picture to once again grace the pages of SMF News. It is in your Editor's opinion the finest picture that I have seen at this location and certainly from the huge choice available, the finest one of 2968 on the main line. Working 1Z44 the 06.24 Finsbury Park to Gloucester via Bristol and Bescot, 'The Lickey Inliner', 2968 piloting shed mate 7325 conquer the 1 in 37.7 gradient of the Lickey Incline in awesome style, as they surmount the summit at Blackwell.*

Photograph: Nick Harrison



SECRETARY'S REPORT:

IAN MARSHALL

My article for the last issue (March 2020) opened, after the initial greeting, with “.... 2020 marks the **50th Anniversary** of the formation of the **Stanier Mogul Fund**, so it is an important year for us. Look out for information on various activities related to the anniversary elsewhere in this issue.”

When writing those words (in January 2020), little did I expect that within a few weeks of the SMF News being published a virus that originated on the ‘other side’ of the world would change everything as it evolved into a worldwide pandemic. ‘All bets were off’ as virtually everything ground to a halt. Designated as a ‘key worker’, I continued working, albeit at home, which I am still doing, but many didn’t.

The impact on our overall sphere of interest – Heritage Railways – is widely known and the response to the many appeals launched to try to ensure survival of the individual lines making up the sector has been, and continues to be, nothing short of fantastic. One consequence for us is that the intended special train to mark the 50th Anniversary of the formation of the SMF will not run this year, but you’ve heard it before..... “We regret to announce that the 12.10 special train from Kidderminster is running approximately one year late; we apologise for any inconvenience this may cause.” We will consider all options for running the special and let you know in due course.

In late March, with lockdown putting a stop to all services on the Severn Valley Railway (SVR), we held an extra Committee (CoM) meeting ahead of the planned meeting in April, using telephone conferencing – a first for your CoM, although something I and many of my fellow CoM members were already all too familiar with through work or other walks of life. I must say, as chair of that conference call, that all CoM members adapted well and the meeting, lasting around an hour, worked very well – if only my conference calls at work went so smoothly!

The primary subject of the meeting in March was the situation at Bridgnorth and the impact on our engine’s overhaul. At that time some work was continuing, with progress being made on the boiler and it was agreed that, when required, we would support the SVR by advancing our donations to help with the cost of materials required for 13268. We held a further conference call in April on the planned face-to-face meeting date, when the latest situation at Bridgnorth was covered – all work had stopped, all SVR staff there were on furlough and only security was being covered. However, we were keeping in touch with the SVR, confirming our commitment to support the overhaul of our engine as soon as work could resume. It was also apparent then that our 5th September special would be in doubt; we have since heard that all private charters in 2020 had been cancelled

For our next meeting, in July, we are exploring the use of ‘Zoom’, a video conference system via the internet which is like a one-to-one video call but involving several people. If we go ahead, I’ll let you know how it went at the AGM and / or the March 2021 SMF News, along with a report on the meeting discussions.

Even if you weren’t already aware, you will have realised by reading this far that there is a (further) delay to the completion of 13268’s overhaul, but it’s not the fault of anyone (or anything – remember the tree and 75069?) locally. At this stage it is difficult to make any firm predictions on completion – work on our engine has to restart first, and we need both SVR staff at Bridgnorth and our volunteer working parties back on site, but we will liaise with Neil Taylor and the wider SVR management to expedite progress when it happens.

On a more positive note, our 50th Anniversary membership recruitment campaign, including a flyer in one of the national railway titles, has led to a healthy increase in our number – a special ‘Welcome aboard’ to those that have joined us this year. Elsewhere, you will see an important note about the Fund’s AGM planned for 17th October 2020 – with the Covid-19 situation being fluid, it may be necessary to postpone – and my article about the 2020 Grand Draw for our 50th Anniversary year, with some enhanced prizes. I’m hoping for a good response to the raffle in this special year for the Fund; please don’t disappoint me. Finally from me (at least in this report!), please keep yourself safe and well so that you can continue to ‘**Be a part of it**’ as we work towards seeing 13268 steam along the SVR in the not too distant future. Here’s to the next 50 years of the Stanier Mogul Fund.

MEMBERS NOTICE BOARD

1: **GOLDEN JUBILEE STEAM SPECIAL – CANCELLED:**

Posted by James Cooper

Unfortunately the Stanier Mogul Fund Jubilee Steam Special train booked for Saturday 5th September 2020 is CANCELLED.

This decision has been made by the Severn Valley Railway as based on current national guidance; they do not intend to run any private charters for the remainder of 2020. If possible, we hope to run this train next year and will advertise any future event in our Magazine and to those who had already booked seats. We thank you for your patience, understanding and ongoing generous support of the Stanier Mogul Fund. Keep safe and well.

2: **ADVANCE NOTICE OF SMF 2020 AGM:**

Posted by Ian Marshall

Please note that as at early July it is our intention that this year’s AGM of the Fund will take place as planned, using the main room upstairs at Kidderminster Railway Museum on 17th October 2020 starting at 14.00 hours, based on the Government’s Covid-19 restrictions and guidance in place now. Use of the main room will allow for social distancing. The usual notification, agenda and other documents are enclosed.

HOWEVER

If restrictions change impacting on the viability of holding the meeting, it may be necessary to postpone the meeting at short notice. If you intend to come to the meeting and have any concern whether it may go ahead, please contact any Committee member (as shown on Page 2) during the week prior to the meeting to confirm.

3: **REPLY PAID ENVELOPES (RPEs):**

Posted by Richard Greaves

Will members please note that the enclosed new WHITE Reply-Paid Envelope (RPE) is now addressed to Ian Marshall as shown on Page 2. Any RPEs that you may still hold in BROWN envelopes addressed to Richard Greaves are no longer valid and SHOULD NOW BE DESTROYED. ALL SMF correspondence can be sent in the enclosed RPE to Ian Marshall who will distribute to any other CoM member as appropriate. If you wish to write direct to another member of the CoM, please use a suitable plain envelope and affix the appropriate value postage stamp.

4: **SMF WEB SITE:**

Posted by Richard Greaves

Please note that it is no longer necessary to include www at the start of our Web Site address, simply type in staniermogulfund.org.uk



ENGINEERING REPORT:

JOHN BOWATER

OUR ENGINE

Never did I think I would have to report to you in such circumstances. Covid-19 has bought all operations on the railway to a standstill, together with our working parties.

At the start of the year we were making excellent progress and I anticipated having our boiler installed before the AGM in October; this is now obviously not going to happen. During the early part of the year we were storming ahead. The chassis was getting to a stage where we would have been able to fit the boiler as soon as it was ready; the lubrication pipework was almost complete together with steam feeds for the sanders and fitting of motion, pistons and cylinders was progressing well, but then after the 23rd March things came to a halt.

Initially, up to the end of April working with the SVR we were able to keep some work going ahead on the boiler, but this came to an end at the beginning of May when the remaining boiler shop staff at Bridgnorth were furloughed. Although not groundbreaking, this arrangement did see the inner door plate installed and a start made on fitting the final patch screw fixings. This may all sound very disappointing and believe me, no one is more disappointed than me, but once we do manage to resume work at Bridgnorth we are making all possible arrangements to progress our locomotive as quickly as possible.

When the railway does restart, things are not going to be the same. I think that public running is going to be severely curtailed for at least a reminder of the year and the railway is going to be operating under severe financial restrictions. With this in mind, we have already had communication with the railway as to how we can assist in making finance available to progress our engine's return to traffic.

At the end of last year I made a decision as to my future role on the committee of the Stanier Mogul Fund. We now have a good nucleus of young members who are very capable of looking after our locomotive in the years to come.

I have agreed with Dan Jones, (my assistant loco engineer), that I will stand down at the next AGM, letting him stand for my position (Stanier Mogul Fund Engineering Manager). I will become his assistant and continue to take part in and organise the mid-week working party at Bridgnorth. Dan will take on the lead role as Engineering Manager. Dan has been working with me for the last two years and is extremely well placed to take on the role: he is by profession an engineer working for one of the supply companies to the big railway and is excellently qualified for this task.

Dan and I together with Jim have been working as a team during the last few years to manage the restoration of 2968 and this arrangement will continue. I would also like at this stage to put on record my thanks to both Dan and Jim for all the help they have given me over the last few years.

LOCOMOTIVE UPDATE

At this stage we are unsure what the arrangement is going to be at Bridgnorth. I think that volunteer input is going to be more important than ever as the railway will be restricted by financial restraints. The locomotive is in a very good position to proceed quickly to completion and we have made contact with the railway to offer as much help as possible to achieve this; as you can see from Jim's photographic report (although not so many pictures as usual) good progress has been made with the boiler and frames.

As I write this there is no working party at Bridgnorth but I am very hopeful that by the time you read it we will have resumed our Thursday working party; all of the Thursday gang are raring to restart, and as always I would say that any of you who wish to join us, please contact us you will be most welcome. We have also had an excellent response from the flier that was placed in the railway press recently; this has produced a number of new members who are keen to become part of the working parties; hopefully when we restart we will have enough people to turn the occasional weekend working party into a regular one.

Thanking you for all your support during what has been a very difficult and testing overhaul of our locomotive. As always, I am optimistic that as soon as we can overcome the present difficulties the overhaul will proceed rapidly. If you are interested in joining us please contact me on the following number.

My contact No. is 01384 278075

(Please leave a message if your call goes to answer machine)

OVERHAUL:

JIM NORMAN



Left: A job undertaken by the Fund's volunteers on 16th January 2020 was to reinstate the vertical section at the leading end of the vacuum pipe, although the cross piece and stand pipe were left off as they would make access to the top difficult. This area is normally hidden by the running plate.

Photograph: Jim Norman



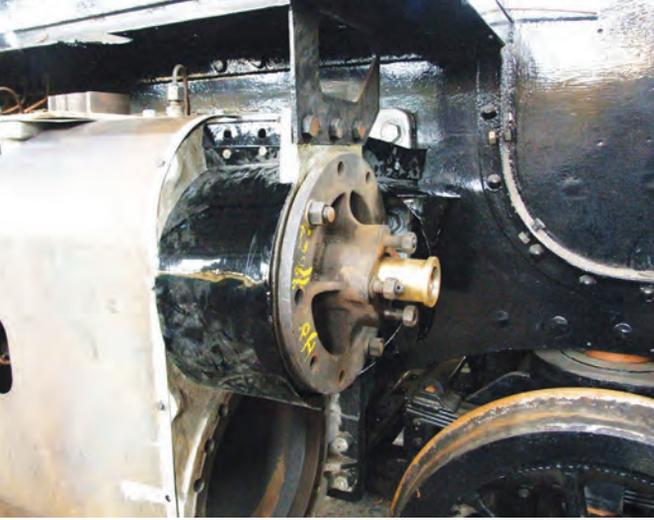
Right: The drain pipe for the valve chest to cylinder taps has also been refitted by 6th February 2020. The linkage had been partly dismantled to allow access for another job. It will stay like this until the pony truck has been lowered to allow access to the steam heat pipe to be fitted above it.

Photograph: Jim Norman



Left: Parts of the cylinder cladding were deemed to be in poor condition and new pieces fabricated as shown here on 16th January 2020. The original piece is to the left.

Photograph: Jim Norman

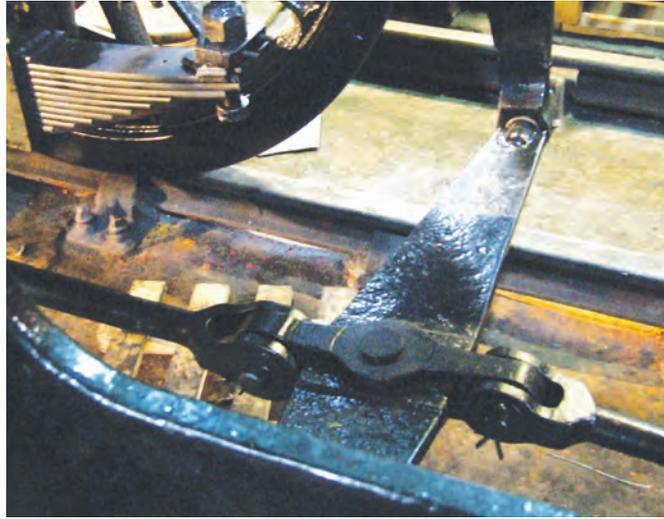


Left: On the same day, other cladding parts were brought out of storage and their location established. More difficult to discover was the method of getting them into position once this had been found.

Photograph: Jim Norman

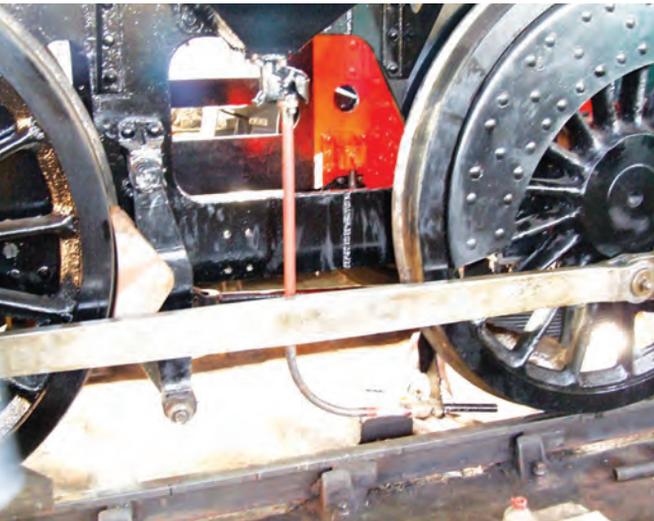
Right: The brake rigging is now fully assembled. This is the cross shaft for the trailing wheel set on 11th January 2020, all clevises in and split pins opened.

Photograph: Jim Norman



Left: This allowed the brake blocks to be fitted too. Also seen is the replacement right hand trailing sand pipe, the original having worn through. All sanding components have been dismantled and cleaned, and overhauled where possible. The nozzles for the steam jets are replacements. 27th February 2020.

Photograph: Jim Norman



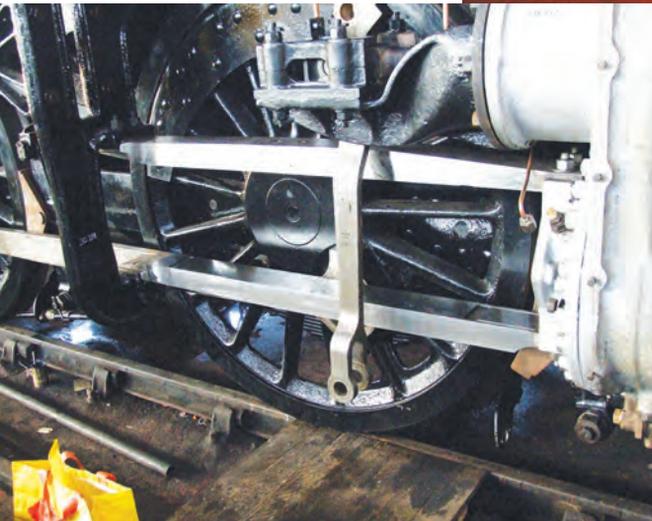
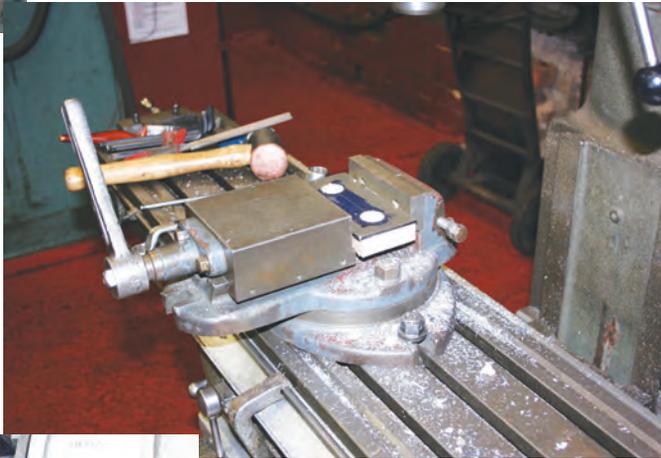


Left: This is an image going back to 15th November 2018 to show how the slide bars are mounted to the rear cylinder cover. They must be correctly aligned, the correct distance apart, and parallel. All this is achieved by shims, the flat plates seen at top and bottom of the photo.

Photograph: Jim Norman

Right: Rather than use several thin shims as above, the SVR has machined a single thick one of the correct thickness to do the job in all eight locations (one at each end of each slide bar). Seen in the machine shop on 20th February 2020.

Photograph: Robin Spain



Left: By 27th February both slide bars were back in place on the right side and had been checked for accuracy.

Photograph: Jim Norman



Left: On the same day, the lower slide bar was fitted to the left side.

Photograph: Robin Spain

Right: One of the lids of the mechanical lubricators was broken. A replacement has been cast and awaits the painters' attentions on 20th February 2020.

Photograph: Robin Spain



Left: By 11th January 2020 the smokebox door had found its way into the workshop and awaits dismantling. The door has an inner lining, here seen uppermost.

Photograph: Jim Norman



Left: This process did not take long and by 20th February 2020 the door was lying on its face in a dismantled state. Visible is the hinge pin and handrail, with the inner lining to the top right of the photo.

Photograph: Robin Spain

Right: The door hinges, removed and thoroughly cleaned.

Photograph: Jim Norman



Left: The door is held shut by a long pin (the dart), threaded at its outer end and opened out at its inner to engage a cross beam within the smokebox, and is the severely corroded piece of metal seen here. Above is the inner handle with a square hole (right) which engages a similar square on the dart to rotate it to lock inside the cross beam.

Photograph: Jim Norman

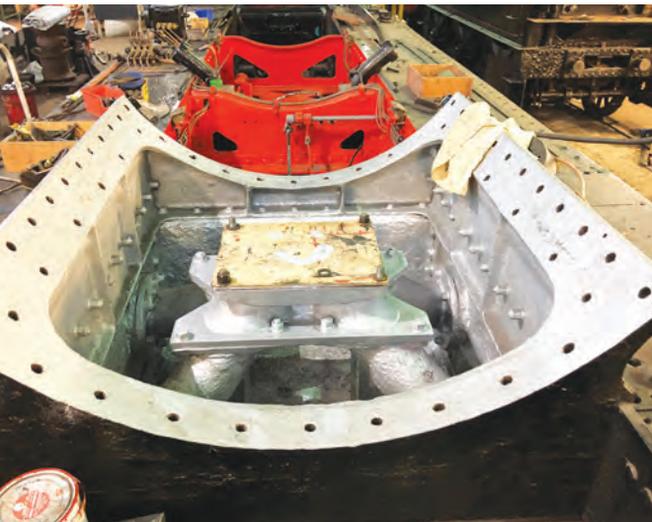


Left: On the same day, the dart's replacement was being turned from new steel.

Photograph: Jim Norman

Right: The engine is to receive a new smokebox, including the front ring, seen here newly delivered from the contractor.

Photograph: Jim Norman



Left: The smokebox saddle was thoroughly cleaned out a long time since, and all repairs to both it and the exhaust branch pipes are complete. It received another coat of preservative paint to celebrate, and the blast pipe base was fitted on 8th February 2020.

Photograph: Dan Jones

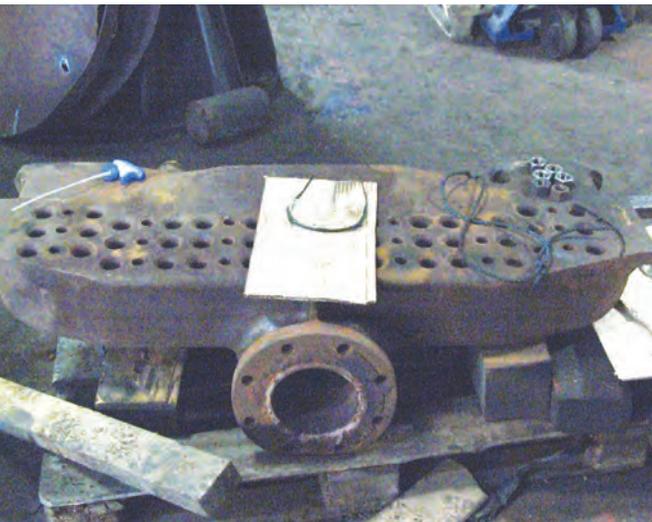


Left: Besides the better known Thursday Gang, another group of SMF volunteers meet on selected Saturdays, and it was they who installed the blastpipe base. Following this work, the group consisting of Magda Olczak, Tony Pirrie, Peter Holder, Mike Hutt and Oliver Speke posed around and in the saddle for this photo, with Dan Jones behind the camera.

Photograph: Dan Jones

Right: Steam is delivered through the smokebox sides via the two main steam pipes, the right hand one seen on 16th January 2020, awaiting a decision as to whether to refit or replace them.

Photograph: Jim Norman



Left: The superheater header lies on a pallet on 6th February 2020. There are 21 elements attached at 42 points: one in - one out each element. The seatings will be recut, while working party members cleaned all threads of the various stud holes.

Photograph: Jim Norman

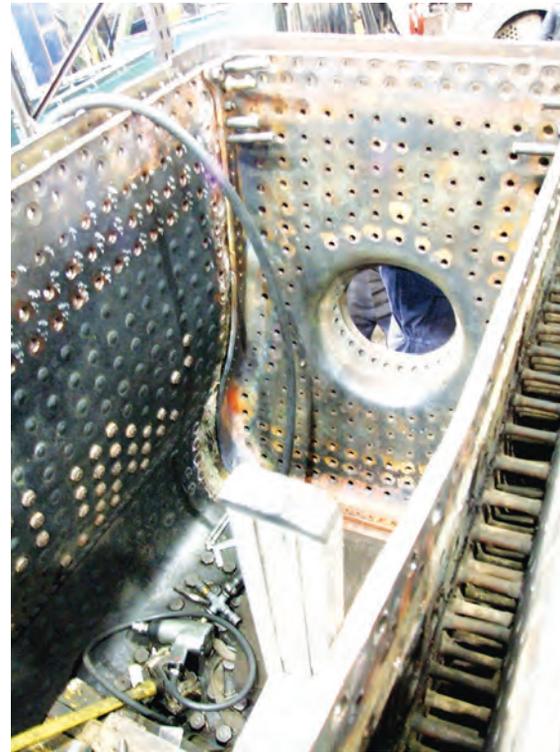


Left: The ashpan was pretty much finished on 6th February 2020 with all hinges and linkages in place. How long the paint will last in service is a debatable point.

Photograph: Jim Norman

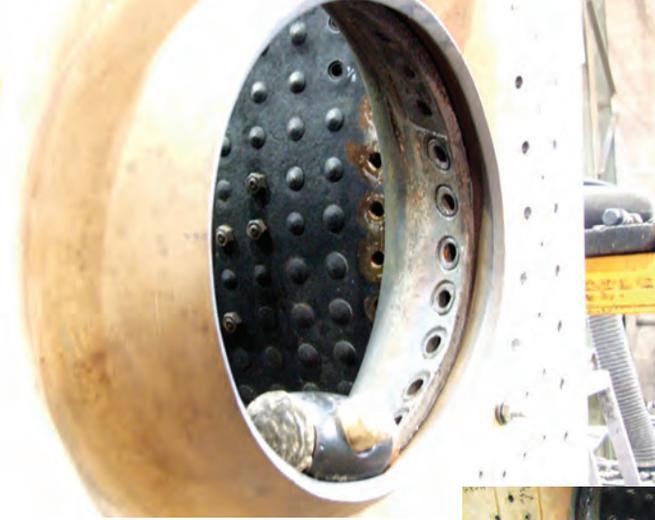
Right: We now move into the boiler shop proper, where after much work in replacing wasted areas of copper, the inner backplate was back in its place by 19th March, temporarily pegged to the side sheets on 19th March 2020.

Photograph: Jim Norman



Left: Another view on the same day.

Photograph: Jim Norman

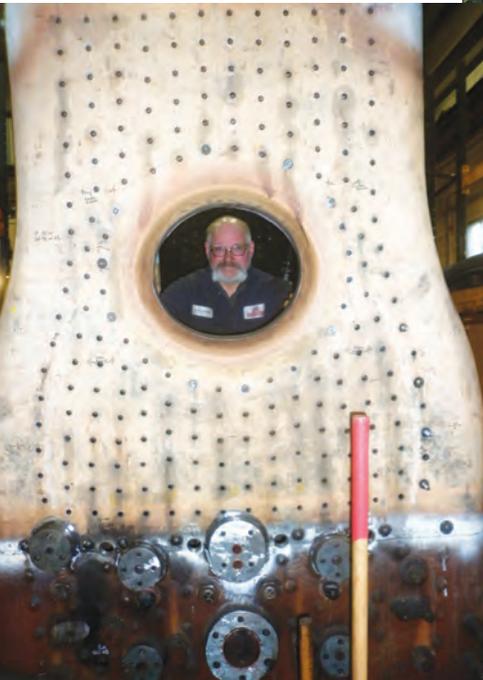
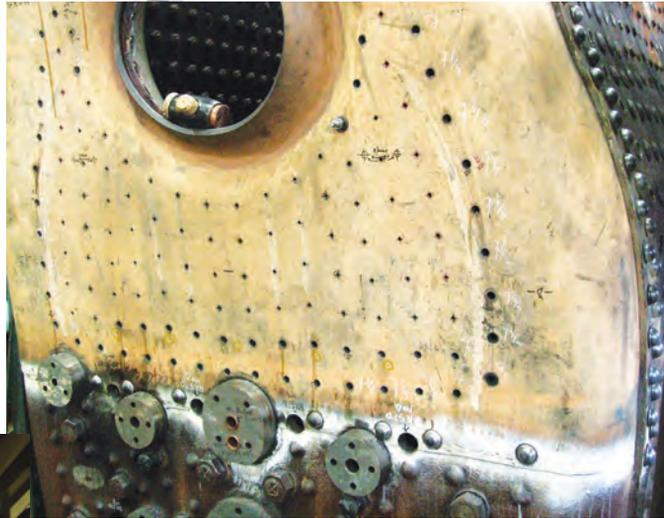


Left: The firehole, also on the 19th March. The replacement outer plate will be drilled to match the inner then the two riveted together.

Photograph: Jim Norman

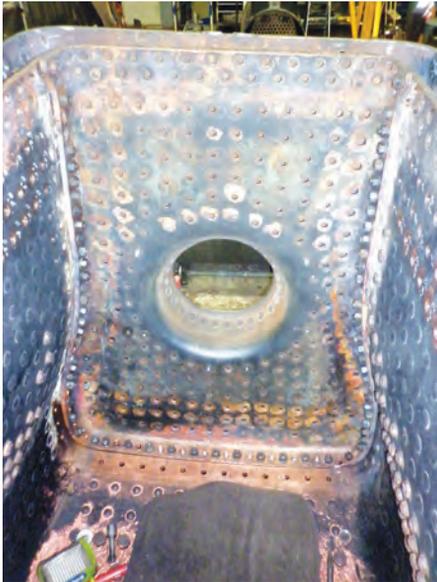
Right: On the same day work was under way on the replacement backplate drilling the stay holes to initial size, some have been enlarged to the second stage.

Photograph: Jim Norman



Left: The gentleman in charge of our boiler's repair, Phil Davison, looks out at the world (the Boilershop, anyway!) through the firehole, 20th April 2020. All stay holes are now to size.

Photograph: Martin White

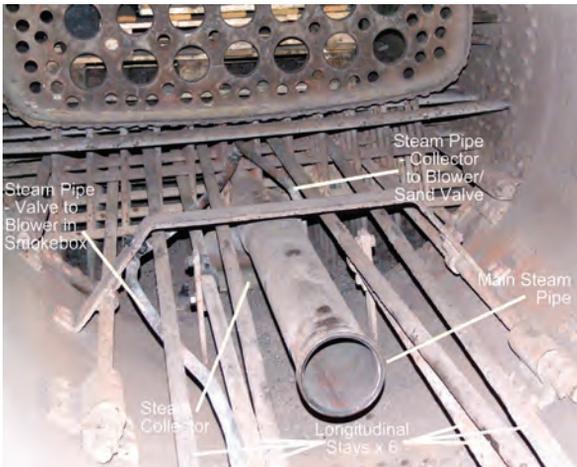


Left: The inner firebox backplate in place on 20th April 2020. Its flanges are held to the sides and crown by nuts and bolts inserted from the water side. The process, apparently known as 'fishing', involves lengths of string through the holes and fastened to the stud section of the bolt to draw it through. It is not a looked forward to part of the job!

Photograph: Martin White

Right: A week later on 27th April alternate bolts holding the plates tightly together had been individually removed and replaced by 'patch screws', seen protruding from the plates, which will eventually replace all the nuts and bolts to be the final means of fastening the plates together. Note that many stays have been fitted below the level of the firehole, upper part of the photo.

Photograph: Martin White



Left: At the other end of the boiler, various pipes were made ready for the backplate's installation; the pipes to and from the blower valve run inside the boiler so must be attached at the rear end before the backplate is installed. Here some of the contents of the upper boiler steam space are shown, labelled for readers' benefit. The firebox tubeplate is to the top.

Photograph: Jim Norman



THE 2020 50th ANNIVERSARY GRAND DRAW: IAN MARSHALL

Another year, another SMF raffle. BUT, no ordinary year (at least the second half) and no ordinary raffle. I won't dwell on the world pandemic, but in the 50th Anniversary year of the Stanier Mogul Fund I have kept the cost of tickets the same (£2 each, £24 for a book of twelve) but have increased the value of the first three cash prizes and am offering a cash alternative to the pairs of SVR tickets that are the remaining ten prizes. These changes are in the hope, even faith, that in the Fund's fiftieth year you, our loyal members, will see fit to support our raffle in your droves. In this year it is important that I get your support, not just because of the increase in prize values but also because we have lost another important income stream – our Sales Stands.

The more books purchased the more we can make up that shortfall in income, but as I've said before, the purchase of just one ticket helps, so whatever amount you can afford and consider worthwhile will be appreciated, and you could win a prize, but you have to be 'in it to win it' (with apologies to the National Lottery!).

To confirm what you can see on the raffle tickets, the first prize this year is £250, second prize £150 and third prize £75, with a £40 alternative to the pairs of SVR First Class tickets. This alternative doesn't represent the full public cost of SVR First Class return tickets but recognises that not everybody may be able to make use of tickets, so rather than having something that is of no use you will get a return on your investment in the raffle ticket. I will contact the holder of tickets drawn fourth to thirteenth to establish their preference then send either tickets or a cheque. A list of winners will be published in the March 2021 edition of the SMF News.

As usual, cheques should be made payable to 'Stanier Mogul Fund', written in full please. Please do not send cash. A reply-paid envelope is enclosed which can be used to send the raffle ticket stubs and cheque to me, along with any other Fund-related items such as completed AGM proxy forms. Unfortunately, some of the reply envelopes have a tendency to split along the perforation in transit (rather than assisting me opening the envelope after arrival), so if you have some sticky tape handy it would be appreciated if you could put a small piece over the perforations on the back of the envelope before sending. There is no need to return unsold tickets.

You will see elsewhere that we intend (as at early July) to go ahead with the AGM at Kidderminster on 17th October, but if events outside our control force postponement I will make arrangements for the draw to take place on 17th October under my supervision, recorded and witnessed accordingly.

The profit made from the raffle each year goes toward keeping **our engine** active (including its maintenance and overhaul) and available for everyone's enjoyment, so if you purchase or sell raffle tickets you have the added satisfaction when seeing **our engine** at the head of a train of being able to say, 'I helped get that engine there.'

So there it is! Please don't delay, put your name and address on the tickets, write a cheque, pop them in the reply-paid envelope and then in your local post box. (If you don't want to write your name and address multiple times, just put it on the first counterfoil and I'll fill in the rest for you based on the value of your cheque. You can also ask me to do this for additional tickets if you would like more than twelve.) I look forward to seeing the postman struggling up my drive under the weight of post!

'Be a part of it.'



SALES MANAGER'S REPORT:

RICHARD GREAVES

That was the year that was – *NOT* – is probably the best way to describe it! As mentioned in my Editorial, no Sales Stands have been possible to date and that will continue to apply until at least the Spring of 2021 unless things improve drastically, and I for one am not holding my breath. However, as one door closes another opens and all credit to our Sales Stand team of volunteers for looking at other initiatives and coming up with the idea of a SMF **Virtual** Sales Stand, the full details of which can be found on Page 22.

Initially, only model railway engines and coaches will be offered, either by direct sales using the postal service or by eBay. Details of what items are available can be checked with Dave Beer using his contact details on Page 23 or following the on-line instructions also shown on Page 23

We have tried to make the whole process as easy and straightforward as possible, but please bear with us should we need to fine-tune it to iron out any problems that may come to light once we go live. On this one we will be learning as we go along but we do learn fast, and please also remember that we are all volunteers!

Later, as Covid-19 regulations are relaxed further, we hope to return to toy fairs once these venues are allowed to restart and we will continue to look for any other opportunities that will take us back to 'the good old days'.

In the meantime, we hope the past quality of our goods and our fair and attractive prices will be well known and entice you to try out our SMF **Virtual** Sales Stand, and by making a purchase you will reward all the hard work put in by our sales team in setting up this venture. We look forward to 'serving' you.

Any comments, good, bad or indifferent, can be passed to Dave Beer (contact details on Page 23).

Just as this issue was closing in early July, John Ashton advised me that our first engine which he had advertised on eBay as a trial had sold within hours of appearing. Since then (mid-July), John has achieved sales of over £2K. What a brilliant start and all credit and thanks to John for his hard work.

Unfortunately, because of the situation we currently find ourselves in we are unable to accept any donated goods until further notice.

Finally, it is with a heavy heart and much regret, that I must inform you all I have tendered my resignation from the subsidiary CoM roles of SMF Sales Manager and SMF Donated Goods Co-ordinator, with effect from midnight, 31st July 2020. I am unable to go into detail on this matter, due to the SMF CoM confidentiality code of practise but suffice to say, that for personal reasons I cannot accept newly imposed job role functions and their consequent implications.

I have been involved in SMF sales for more years than I care to remember and been privileged to 'borrow' the title of 'SMF Sales Manager' for the last six and a half years. During that time, I have met many lovely and generous people and also made many, of what I call, friends. You have supported my many appeals over and over again and my 'sales team' have always rose to the challenge, willingly and with the utmost dedication, to sell your goods, in all weathers, for the sole benefit of 42968. The combination of **you** and **'my team'**, have produced results far in excess of expectations and for that I am truly grateful. The continued working future of 42968 lies deep within me and I hope, sincerely, that you will all continue supporting **our** sales stand in whatever format the future holds. Thank you all so much for the past and the present and please, continue to give that support to whoever takes over my role. Good Luck, stay safe and good health to you all.



STANIER MOGUL FUND SALES STAND – *DAVE BEER - ON BEHALF* WE HAVE MISSED YOU SO MUCH: *OF THE SMF SALES STAND TEAM*

In *normal* times we would now be celebrating another successful programme of Sales Stands at Kidderminster Town Station, SVR. Our 2020 season originally offered twenty-six dates when our loyal customers and supporters could buy our varied selection of railway related goods. However, these are not *normal* times and with regulations in place, some of which are still ongoing (at the cut-off date for this magazine – early July 2020), to deal with the Covid-19 Pandemic, we have been prevented from opening and offering you our quality items.

These sales do of course provide the SMF with valuable inward funding, which is currently our main source of income. Consequently, and thanks to the continued generosity of our members, we have amassed a large and exciting collection of goods for the 2020 season which now remains unsold. To help clear some stock, your Sales Stand Team with the full support of your Committee of Management have been looking at ways for you to continue shopping with us from the comfort and, more importantly, safety of your own homes, and also to enable you to continue adding to your collections at our great value-for-money prices.

WE PROUDLY ANNOUNCE - THE SMF VIRTUAL SALES STAND

By using our **Virtual** Sales Stand you will be helping **your** Fund to bring in some much-needed revenue for the benefit of 42968. Why not tell your fellow railway modeller friends and acquaintances about our exciting new initiative, and who knows, as well as finding something of interest we may even impress them enough that they will want to join us?

BY POST:

Initially, we will be offering a selection of our top quality steam, diesel and electric locomotives, together with a small number of coaches, for sale by post. Your e-mail or telephone enquiry can establish if we have what you want, and, of course, all will be offered at our usual unbeatable quality and value for money prices. Enquiries by e-mail can also opt for future priority mailings as and when further items are offered for sale. Large orders can be delivered by our own couriers to your home in the Bromsgrove, Stourbridge, Kidderminster, Telford and North or South Birmingham areas. Other areas may be possible by prior arrangement. Enquiry details can be found on the opposite page.

On eBay:

For those of you with on-line facilities, please go to the SMF Web Site at staniermogulfund.org.uk, click on the **Home Page** and select **SALES** on the **Menu Bar**. All you then have to do is simply follow the links as detailed opposite. If you do not see anything of interest, please keep checking as new models will appear regularly. When ordering on eBay, all payments are made by **PayPal**.

Please see opposite for further details and a few examples of the quality of goods that we can offer to hopefully whet your appetite and, to use an old sales cliché:-

“They will not be around for long at these prices and when they are gone – they are gone”.

Right: For Illustration purposes only. Not necessarily for sale.

Photograph: David Beer





THE SMF VIRTUAL SALES STAND

We can offer for sale pre-owned steam, diesel and electric outline model railway engines ranging in quality from Test Run Only, Mint, Excellent, Very Good and Good to Reasonable, Poor and Bought as Offered – No Returns.

Postal Sales Orders will need to be placed by telephone or e-mail. An initial enquiry to discuss your 'wants' will establish what stock we hold and if any of the items are of interest to you. We also have a small number of unboxed models, including some non-British, and non-runners at bargain basement prices. Condition of these and all other stock will be fully described.

eBay: Models will also be available on-line at eBay and we would suggest that you go to the SMF Website at staniermogulfund.org.uk and click **Home Page**, then on the **Menu Bar**, select **SALES**, under sub-heading **eBay** use the '**Click Here**' option. To view all items currently available select '**see all items**'. If nothing is of interest to you, please do keep checking as models will be uploaded on a regular basis. For eBay orders all payments are transacted using **PayPal**.

Most models are OO Gauge and before dispatch they will have been tested by an experienced modeller and will have a full description of both the quality and running condition. This is a new venture by SMF volunteers so please be patient whilst we iron out any difficulties that may arise. As a taster, would you like to add these to your collection?

Bachmann 31-185 Jubilee Class 5563 'Australia' LMS crimson, Fowler tender. Excellent condition **Boxed £75.**

Bachmann 31-405 Lord Nelson Class 30852 'Sir Walter Raleigh' BR lined green. Excellent condition **Boxed £45.**

Bachmann 31-552 Class V2 60964 'Durham Light Infantry' BR lined green. Excellent condition **Boxed £50.**

Bachmann 32-750 Class 57/0 Diesel Electric 57 008 'Freightliner Explorer' Green. Excellent condition **Boxed £90.**

Hornby R2391 County Class 1010 'County of Caernarvon' GWR lined green. Excellent condition **Boxed £60.**

Hornby R2652 Class 66 Diesel Electric 66 702 'Blue Lightning' **Boxed £70.**

Lilliput UK/Trix Class A2 60525 'A H Peppercorn' BR lined green. Excellent condition. Noisy runner **Not original box. £110.**

For Postal Sales only. Postage and Packing is **£5 per item.** Payment by Cheque or Postal Order. Local delivery by our own couriers (**large orders only**) are available at **£5 Per Order.** If paying by cheque, goods will be dispatched immediately cheque has cleared. Our card reader can be used only when the purchaser is present; Cash, Postal Order and Credit or Debit card payments can all be accepted at time of delivery **for large orders only.**

ALL Enquiries and Postal Sales: Contact Dave Beer
Telephone: 07913 637992 (1200 to 2000 Monday to Saturday).
E-mail: dwbeer@virginmedia.com

All Postal Sales offer a no quibble return and refund if goods do not match description and are returned within three working days in original condition and packaging.



THE SMF VIRTUAL SALES STAND

**BEAT THE COVID-19 BLUES
AND BUY WITH
CONFIDENCE**

**(A Little Black Engine with no
name still *needs* your support)**

*Left: For Illustration purposes
only. Not necessarily for sale.*

Photograph: David Beer

ARCHIVE REPORT:- 2968'S FIRST RUN IN PRESERVATION - 12th NOVEMBER 1990

JIM NORMAN

In the fifty years that the Stanier Mogul Fund has been involved with its engine there have been many milestone dates. Which, though, was the most significant? Was it that Saturday in (probably) April 1970 when four people went to Barry 'just to take photographs' and founded the Stanier Mogul Fund that same evening? Or 1 September 1973 when the Fund became her owners? Was it two months later on 13 December, when she started the journey 'dead on own wheels' from Barry to Bewdley and the SVR? Perhaps it was 13 April 1991 when she worked her first passenger train in preservation, the SMF 'Return to Steam Special'? It might have been 31 August 1996 and her return to the main line on a proving run to Gloucester and back; or 7 December the same year with her first main line special from Dorridge to Lincoln, the Lyndum Fayre? I could go on, and perhaps we all have our own point of view.

To your Archivist, 12 November 1990 must come top of the list. That was the day when 2968 moved for the first time under her own steam in almost twenty-four years (last sighting in steam at Preston, 14 December 1966 with the 6/35 parcels ex-Liverpool Lime St Station). In between there had been twenty years, including Barry working parties, of sheer, hard slog both in fund raising and physical work on the engine and tender. But on that November day, it all became worthwhile.

I was able to arrange at short notice a day's leave from work and hurried down to Bridgnorth in time to see history being made. The engine had long been lit up and stood in the yard with steam blowing from the cylinder taps, Fund Engineering Officer Colin Williams and SVR Works Manager Graham Nangreave on the footplate. I headed for the footbridge with its panoramic view of the yard for the start of a series of photographs recording the momentous day, including all those reproduced below.

Below: Having stood for some time, Colin waited until 11.30 before winding the engine into back gear, releasing the brakes and opening the regulator. With steam pouring from the cylinder taps, she made her first move of a few feet when the brakes were applied to ensure they worked. There came a big cheer from the footplate.



Right: Having proved that the engine could stop, Colin again opened the regulator and 2968 exited the yard and ran as far as the starter beyond the Oldbury Road underbridge.



Left: Following this short run the engine re-entered the yard to return to the same spot, with Graham occupying the fireman's seat.

Right: Then followed a more ambitious outing. The long token to Highley was obtained and we set off, with the writer now on the footplate, for that station. Frequent stops were made to ensure all was well. Note the 6B Mold Junction shed plate, where she resided from 22 June 1963 to May 1964, fitted in honour of Colin in recognition of all his work in restoring the engine.



Right: Another stop for a check over, again without finding any problems.



Left: As a result of all the stops it took time to reach Highley, but we were in no hurry. We stayed there for some time, ostensibly to allow things to cool but also to take many photos.

Right: Being November, it was rather damp, but nothing could dampen our spirits that day!



Right: After checking that all was well, Colin, extreme left, took his own well deserved photos.



Left: The return run to Bridgnorth was chimney first, and while confidence had grown, check-over stops en-route were still the order of the day. Here Colin and Graham carry out the examinations. Note all the missing cladding sheets: boiler, left hand cylinder and main steam pipes, and the front sections of the running plates.

Right: Back at Bridgnorth after her first run, with Colin at the regulator. Standard 4 Tank 80079 was just beginning a strip down for overhaul. Through the side window can be glanced the writer's Ford Prefect, which he still has although not now in use.





PUBLICITY UPDATE – GOLDEN JUBILEE:

PETER HOLDER

Back in January, I prepared an article for the March SMF News announcing our intentions for a Golden Jubilee publicity initiative. In the months since, I think I can confidently say that every reader will have experienced some degree of upheaval to their life. What does this mean for the marking of fifty prosperous years of the Stanier Mogul Fund?

First, the celebrations. As you will see in James Cooper's notice, the special train scheduled for 5th September is now on hold. Crucially, this does mean that your CoM has every intention of running it when circumstances allow. In spite of the timing of its announcement, the take-up was excellent, and we look forward to marking this milestone with members and their guests. The possibility of attending this event is also an important incentive for those considering joining the Fund this year.

This takes me on to the matter of associated publicity and our recruitment drive. You will have seen our eye-catching Golden Jubilee flyer, posted as an insert to the last SMF News. In fact, many of you will have been inundated with them - subscribers to Steam Railway will have discovered an insert with that publication, along with an article outlining our plans for the year, and Severn Valley Railway members will have found another in the most recent SVR News. The total circulation - albeit with some people being reached more than once - is around 50,000. That's right, nobody can escape the SMF!

In fact, it would seem that few wish to. We've enjoyed a terrific number of membership applications and I can now confirm (early July) that the bold target we set - that of fifty new members in the calendar year - has already made great progress with many new members. Many of these new members have made generous donations in addition to their purchase of 'First of the Finest' certificates, and some long-standing members have been prompted to make additional contributions.

Some of the success can be attributed to the simplification of our membership criteria. A one-off payment for life membership clearly appeals, as does the possibility of applying, and paying for it, entirely online. Success is also attributable to you for spreading the word and utilising your persuasive charm. One member managed to sign up three of his neighbours - thank you, Dave!

The campaign continues and will reach a natural climax with your locomotive's return to steam. Readers of SVR News will have seen our extended piece in the Summer issue, and some significant coverage in a national magazine is in the offing.

Those of you who follow our social media pages, Facebook and Twitter, will know that we have posted daily for the duration of 'lockdown'. Content has ranged from the many wonderful photographs of your locomotive on its travels, in both steam days and in preservation, to anecdotes from CoM members, along with the occasional competition - spot the Stanier Mogul, name the motion parts, etc. This was simply intended to raise a smile during difficult times, spreading positive, factual material, while the world was awash with anxiety and uncertainty. A happy by-product has been the notable increase in our supporter base and those regularly interacting with the SMF online. If there's to be a silver lining....

So, in a year that's predominantly been focused on survival, it's heartening to reflect on past successes of the SMF, and to know that its future is bright. Please do continue to spread the word to prospective members - fifty pounds in our fiftieth year!



MEMORIES OF THE WOMBOURN BRANCH –

OR “That train sounds like it is coming up the garden”: JOHN BAILEY

These were the words that my mother would invariably use when the sound of a long goods train on the branch could be heard increasing in volume as it rumbled along the embankment and over the bridge across the road where we lived in Wolverhampton. In fact, the bridge was several hundred yards down the road near where there was a connection with the rail system of the Courtauld's artificial silk fibre mill. This dominated the view from our garden, from where could be heard, but not seen, sounds of whichever of two apple green Hawthorn Leslie 0-4-0STs was in steam that day. These were ‘Annabel’ and ‘Rosabel’, whose small engine shed was in plain view further down the road, and which attracted wider attention in 1957 when 51204 could be “copped” there whilst on hire as locum for one of the regulars under repair.

The ten-mile-long, single track, Wombourn branch was authorised before WW1, which delayed its completion until 1925, making it one of the few lines opened by any of the ‘Big Four’. From a triangular junction just north of Oxley, the line skirted Wolverhampton, then ran mostly through open country, with a passing loop in the village that gave the branch its name (Wombourn), before forming a connection with the Kingswinford branch at Baggeridge Junction. The earlier branch, which had been completed in 1875, ran from just north of Brettell Lane station on the line between Wolverhampton and Stourbridge Junction, so there was now a route by which goods to or from points beyond Worcester could avoid the congested tracks through Wolverhampton (Low Level).

Stations with goods facilities on the branch were provided at Tettenhall, Wombourn and Himley, with Halts elsewhere served by rail motor between Wolverhampton (Low Level) and Stourbridge Junction. At Tettenhall, the proximity of frequent trams to Wolverhampton town centre, which would save any would-be passenger the formidable walk up from the Low Level station, doubtless contributed to the end of the passenger service by 1932.

The north cord of the triangle was shorter than the south one, and in order to provide adequate refuge for long goods trains as they paused for a crew change and an onward path, the two cords were extended into four parallel tracks. These merged into two tracks, and then immediately into the single-track branch at the 12-lever, ground level Oxley Branch Junction box, which was the token exchange point. The view looking

Below: A relatively modern view of the remaining stub of the south connection to the Wombourn line at Oxley Middle Jct. The lines to the right are from Wolverhampton

and continue ahead to Shrewsbury via Wellington. The Overhead Electric Wires from Wolverhampton station end here as indicated by the Stop Board, 4/3/84.

Photograph:

John Marshall

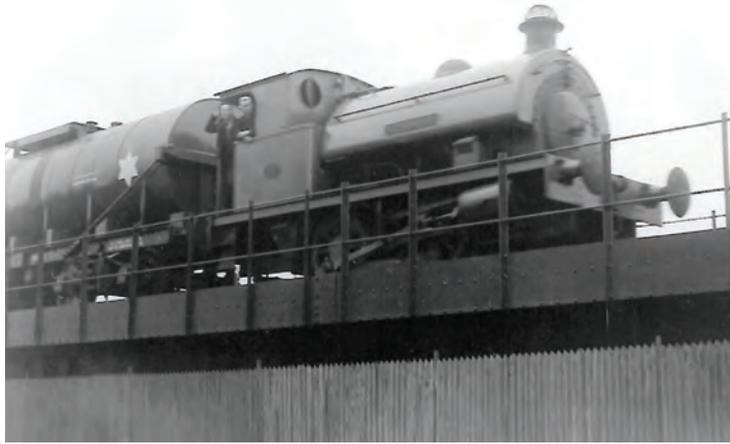
- Courtesy Kidderminster

Railway Museum



Right: One of the two 'Courtauld's Belles', Hawthorn Leslie 0-4-0ST with spark arrester, brings a chemical tank wagon over the mini viaduct crossing the canal to head past the shed and into the works, Circa 1961/2.

Photograph:
John Bailey



Left: The WR 14xx 0-4-2T mentioned in the article on what was thought to be a 'Running In' turn from Stafford Road Works, Wolverhampton, working the Wombourn Branch Pick Up goods train, Circa 1961/2.

Photograph:
John Bailey

away from the box was of a rural branch line, over which daily ran a typical GWR 'pick up' goods train; once I saw it being used as a 'running in' turn for a 14XX 0-4-2T after overhaul at Stafford Road Works. To look the other way gave the impression of a four-track main line, especially if faced by a ten-wheel locomotive at the head of a train curving out of sight. At summer weekends this could be an ECS working back south for a holiday special that had terminated at Wolverhampton.

The triangle was used for turning engines when the turntable at Stafford Road shed was out of action, or when ex-LMS Pacifics were borrowed whilst 'Kings' were having a bogie problem, then later for the Midland Pullman. One of my earliest memories is of watching, from a vantage point inside the northern apex of the triangle, as immaculate 'Castles' No. 7029 'Clun Castle' and No. 5073 'Blenheim', slowly passed by facing north on the main line then stopped by Oxley North box. The branch signal dropped and, after the whistle sounded, the pair appeared tender first gaining speed, only to disappear round the north cord. Shortly, the whistle was heard again before the two appeared in profile on the south cord heading for Oxley Middle Junction, to pass behind the bulk of the engine shed before reappearing in the distance crossing the viaduct leading back to Stafford Road.

The Kingswinford branch originally terminated in exchange sidings with a private railway system built mostly on, and operated as part of, the estate of the Earl of Dudley.

The various Acts of Parliament enclosing the estate permitted construction of tramways, so over time tracks came and went connecting small local sources of coal and minerals with metal and ceramic processes as required. Baggeridge Junction was close to Shutt End, from where in 1829 the first line in the Black Country to use a steam locomotive, 'Agenora', now at NRM, connected the system to Ashwood Basin on the Staffs and Worcester Canal. A second network of lines serving Round Oak iron works was extended over Pensnett Chase, down the 1 in 25 Barrow Hill incline to join the Shutt End line, giving a system mileage of forty. Internal use wagons carried the initials ED (Earl of Dudley Railway), but engines were unbranded, and in official documents and notices it was referred to as the Pensnett Railway (PR). At its peak, the engine fleet numbered twenty, and these were maintained at workshops where two were built and others rebuilt.

By the time of the opening of Baggeridge Junction, most of the minerals had been extracted from the adjacent area, and the associated small scale activities had closed, which allowed their remains and rail connections, including the Shutt End line, to be reclaimed by nature. By then, the Dudley Estate mined coal at a modern, large colliery at Baggeridge, connected by an extension to the north of the exchange sidings, and Round Oak was now a modern steel works. The PR was responsible for: the internal working of both colliery and the steel works; traffic between the former and the latter and the GWR; and several miles of branches to serve other surviving industrial activities and land sale wharves. With nationalisation, the NCB took control of the coal



Left: Standard Class 2MT 2-6-0 No. 78002 waits at Wombourn station for the road north with an empty mineral wagon train for Oxley sidings. Items of interest include the single line tablet catcher, the toad brake van and that the engine is not displaying any head code lamps, 7/10/63.

Photograph:
R J Buckley - Courtesy
Initial Photographics

Right: Wombourn station looking towards Oxley Branch Jct. and Wolverhampton, Circa 1964. It is hoped that the people standing on the platform are not waiting for a train as passenger services had ceased as long ago as 1932! The line continued in use for goods traffic until 1965.

Photograph:
P J Garland – Courtesy
Kidderminster Railway
Museum



Right: Himley station looking north to Wombourn and Oxley Branch Jct., 16/6/62. Although Up and Down platforms were constructed at the time the line was built, for whatever reasons track was never laid to the Up platform.

Photograph:
**G E S Parker - Courtesy
Kidderminster Railway
Museum**



Left: Tettenhall station looking south towards Stourbridge Jct. The Staffs and Worcester canal is in the foreground. The picture is undated but the station is newly constructed, which would date the picture to circa 1925.

Photograph:
**G E S Parker Collection
- Courtesy Kidderminster
Railway Museum**

flow to the exchange sidings, but the other duties continued to be carried out by the PR, which initials now appeared on the wagons.

One summer evening in 1962, I was attempting to follow the branch by bike and had stopped to consult a map, when I noticed a line of overgrown rails running towards a wooded area; here I found evidence of more abandoned lines and some derelict wagons. I also located the isolated Baggeridge Junction signal box, to which I returned the following day, and came upon the sight of a green PR Barclay 0-6-0ST simmering at the head of a few coal trucks almost surrounded by vegetation. Nearby were sidings with more coal wagons and a black NCB Hunslet 0-6-0ST heading off towards the colliery. Soon afterwards, the PR engine set off, and for some time I could savour the sound as it stormed up Barrow Hill. All it would have needed was a BR presence to have seen engines of three separate owners in view; where else could this be found at the time? With a generous dose of “modeller’s licence”, this location would provide an interesting model, with tank engines from the colliery, steel works, Oxley and Stourbridge Junction, converging to leave and collect wagons, seemingly in the middle of nowhere, with larger locomotives with longer trains passing by, after pausing for tablet exchange.

One end of this somewhat insignificant branch line was of great personal significance in kindling my love for, and producing some of my earliest memories of steam locomotives, small and large. At the other end I had a glimpse of the soon-to-end 139

Right: A Pensnett Railway Barclay 0-6-0ST stands on the 'main line' from Baggeridge Jct. to Round Oak near the NCB Baggeridge Colliery sidings. The 0-6-0s were used for these longer trains, leaving the 0-4-0STs to work the steel works, circa 1961/2.

Photograph:
John Bailey



Left: Baggeridge Jct. signalbox looking towards Stourbridge Jct. on 16/6/62. Note the tablet catcher (left) and pick up (right) apparatus either side of the tracks for giving up and receiving the single line tokens. The tracks leading away in the bottom left corner of the picture became the single line section towards Wombourn. The main line from Stourbridge Jct. came in from the right, providing a junction (out

of view) with the left fork for the Wombourn line and the right fork going behind the box and formed the main line to Baggeridge colliery and Round Oak.

Photograph: G E S Parker - Courtesy Kidderminster Railway Museum

years of steam in this location. In 1963, diesel replaced steam on the PR and in 1965 the Wombourn Branch closed, followed a year later by the end of BR steam at Stourbridge Junction shed. Finally, in 1968 the closure of the colliery meant the end of the NCB steam-hauled traffic to the Kingswinford branch, leaving nature to reclaim, and memories to recall.

Those memories are mine; for the facts I have drawn on the books below, which are out of print but copies are advertised on the internet.

<i>A History of the Pensnett Railway</i>	by W.K.V. Gale,	Goose & Sons,	1975
<i>The Railway to Wombourn.</i>	by Ned William,	Urailia Press,	1986*
<i>The Railways of Dudley</i>	by Ned Williams	Urailia Press,	1994

*Has Numerous photographs of the branch, many of the triangle or the vicinity of Baggeridge Junction.



FIFTY YEARS OF MEMORIES – PART 2: RICHARD GREAVES

Despite all the doom and gloom, we are not going to allow that to dampen our enjoyment of all that we have achieved in this, our 50th Golden Jubilee Year, are we? A resounding **NO**, I hear you all say.

Continuing on from our March 2020 SMF News 87 edition, I am turning in this issue to those incredible and hardly believable days when **our engine**, against all expectations, was prepared, certified and returned to the main line for a series of steam charters that took her north to Carlisle, south to Plymouth, east to Lincoln and west to Swansea, and in the process, hill climbing feats that included Ais Gill (twice), Copy Pit, Sugar Loaf, Llanvihangel and, in company with SVR stablemate No. 7325, Upwey, Dainton, Rattery, Hemerdon, Whiteball and culminating in the fearsome Lickey Incline (twice). Her fifteenth and final fling on the main line was over two weekends at ‘Steam on the Met 98’, during which she flattened the 1-100/105 climb between Watford South Jct. and Amersham on each of her runs. What an adventure all of that was.

Although we have been out of traffic now for far too long, hopefully the end is in sight, even if it is still only a pinprick at the end of the tunnel. One positive note in all this is at least our boiler ticket has not been idly ticking away during lockdown and possibly beyond. Hopefully, when we do return to traffic, be that in 2021 or 2022, Covid-19 will be under control and let us hope that many restrictions will have been lifted or accommodated for by less draconian rules and regulations, allowing us to celebrate 29’s return in more traditional fashion than at present.

So sit back with a glass of your favourite tippie and enjoy my selection of pictures when, against all odds, our **Little Black Engine with no name** became **THE MIGHTY MOGUL**.

THE MAIN LINE ADVENTURE BEGINS

*Below: One of the first photographs (if not the first), of 2968 back on the main line since arriving at Barry in April 1967. Seen at Croome Wood north of Cheltenham on 31/8/96, she is working the 11.37am Engine and Support Coach Main Line test run from Kidderminster to Gloucester Central and return. The footplate crew were Driver Trevor Smedley and Fireman Derek Turner. **Photograph: Richard Greaves***





Left: Having turned on the Gloucester triangle, 2968 stands at the north end of Gloucester station before setting back to recess into one of the West End Bay platforms to await departure time for the return run to Kidderminster 31/8/96.

Photograph:
Richard Greaves

Right: The footplate crew on that memorable day pose for the camera as 2968 stands in one of the West End Bay platforms at Gloucester station. L-R Fireman Derek Turner and Driver Trevor Smedley, 31/8/96.

Photograph:
Richard Greaves



Below: 2968 is seen at Worcester (Shrub Hill), a location that she last visited in this direction during the early hours of a bitterly cold 14/12/73 when running 'Dead on own wheels' behind Class 37 No. 37 300 from Barry to Bewdley. Now in happier times, she returns home to Kidderminster from Gloucester following a successful main line test run. The SVR support crew that day were Alun Rees, Ray Tranter, Gordon Foster, Roy Baker and Nigel Hanson, 31/8/96.

The SVR support crew that day were Alun Rees, Ray Tranter, Gordon Foster, Roy Baker and Nigel Hanson, 31/8/96.

Photograph:
Richard Greaves





Left: This was 2968's first main line railtour in preservation and, disappointingly for the photographers who turned out, the day was marred throughout by damp and foggy conditions. It is to the credit of the cameramen who turned out that any pictures were

possible at all. 2968 is seen in full cry near Willington, north east of Burton-on-Trent on the outward run, 7/12/96.

Photograph: Jim Norman

**'The Lyndum Fayre' 1Z54 07.39 Stafford – Lincoln 7/12/96
(Steam hauled Dorridge - Lincoln and return)**

Below: With the foggy conditions still prevailing, 2968 arrives at her outward destination of Lincoln. Just sixteen minutes behind schedule, she had put up a commendable performance given the unfavourable weather conditions that day, 7/12/96.

Photograph: Chris Milner





Left: The incredible news that 2968 was to work over the S&C came as a result of the withdrawal of the booked engine, 60009 'Union of South Africa'. With a load of 365 tons gross and a standing start from Settle Jct. at the foot of the climb due to a signal check, doubts were expressed that she would reach the summit of 'The Long Drag' unaided. Seen here at Stainforth just four miles from the restart, 2968 had already attained 32½ mph on the rising 1 in 100 gradient to Blea Moor, astounding both passengers and photographers alike.

21/12/96.

Photograph: Rhys Jones

**'The Christmas Cumbrian Mountain Express' (S&C Northbound)
1Z49 07.16 Hitchin - Carlisle 21/12/96
(Steam hauled Crewe - Carlisle)**

Right: Passing the remote Blea Moor signalbox in triumphant style, 2968 is bathed in the afternoon winter sunshine of a cold and raw December day. The distant fells are coated in snow and the cameraman has trekked quite a distance to be rewarded by this stunning picture, 21/12/96.

*Photograph:
Edward Hurst*





**'The Christmas Cumbrian Mountain Express' (S&C
(Steam hauled C**

MAIN LIN

Above: *In the opinion of your Editor, this stunning view of 2968 crossing Ribbleshead Viaduct with the wild landscape of northern England. Silhouetted by the low afternoon winter sun, the fifteen mile northbound climb of the 'Long Drag' at Blea Moor tunnel, and on to Airedale station, and on to Carlisle Citadel station. Index*

Photograph



**Northbound) 1Z49 07.16 Hitchin - Carlisle 21/12/96
Crewe - Carlisle)**

THE SUNSET

*Locomotive 21/12/96 typifies the raw beauty of steam and railway engineering harmonising
with the sunset. As the sun sets, she takes her train towards the summit of the almost continuous 1 in 100,
the Gill. From here, the fireman can take a breather during the mainly downgrade run
and some of the most memorable memories are made of this.*

Author: Bob Green



Left: After spending Christmas and New Year in the Border City, 2968 worked south on 4/1/97 following heavy snow falls which had blanketed the Northern Fells. Passing Culgaith, she is working hard on the lower slopes of the long climb to Ais Gill.

**Photograph:
Richard Greaves**

**'The Cumbrian Mountain Express' (S&C Southbound)
1Z24 13.10 Carlisle – Watford Junction 4/1/97
(Steam hauled Carlisle - Crewe)**

Below: Snow smoke and lots of both. 2968 crosses Ais Gill viaduct in dramatic style and attacks the final mile of the climb to Ais Gill which she passed at a creditable 26½ mph. Another memorable picture by a cameraman in the right place at the right time, 4/1/97.

Photograph: Jim Norman





Above: Another damp, wet and foggy day with few photographic opportunities. Running some 90 minutes late due to earlier operational difficulties, 2968 piloting 7325 and running under caution signals ease their ten coach load into Malvern Wells, 11/1/97.

Photograph: Richard Greaves

‘The Taffy Apple’ 05.30 Northampton - Swansea 11/1/97

(Train Engine 7325 – Pilot Engine 2968)

(Steam hauled Worcester Shrub Hill – Swansea High Street and return)

Below: 2968 with 7325 lost to view in the damp and steam filled air have finally arrived at their destination of Swansea (High Street) station some 122 minutes late on 11/1/97 due to a failed Class 47 at the start of the day and lost paths en route. Alongside is more modern power which today has itself been replaced. The HST 125 train is awaiting departure for London (Paddington).

Photograph: Richard Greaves





Above: After being crossed to the slow line at Golborne Jct. on 8/3/97, 2968 regained the fast line at Liverpool Jct. opposite her old shed of 8F Wigan Springs Branch, which she had left for an uncertain future 31 years ago. The site was now being used by EWS as a Diesel Engine Component Recovery Depot and has recently been transformed into a Northern Rail EMU/DMU light servicing depot. **Photograph: Neville Wellings**

**‘The Mogul Mountaineer’ 1Z58 07.22 Euston - York via Wigan,
Blackburn and Copy Pit 8/3/97
(Steam hauled Crewe - York)**

Below: Passing the long closed station at Towneley between Burnley and Copy Pit, 2968 makes steady progress up the 1 in 71 gradient towards the summit on 8/3/97. This was the first eastbound climb of Copy Pit since the end of BR steam in 1968.

Photograph: Richard Greaves





Left: 2968 stabled at the NRM between 8/3/97 and 12/4/97. She had been booked to work a return steam special, the 'Jorvick Flyer', to get her back to the West Midlands but an uninspiring itinerary failed to attract sufficient bookings and so she returned with just the support coach behind the tender. Seen here in the engineer's sidings at the

rear of the NRM waiting for departure time, she stands alongside a new Class 325 4-car Postal EMU No. 325 006. 12/4/97.

Photograph: Richard Greaves

**Steam Engine and Support Coach, York NRM – Kidderminster SVR
via Derby and Dorrige 12/4/97
(Steam hauled throughout)**

Right: Booked to stop on the running lines near Barrow Hill, 2968 was watered from a stand pipe on the opposite side of the tracks by the support crew, who on this occasion consisted of Frank Cronin, Steve Smith, Tony Massau, Alvin Barker and John Robinson, 12/4/97.

**Photograph:
Richard Greaves**



Left: Standing in Derby station, 2968 was booked for a crew change stop. Driver Anthony Roseblade, Fireman Arthur Bramley and Traction Inspector Gareth Jones (all Bescot shed) relieved the York crew for the remainder of the run to Kidderminster, 12/4/97.

**Photograph:
Richard Greaves**



Above: 2968 crosses the swing bridge over the River Neath a few miles outside of Port Talbot on 18/10/97. This was the first steam hauled train along this stretch of line since 1965.
Photograph: Malcolm Ranieri

**‘The Welsh Dragon’ 1Z68 05.47 Euston – Shrewsbury
via Port Talbot and Sugar Loaf 18/10/97
(Steam hauled Port Talbot - Shrewsbury)**

Below: Due to a combination of an overloaded train and the mis-management of the engine by the footplate crew (despite the advice given by SVR GM, Alun Rees) it took three attempts to reach the summit at Sugar Loaf (with Alun on the regulator for the third and successful attempt). 2968 is seen crossing Cynghordy Viaduct on the first unsuccessful attempt 18/10/97.
Photograph: Malcolm Ranieri





Above: Being a Sunday, it was inevitable that 2968 could expect to encounter engineering works. She is seen here on the outward run getting away from Rhyl after setting down a pilotman, only to be faced with a TSR ahead. Driver Ray Hatton watches the road for sight of the approaching warning board, 19/10/97. **Photograph: Kevin Truby**

**‘The Ynys Mon Express’ 1Z31 07.52 Euston – Holyhead and
1T60 15.16 Holyhead - Euston 19/10/97
(Steam hauled Crewe – Holyhead and return)**

Right: After turning on the Valley Triangle and being serviced for the return working, 2968 makes a determined and sure footed departure up the 1 in 75 gradient out of Holyhead station on 19/10/97. With the engineering possessions lifted some fast running was achieved along the North Wales coast with a maximum of 72 mph at Worleston, a few miles south of Crewe.

**Photograph:
David R Greaves**





***Above:** Standing in for SVR stablemate, 7802 'Bradley Manor', which was a last minute failure with a hot axle box, 2968 was summoned and arrived in Bristol twenty minutes before the booked departure time to pair up once again with 7325. With 2968 piloting 7325, the two engines make a spirited departure from Bristol (Temple Meads) station and was a foretaste of some fine running to come, 25/10/97.*

Photograph: Andrew Bell

**'The Meldon Meanderer' 1Z68 05.20 Crewe – Meldon and
1Z27 Meldon – Newton Abbot 25/10/97
(Steam hauled Bristol – Meldon – Newton Abbot,
Train Engine 7325, Pilot Engine 2968)**

***Below:** West of Highbridge, 2968 and 7325 are captured to perfection as they cross the Huntspill River (actually a man-made dyke) racing over the Somerset Flats towards Bridgwater, 25/10/97.*

Photograph: Don Bishop





Above: With 2968 now booked to cover the remainder of 7802's current programme, she was the train engine with 7325 the pilot for this foray to Plymouth on 8/11/97. Almost certainly she became the first member of her class to visit the sea wall section between Dawlish Warren and Teignmouth and climb the South Devon Banks of the WR main line to Cornwall. Sweeping round the curve at Langstone Rock west of Dawlish Warren station, 2968 gets her first sight of the famous section ahead.

Photograph: Mike Goodfield

**'The Pilgrims Progress' 1Z31 07.03 Paddington - Plymouth and
15.07 Plymouth - Paddington 8/11/97
(Steam hauled Exeter - Plymouth and Plymouth - Bristol TM,
Train Engine 2968, Pilot Engine 7325)**

Below: On the return run the two moguls showed a rare contempt for the 1:42 climb to the summit of Hemerden Bank and are seen here just short of the summit loops beyond the bridge. SVR support crew stalwart, Don Shadwell, looks back from the footplate of 2968 and the huge grin I think says it all, 8/11/97. *Photograph: Danny Preston*





Above: Having taken this train over at Bristol, the steam engines handed over to Class 47 diesel No. 47 766 at Yeovil (Pen Mill) as booked and then went light engines to the Main Line Steam Centre alongside Yeovil Jct. station to use the Centre's turntable and servicing facilities. Having been turned and suitably serviced, 2968 and 7325 await departure from Yeovil Jct. on 15/11/97 to work L/Es to Weymouth to pick up the return working.

Photograph: Richard Greaves

**'The Hardy Flyer' 1Z56 06.03 Wolverhampton - Weymouth and
16.01 Weymouth - Wolverhampton 15/11/97**

**(Steam hauled Bristol - Yeovil Pen Mill, Train Engine 2968, Pilot Engine 7325),
and Weymouth - Bristol Train Engine 7325, Pilot Engine 2968)**

Right: Having run L/Es from Yeovil Jct. to Weymouth and with 2968 now the pilot engine and 7325 the train engine, our intrepid pair stand at Weymouth station ready to do battle with the 1 in 50 climb of Upwey Bank, which awaits them shortly after departure, 15/11/97.

*Photograph:
Neville Wellings*





Above: This was the one that the railway fraternity had been waiting for. The first steam-hauled ascent of the 1 in 37.7 Lickey Incline by a passenger train since the end of steam on this route more than 30 years ago. 2968 piloting 7325 make a spectacular sight as they storm past Finstall with their 378 gross ton train and passing the summit at 18 mph in three minutes, twenty four seconds from the foot of the incline at Bromsgrove. Probably the fastest recorded climb of the Lickey by steam, 22/11/97.

Photograph: Malcolm Ranieri

**‘The Lickey Inliner’ 1Z44 06.24 Finsbury Park – Gloucester
via Bristol and Bescot 22/11/97
(Steam hauled Bristol – Bescot - Gloucester,
Train Engine 7325, Pilot Engine 2968)**

Right: Another (probably) first for 2968 happened on the same day. On the approach to Walsall, 2968 and 7325 with ‘The Lickey Inliner’ passed Black Five No. 44767 working the return Crewe to Guildford ‘Pines Express’. This was the first known occasion when two independently operated steam specials had crossed, other than on the S&C. What are the odds of being in the right place at the right time to capture this scene? 22/11/97.

*Photograph:
Neville Wellings*





Above: Working alone on this train of eleven bogies, 2968 makes steady progress past Rhosymedre on the 1 in 83 climb from Dee Viaduct and approaches the long abandoned Llangollen Line Jct. south of Ruabon. Looking back down the train from the cab side window is SVR GM Alun Rees, a former BR footplateman himself and now highly respected throughout the preservation movement, 13/12/97.

Photograph: Richard Greaves

‘The Chester Chuffer’ 1T55 06.55 Euston – Chester via Wolverhampton and Ruabon and 14.42 Chester - Euston via Crewe Whitchurch and Wolverhampton 13/12/97 (Steam hauled Bescot – Chester - Bescot)

Below: On the return run, 2968 races past Tattenhall between Chester and Beeston making light work of her eleven coach load. There is a story to be told about this photograph but here and now is not the time to tell it. Perhaps in a long future dated issue of this magazine all will be revealed – perhaps 13/12/97. (Your Archivist was there and knows the story . . . JN)

Photograph: Richard Greaves





Above: On a day of torrential rain and gale force winds, this train certainly lived up to its headboard title. Having taken over her train in a very wet and misty Shrewsbury station, 2968 awaits departure for an adventure that was about to unfold, 3/1/98.

Photograph: Lisa Greaves

**'The Central Wales Adventurer' 1Z30 05.20 Newport - Gloucester
via Shrewsbury and Sugar Loaf 3/1/98
(Steam hauled Shrewsbury - Sugar Loaf - Gloucester)**

Below: Despite the rain and gale-force winds, 2968 comes off Knucklas Viaduct and digs in for the 1 in 60 climb to Llangunllo. Having reached Llandrindod Wells it was found that the line ahead was closed due to flooding. Instead of cancelling the train, Railtrack, to its credit, authorised an emergency diversion route. 2968 'ran around' and worked tender first back to Craven Arms. After a second 'run around' and now



chimney first she put in a 'sparkling' performance over the Welsh Marches road, reaching speeds that have never been published nor will yet for some time to come! On reaching Newport, she handed over to a waiting diesel, which took the train on to its final destination. But once again, when presented with a challenge 2968 had risen above and beyond what was expected of her, 3/1/98.

*Photograph:
David R Greaves*



Above: Once again, the two moguls found themselves paired together, this time with 7325 piloting 2968 and with one coach more than their previous heroics when working 'The Lickey Incliner' on 22/11/97, the two engines display the 'power and the glory' that only steam engines can as they lift their massive train up the 1 in 37.7 of the Lickey Incline near Finstall to the summit at Blackwell, 31/1/98.

Photograph: Richard Greaves

**'The Inclined Salopian' 1Z92 06.31 Salisbury – Shrewsbury
via the Lickey Incline and Bescot 31/1/98
(Steam hauled Gloucester - Bescot, Train Engine 2968,
Pilot Engine 7325, and Bescot Shrewsbury 2968)**

*Below: Journeys end and, unknown at the time, it was also the end of 2968's return to main line running. After working the train alone (as booked) from Bescot she has arrived at Shrewsbury station, a place she was becoming very familiar with. But it was later discovered during a routine inspection that wastage to firebox crown stays had exceeded the limit for continued main line running, and apart from a final fling on the 'Steam on the Met 98' event, her main line career was finally over. **But what an adventure it had been.** 31/1/98.*

Photograph: David Gibbons





Above: 2968 working Train 101 and with SVR driver, the renowned Frank Cronin on the regulator, approaches Croxley station with the 10.51 Watford to Amersham service, 23/5/98.
Photograph: Richard Greaves

**‘Steam on the Met 98’ Harrow / Watford – Amersham Weekends
of 16th/17th and 23rd/24th/25th May 1998**

Below: Making light work of the almost continuous 1 in 105 gradient of Chorley Wood Bank between Rickmansworth and Amersham, 2968 passes Chalfont and Latimer working Train 102, the 13.06 Watford to Amersham service, 23/5/98.
Photograph: David R Greaves





**MEMBERSHIP SECRETARY'S REPORT - JOHN TIDMARSH
RECRUITMENT DRIVE 50 FOR 50**

I have been Membership Secretary of the Stanier Mogul Fund for what seems like a very long time and over that whole period, I write a report for each CoM meeting about numbers in the Fund and movement since the last meeting. Most times, numbers are pretty static with a very sad loss to the great engine shed in the sky.

As we were coming up to the 50th Anniversary of our Fund, some of our younger committee members, led by James and Peter, suggested a membership recruiting campaign focussed on the number 50: what a great idea.

So, 50 for 50 was born. A target of 50 new members for our 50th year and a Life Membership offer for just £50. The project was launched with great imagination and enthusiasm only to be hit by a wall!! Covid-19!!!! How could this type of initiative hope to succeed with everyone worried to death and the SVR closed? Timing could not have been worse.

But we have proved that youth and enthusiasm conquers all. So far, we have made much progress in filling our ranks, despite the adversities. This is a huge credit to James and Peter and all the others involved.

On behalf of all the CoM, I extend a very warm welcome to all our new members. We hope that your association with 42968 gives you as much pleasure as it always has for the rest of us.

CAN YOU HELP US SAVE ON POSTAGE COSTS?: IAN MARSHALL

I'm sure you will be aware that postage costs continue to rise year on year, making the mailing of around 600 copies of SMF News every six months an expensive exercise. In the accounts enclosed with this News, you will see our postage costs were £885 in the year to 31 March 2020, although not all of this relates to the SMF News.

Those who have joined us under our Young Members' Scheme over the last few years already receive their copy of each SMF News electronically – it is a condition of their reduced cost of membership.

You would still receive the AGM notice and related documents by post as required by our Constitution, although the Committee will be considering an amendment to allow notification of these to be sent electronically as well, if agreed.

If you would like to receive future SMF News electronically, please write to me using the reply-paid envelope or e-mail me at secretary@staniermogulfund.org.uk including confirmation of your e-mail address to use. I will reply to the e-mail address to confirm the change to electronic copies to verify your e-mail address. You could revert to a traditional paper copy at any time if you wish. Equally, if there is an issue with your electronic copy that cannot be resolved, I will arrange for a paper copy to be sent instead.

Of course, just as with it being your responsibility to update us if your physical address changes, please let us know if your e-mail address changes. (Please use the e-mail address above, write using the reply-paid envelope or contact John Tidmarsh, Membership Secretary, direct – his contact details are shown on Page 2.)

I know that a lot of our members look to maintain traditional values in this ever changing world and therefore prefer to receive paper copies of SMF News, even if they do use e-mail, so there is absolutely no pressure to change, but if you are content to do so, as a certain supermarket says, 'Every little helps'.

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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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COPPED AT

Above: Our first sighting south of Preston and it's 'A COP'. One of our last two engines yet to be underlined in our Ian Allan ABC Combined Volume, 42952 storms through Farrington station on the Up Slow line with a Class F train consisting of a rake of what appears to be new mineral wagons. The photograph is undated but it has to be before 7/3/60 on which date the station closed. Note the 'spotters' on the platform jotting the details down in their notebooks.

Photograph: Norman Preedy

Below: Having arrived at Preston station, we are just in time to see head of the class 42945 at the south end of the platforms in charge of an Up Class E goods train, 27/6/61.

Photograph: Peter Fitton





COPPED AT

***Above:** Before leaving Preston, we are delighted to find **our engine**, 42968, at the south end of the station with a local all-stations stopper to Wigan (North Western) on 29/8/66, shortly before the introduction of DMU workings. She is still in reasonably clean condition after being spruced up for working the Wigan Area Brake Van Tour on 13/8/66.*

***Photograph:** A G Forsyth – Courtesy Initial Photographics*

***Below:** On the WCML and approaching Preston from the north, 42950 passes Boys Lane Bridge with an Up southbound Class E goods train said to be Circa 1959.*

***Photograph:** B Reynolds*



WIGAN SPRINGS BRANCH MOTIVE POWER DEPOT – A LOCOMOTIVE SURVEY PART 2: STEVE LEYLAND

Mid-1964 saw the end of allocated 7Ps with the withdrawal of 46168 *'The Girl Guide'* and transfer of 45531 *'Sir Frederick Harrison'* to Kingmoor. Reductions unrelated to the later work loss when the GC services finished and a big falling off in resident Tanks due to that loss saw the quota at Springs Branch on the decline once again. With its WD 2-8-0s dwindling too, it had by the end of 1964 accepted the inevitable and admitted the Stanier equivalent. The next type to desert Springs Branch was indeed the 'Dub Dee'. The few remaining went east in June 1965 with the last of the LMR-based examples, but good class variety on visits to the Wigan shed was not yet rare. The Fowler 2-6-4T made a welcome summer return, but for no longer than that. After the WD departure, the depot quota hovered around the fifty mark. 51 of a dozen classes (including foreigners) were present on Saturday morning, 9/10/65. The last 4F 0-6-0 at Springs Branch, 44500, left for Barrow very soon after a visit I made on 27/11/65 and the cumulation of that year's events meant there were now only seven resident classes.

When the Rochdale-Liverpool and Manchester-Southport service structure went over wholly to DMU operation from 18/4/66, no reactionary effect on the 2-6-4Ts at 8F took place, but they did lose strength again at the depot throughout the rest of that year and 42577 was last in a long line there. By mid June 1966 the Stanier Mogul, a decimated type by then, was based nowhere other than Springs Branch and this enabled

Below: 8F Allocated Ivatt Class 2MT No. 46434 stands on her home shed at Wigan Springs Branch on an unknown date prior to 5/60. Behind her is a Stanier 2-6-4T No. 42462 and over to the left of the picture can be seen Springs Branch No. 2 signalbox. 46434 arrived at Springs Branch from Rhyl in the two week period ending 31/10/53 and stayed until May 1960 when she was transferred north to 12B Carlisle Upperby.

Photograph: Brian Green – Courtesy J Suter





Above: 0-6-0 Jinty No. 47444 stands on Springs Branch shed between duties. She is flanked left and right by WD 2-8-0s.

Photograph: Courtesy R K Blencowe Negative Archive

the shed to hang on to seven classes. However, a misleading impression imparted to me on Saturday morning, 23/4/66, prompting me to note that 'the shed is declining fast', was caused by more engines being out in traffic than expected. Only thirty-two steam were on shed, including seven stored in the open and one withdrawn. Variety was dis-proportionately high with ten serviceable classes represented. 92134 (8H), 76077 (8G) and 75064 (8L) supplemented the home engines which were currently 'Black 5s', Stanier and Fairburn Tanks, Stanier Moguls, Jintys, 8Fs and Ivatt 2 2-6-0s. Unlike most of the stored steam, the half dozen ex-East Anglian diesel shunters dumped outside would not run again. Only one of Springs Branch's LMS diesel shunters was present out of several allocated there for some years. The Jintys had come from there through transfer by October 1966.

Following the withdrawal of 42577 and 42954 at the beginning of 1967, Springs Branch's final operational year with steam, the depot could muster a mere three classes until May, when the Ivatt 2s' condemnation all over the North West brought 8F to its lowest ebb yet. A few weeks later it regained three class status with the transfer of five 76XXX from the June closure of Sutton Oak shed, St. Helens. This coincided with the demise of Aintree depot too, and though none of its power came to Springs Branch, the latter did receive a little shot in the arm by taking over the Preston to Manchester and Liverpool portions diagram of Glasgow expresses, for which Aintree had formerly provided a loco. This change was easily monitored from my home town of Bolton by the daily passage of 1J42, the 12.17 Preston-Manchester, one of the portions in question. It seemed amazing that this could not yet be dieselised!

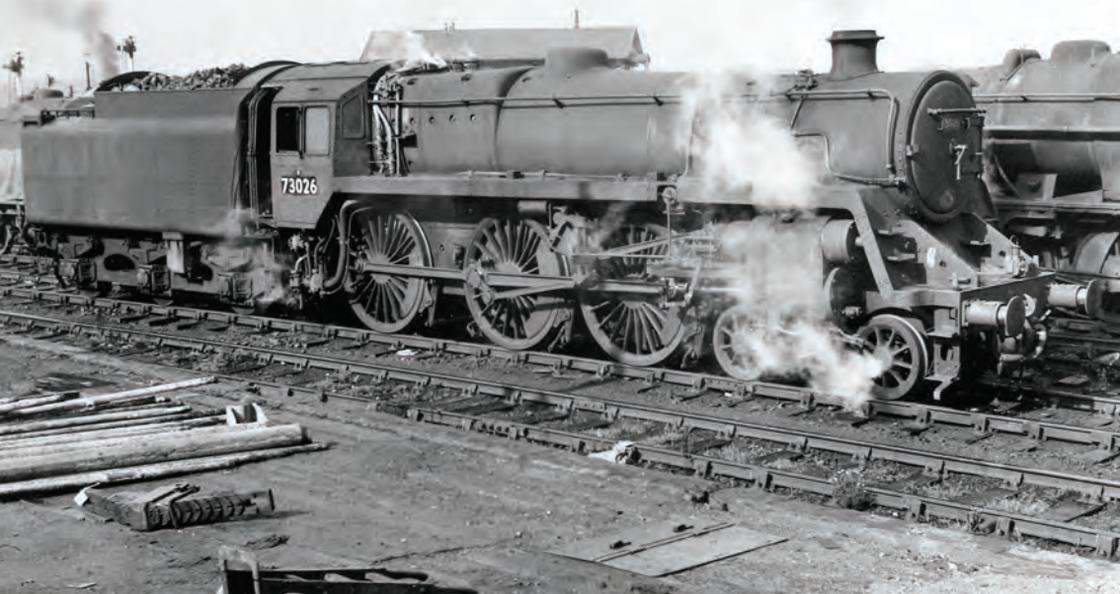
Springs Branch then soldiered on with its three final types of steam engine until the end, the first weekend of December 1967. During the ten weeks or so leading up to that, its rather inflated steam allocation rubbed shoulders more noticeably with the diesel locos that were gaining strength in readiness for the changeover. Particularly throughout that autumn, the new order at 8F made its presence felt on traffic through Bolton from that direction, but seemingly against all odds 1J42 resisted the transition! Amongst workings now seen more frequently, or permanently, bereft of steam were the 03.35 Wigan-Rochdale parcels, Shrewsbury-Bolton parcels and various empty van specials to Bolton that had come in via Bamfurlong and De Trafford Jct. (Hindley). Up to the point of handing over to diesel operation completely from 4/12/67, Springs Branch had been allowed to retain a rather massive steam allocation in proportion to its final needs, little of which would have been in use at the end itself. Of those forty-nine engines, nearly two thirds were reallocated and the rest condemned. Amongst the latter seventeen were the last four examples of 76XXX in capital stock, whilst the other withdrawals all affected 'Black 5s'. Nine sheds in the eight, nine and ten divisions received a proportion of Spring Branch's final steam stud and only the odd short-term visitor could be seen on the premises thereafter.

BR had gone ahead with the closure to steam because sufficient diesels had been accumulated, but the new Traction Maintenance Depot itself wasn't completely ready and the official opening of this didn't take place until 3/4/68, by Mr. R.L.E. Lawrence, Chairman and General Manager of the LMR. The Mayor of Wigan attended too. Even then, access from the main line was from the south end only and further demolition of part of the steam building was needed to construct the planned north entry. The TMD.

Below: Stanier 8F 2-8-0 No. 48117 at rest on Springs Branch shed on 2/8/67. Sister engine No. 48678 is on the right side adjacent road and behind 48117 is a Standard tender engine receiving 'Fitters Attention' both above and below the frames. No hard hats in those days!!

Photograph: R K Blencowe Courtesy R K Blencowe Negative Archive





***Above:** A busy scene in the shed yard at Springs Branch on 17/7/66 as Standard Class Five 4-6-0 No. 73026 simmers quietly away, oblivious to the clutter around her. The roof of Springs Branch No. 2 signalbox can be seen above the firebox of the Standard Five.*
***Photograph:** C P Stacey - Courtesy Initial Photographics*

was expected to be fully operational by August 1968. Between mid-September 1967 and the end of steam there, fifty-seven diesels of Type 2 and 4, plus a few shunters, were drafted in to 8F, but the new building was designed to accommodate twelve Type 4s or a few more Type 2s only.

From this it can be deduced that a fifth at most of the allocation would be receiving rotational maintenance at any one time with the remainder in traffic on some protracted and cyclic diagrams, far removed from much of the old order at Springs Branch. The fulness of time has seen even that consigned to history there, and to the inexperienced eyes that are mine upon the modern scene, 8F appears to have assumed the role of little more than a dump. During one of its main line forays of the late 1990s, one of the last Stanier Moguls there, 42968, raced past the shell of that depot and the rusting diesel hulks outside it at around 70 mph, whistle shrieking defiance and triumph at the long, long odds that faced it thirty years earlier.

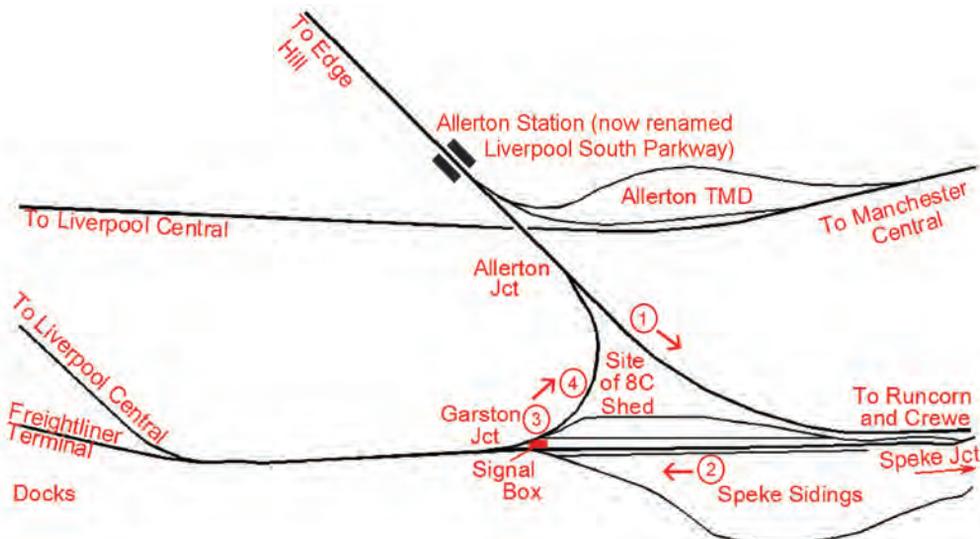
Note: This article does not take account of latter-day developments at the site, being written in 2003. For recent developments see Archive Report by SMF Archivist Jim Norman, Pages 23-26 SMF News No. 86 September 2019 and an updated feature that will appear in the March 2021 SMF News No. 89 issue - Ed

THE SPEKE Jct – GARSTON Jct TRIANGLE:

JIM NORMAN

On 30th January 1999 Black Five No. 45110 worked 1Z31 and the return 1Z63 'Pathfinder' excursion 'The Merseyman' between Bescot and Liverpool (Lime Street). To turn, the engine ran light to Speke Jct. and used the Garston Jct. triangle; previously it could have turned via Edge Hill No. 3 / Edge Lane / Olive Mount Jct. but the Olive Mount connection was then lifted, since reinstated. From memory, these shots were taken from the triangle which was the site of the former 8C steam shed.

45110 ran light tender first to Speke Jct., then along the southern leg of the triangle to Garston Jct., then tender first to Allerton Jct. and back to Lime Street. The photos are numbered in that order.



Above: Sketch of Speke Jct. / Garston Jct. Triangle showing approximate positions of the engine during a turning movement described below. Not to scale.

Drawn and Reproduced by kind permission of Jim Norman



Left: Seen from the northern end of the triangle (looking south east), No. 45110 has run light engine tender first from Liverpool (Lime Street) and after passing Allerton station is taking the Up main line east side curve towards Speke Jct. 30/1/99. Position 1 on the sketch.

**Photograph:
Jim Norman**



Left: Having reached Speke Jct., 45110 has reversed and is now running chimney first along the bottom, southern side of the triangle towards Garston Jct. 30/1/99. Position 2 on the sketch.

Photograph: Jim Norman

Right: 45110 has continued along the southern leg of the triangle to a point beyond Garston Jct. signalbox on the line leading towards the FLT and Docks. Reversing once again, she is now running tender first passing the opposite side of the box to gain the west side curve towards Allerton, 30/1/99. Position 3 on the sketch.

Photograph: Jim Norman



Left: 45110 sets off tender first round the west side of the triangle to reach the Down Main line south of Allerton station, from where she will continue running tender first back to Liverpool (Lime Street), ready to work the return leg of the train, 30/1/99. Position 4 on the sketch.

Photograph: Jim Norman

MEMORIES OF A SIGNALMAN PART 20 – GARSTON JCT. REST DAY RELIEF CONT'D: *ADRIAN BODLANDER*

Following on from the previous article, I will now describe the working at Garston Jct. and, as with Arpley Jct., I will split this into freight working and light engine moves. Turning first to freight, there were four traffic flows which involved the signalman at Garston jct.: they were Freightliners, coal trains, Ford trains and trip workings. Turning first to coal traffic, this had completely changed in the 6½ years since I last worked at Garston. All coal trains now used MGR wagons, the same as those that worked to power stations. The greater capacity of these compared with the small hopper wagons previously used meant that the same tonnage could be handled with far fewer trains. This had completely eliminated the practice of tripping wagons between Speke yard and the Docks; all coal trains now proceeded direct to the Docks.

All trains now originated from collieries in the Midlands area and the incoming crews would be relieved at Garston and take their break in the Garston mess room, while Garston men worked the trains to and from the docks. When the Garston men returned from the docks with the empty wagons, they would need to pass through the door closing mechanism on No. 4 siding before handing the train back to the Midlands crew. This device comprised two large metal cabinets, one either side of the track, from which were extended large metal arms which engaged with latches on the wagons to close the bottom discharge doors. Each wagon was split into three sections, each with its own latch.

When a train required to go through the door closer, you first had to phone the Carriage and Wagon examiner and ask him to operate the equipment. You could not clear your signals for the train until the C&W examiner advised you he was ready for the train. When the signal was cleared, the driver would draw forward as far as the door closer and then stop to engage the slow speed running system. This would allow him to proceed through the door closer at ½ mph. The C&W examiner would then call him forward and extend the arms when the loco had passed him in time to engage the latches on the first wagon. He then had to observe each wagon as it passed to ensure that all the doors had closed correctly and there were no other faults such as dragging brakes. Any wagons with faults would be “Green carded”, i.e. fit for one journey only before being withdrawn for repair. It would take about 30 minutes for a train to pass through the door closer, during which time the junction would be blocked, so you had to try to ensure there were no other trains in the area before you let a train through the door closer.

Turning now to Freightliner traffic, I did not have too much to do with them as the majority ran during the night shift. There were a few departures on the late turn, which involved a light engine from Crewe arriving on the Down Goods and being crossed to Up Goods 2 to proceed to the Freightliner Terminal (FLT). The loaded train would depart on Up Goods 1 and proceed to Speke. All straight forward block working between Church Road, myself and Speke Jct. The only Freightliner booked round the



Above: Your author signalman, Adrian Bodlander, on duty in Garston Jct. signalbox, Easter Monday 1/4/91.

Photograph: Authors Collection

chord to Allerton Jct. was a SO Garston - Seaforth trip working which departed via Up Goods 2 and continued on the Up & Down Liverpool Goods. The only time I would have to deal with an arriving Freightliner would be on Early turn and it would usually be one which had been booked to arrive before 06.00 but had been delayed due to disruption on the WCML.

There was the occasional extra train not in the timetable, but this was very rare. The train would arrive on the Down Goods and be crossed to Up Goods 2 for the FLT. On arrival at Church Road, the loco would hook off and return to me on Up Goods 1, quickly followed by T30 shunt loco which I would cross over to go behind the Freightliner and shunt it into the FLT. When I was working at Church Road, the light engine would usually go on the holding sidings, as it would have been worked by Garston men. However, due to the reorganisation mentioned in the previous article, Garston men were now mainly involved with coal trains from Liverpool docks to Fiddlers Ferry, while the Freightliners were in the hands of Crewe men so the light engine would return to Crewe.

In my articles on Arpley Junction, I have mentioned the trip freights which propelled out of Arpley yard to travel on the low-level line to Ditton Jct. They could convey traffic for four destinations, Ditton Yard, Runcorn Folly Lane, Garston and Edge Hill. If they had traffic for Garston but not Edge Hill, they would be dealt with by the Speke Jct. signalman and would usually be shunted in the Low Level sidings, with the traffic being placed in C Section and the engine then running around and returning towards Ditton without my being involved. If there was traffic for Edge Hill, I would be advised

Below: Garston Jct. signalbox. The lines in the foreground curve away left to Allerton. To the right of the box are the goods lines to and from Speke Jct., and behind and to the left of the box a number of diesels can be seen on the holding sidings, 8/90.

Photograph: Adrian Bodlander



of this by the Yard Supervisor and the train would draw down to my exit signals. It would then be crossed to Up Goods 2, where the loco would run around its train before departing for Edge Hill via the Allerton Chord. This traffic was very infrequent and would usually be just one or two Speedlink vans for the Spekeland Road Goods depot at Edge Hill, which was still open for traffic at this time, but only just.

The final freight that involved the Garston Jct. signalman was the Ford train. Strictly speaking, this was really two trains which had been combined into one before arriving at Speke / Garston. (I think this happened at Crewe but I'm not sure.) The first was a train of vans containing parts which came from other Ford plants such as Dagenham and Bridgend. This would require tripping to the exchange sidings at Halewood. The second portion comprised car carriers conveying new cars and vans for onward distribution by road to local dealers. They were unloaded in a separate group of sidings operated by a company called Silcock and Collings. Access to these sidings was via a ground frame released by Speke Jct.

The poor state of the track in the yard meant that they could not accept these heavy trains, which were usually dealt with on the Down Goods, between Speke and Garston. When the train arrived at my home signal, the loco would hook off and return light to Crewe. You would send the bell signal 2-1-3, locomotive arrived, to Speke Jct. which gave him permission to put a shunt loco on the rear of the train. The train would then be split and the rear portion, (usually the car carriers) would be removed and dealt with

***Below:** A rather work stained Class 31 No. 31 130 moves towards the diesel holding sidings, seen to the left of the signalbox. The photograph was taken from the Speke Road overbridge and shows the two lines to / from Allerton on the extreme left, the access road to the holding sidings immediately left of the box, and the lines to / from Speke Jct. in the foreground right of the box, partially hidden by foliage, 3/6/88.*

Photograph: Adrian Bodlander



Right: Looking from the box towards Speke Jct., the Up and Down Goods lines are in the middle of the picture, to the left of the Class 31 which is entering the electric engine holding sidings. These already contain a Class 90 and another unidentified engine. The line to the right of the Class 31 is the entry / exit to the low-level sidings. On the extreme left, a Class 60 is on the diesel holding sidings while the grey cabinets in front of the Class 60 form part of the wagon door closing mechanism, 6/92

Photograph:
Adrian Bodlander



while the remainder of the train would be left on the Down Goods with the block instrument still showing train on line. When the shunt engine had disposed of the car carriers, it would return to the rear of the train on the Down Goods and take the remaining vehicles to Ford's sidings. Speke Jct. would then send me the bell signal 2-5, train drawn clear of section, which would allow me to send him 2-1 train out of section and return the block instrument to normal. The whole process could easily take an hour or more during which time the Down Goods remained blocked to traffic. This was not as bad as it sounds as you were allowed wrong direction working on the Up Goods so both coal trains and Freightliners could pass the stationary wagons and regain their correct route.

To conclude this article, I will describe another unusual feature about Garston Jct. and that was the fact you were entitled to call out a fog signalman. Not only that but when you called him out, you would use him for a different purpose than the one authorised in the Special Instructions. Fog signalman were normally authorised only in areas of Semaphore signalling, where they would be stationed at the home signal of a box, placing a detonator on the rail when the signal was at Danger and removing it when they saw the signal cleared. So why was one authorised at Garston Jct. with its colour lights?

The explanation lies with a feature which I have not previously mentioned, and that is the road crossing on the Allerton Chord. This small lane gave access to the train crew booking-on point and was lightly used. It was protected by red and green lights for the road users, operated by Lever 43 in the signal box, which had to be reversed before you could clear your signals for a train to pass over the crossing. If you needed to introduce fog working, the hand signalman would be stationed at the crossing, equipped with a long cord to which were attached reflectorised red and white pennants, and he would stretch this across the road when the traffic lights were at Red, as an additional safety measure. While you obviously would use the hand signalman at the crossing if you had a train to pass over it, you could also ask him to tail lamp Freightliner trains crossing over to Up Goods 2 to access the FLT.

Right: A view from the other end of Garston Jct. signalbox looking towards the FLT, which branches off right (out of view) and Garston Docks straight ahead. A Class 90 is approaching, probably returning light engine to Crewe after working in to the FLT, 6/92. Speke Road overbridge can be seen in the background.

**Photograph:
Adrian Bodlander**



As previously mentioned there were no track circuits at Garston Jct. so you had to rely on visual observation to ascertain when a train had passed clear of points and crossings. This was a particular problem with long freightliner trains, which, when pulling up at Church Road's signal, would still have their last set of wheels on your crossover, preventing you normalising the points for passage of the light engine. This was not usually a problem in normal visibility as you could still see the rear of the train and pass a message to the driver, via the Church Road signalman, to draw down a few yards. However, in foggy conditions you would lose sight of the train as it passed under Speke Road overbridge. If you had a hand signalman on duty it was a simple matter to ask him to walk down to the rear of the train and report back to me via the Signal Post Telephone whether the train had cleared the points. During the five years or so that I was at Garston, I had to call out the fogman only once on an early turn, and during an eight hour shift he attended to one freightliner and was not required on the road crossing.

In the next article, I will deal with light engine working, and talk about a couple of other boxes that I worked on relief.

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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.

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***DO YOUR BIT AND PLEASE DON'T LEAVE IT TO OTHERS
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SEMPER PROTEGAMUS - (LET US ALWAYS PROTECT)



A WEEK IN THE LIFE OF 42963:

JIM NORMAN

With the Archive now standing at 21,724 sightings, it is sometimes possible to track an individual loco's work over several days. One such is 42963 and the entries for the four days from 17th June to 20th June 1961 reveal its travels. Entries vary a lot in the amount of detail conveyed, and these are quite typical.

17/06/61	Stalybridge	1X40 Wakefield – Morecambe	Ernie Stubbs via Jack Lord
17/06/61		Excursion	Halifax Railfans Club via David Bradbury
18/06/61	Cleethorpes	Excursion	Trains Illustrated 08/61
18/06/61	Habrough stn	Down excursion 1F51 to Cleethorpes	Rail Online
18/06/61	Habrough stn departs	1F51 Down Excursion to Cleethorpes	Rail Online (Second photo)
19/06/61	Scarborough shed		K. Foster
20/06/61	Stockport Edgeley shed		D. Forsyth

17th and 18th June 1961 were Saturday and Sunday respectively that year, emphasising the Class's use on weekend excursions. The photos show train 1F51 underway at Habrough station (Courtesy Rail Online) and at Scarborough shed (Courtesy K. Foster).



Left: 42963 (5A) is a long way from home at Habrough station working 1F51, a Down special to Cleethorpes. The first three of nine coaches behind the tender appears to be ex-LNER Teak stock. The Station Hotel is prominent beyond the front of the engine, 18/6/61.

Photograph:
Courtesy Rail Online

Right: The following day, 19/6/61, 42963 was busy once again, this time much further up the east coast at Scarborough. She is seen on that town's shed (50E), laying over between duties, no doubt after arriving earlier with a day excursion.

Photograph: K Foster





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.

Richard,

You have really excelled yourself with the latest SMF magazine! It has so much detailed news and information - it took me over a day to read it all. But I note that the magazine and enclosures needed a 2C Large Letter stamp to send; to keep costs down wouldn't it be a good idea to have a smaller magazine and put some of the more detailed information on the SMF web-site? Keep up the good work.

Steve J Pratt, Halesowen.

By e-mail 4th March 2020

Hi Steve and thanks for your kind words. Cost is always a factor and one that we continually watch. Your suggestion about the use of the web site is valid but only to those who have access to the internet. You would be surprised how many still do not, and particularly in respect of the older generation who make up a large percentage of our membership. There are ways that members can help, one of which is subscribing to the SMF 'A Lifetimes Commitment Subscription' at just £2 per month, which would more than cover the entire cost of the two issues per year. Another would be to reduce the production of the magazine to one issue per year but do we then lose the interest of our membership? What do members think? I would be interested to hear your views – **Ed.**

Hi Richard,

What a superb magazine (SMF News No. 87). Best wishes,

Bill Crane, Northampton.

By Text 4th March 2020

Dear Richard,

Postman Pat has delivered another SMF News and what a super issue it is, as befits a 50th anniversary. I always look forward to receiving another issue and, having been editor of several less illustrious journals in my time, I recognise what a fabulous job you do in compiling this. 'News' is something we perhaps take for granted these days with almost instant communication carried around in our pockets, but producing a regular glossy magazine to such a high standard takes skill, hard work and - an old fashioned term - dedication. So thank you Richard for all of that - we the readers are most grateful for your efforts in keeping us informed in such an attractive way.

That goes too for the engineering team - I don't claim to understand a lot of the terminology but I do appreciate their skills. It must have been about 1945 when streamlined 'City of Coventry' visited the city, my home town, that I really got the steam bug. Twenty three years later and we were all faced with 'No more steam', and yet, here we are, over 50 years after that, with a thriving heritage rail system. We have much to be grateful for. With best wishes,

Tony Cousins, Rugby.

By e-mail 5th March 2020

Many thanks, Tony, for your kind and generous words. It is comments like these that make my task of editing SMF News so worthwhile. I am fortunate that I have an excellent team behind me including Jim Norman (proof reader); Ken Edwards, who lays out the articles and pictures making sure they all fit into the available spaces; and the team at Spectrum Birches (our printers in Walsall, who produce the finished product). I would be lost without them – **Ed.**

Dear Richard,

I had a long Coffee engagement yesterday, and took my SMF News to have something to talk about! Having righted the world, talk came around to HS2 / video-phoning by 2040 and out came my SMF News – since we were ‘on trains’ – and it was passed around.

I do not expect new members – I was the youngest – but the general reactions were :

Awe at the detail, Awe at the locomotive’s history, esp. since reprieve from Dai Woodham’s yard, and Awe at the number and quality of the photographs. All power to your contacts and data sources.

I look forward to travelling behind it again.

Page 48 lists the Sales Stand dates, and the sojourns may encourage drier and warmer weather in our developing cyclical climate - the cycling lion epitomises it! I will choose one of them at least and visit with goods for the Sales Stand. Best wishes,

John Wilcox, Lichfield.

By e-mail 6th March 2020

Dear Richard,

Thank you for issue 87 of SMF News – overall another superior production. However, when reading my corrective letter on Page 74 the phrase ‘Outer Starter’ jarred on me immediately. Could I have used such a non-existent signalling term? If the esteemed editor still has my original typed letter and can prove that I did, I will be astonished and humbled to the ‘nth’ degree! The correct term for the arm above the Distant signal on the photo in question is ‘Advance Starter’, under the control, as stated, of Moses Gate box. I’m afraid I still deny any knowledge of the photograph said to be submitted by myself, but we’ll just have to let that one ride.

Yours faithfully,

Steve Leyland, Bolton.

4th March 2020

At this rate I will probably have reached the end of my tenure as SMF Magazine Editor before this one is resolved! Despite a thorough search for the corrective letter from Steve, I have to conclude that it has been consigned to the shredder and, as such, I will have to accept that the fault lies with yours truly when typing from Steve’s letter to my computer.

However, as a former passenger and goods guard of twenty five years service in that capacity on the Severn Valley Railway (SVR), I am well aware that the terminology used was incorrect, so how this error occurred will remain a mystery. I well remember as though it were yesterday when, with other raw recruits, it was drummed into us during our training by our Training Instructor, the indefatigable Dave Carr and for whom I had the greatest of respect, that a Starter signal was a Starter signal and a red signal beyond that was an Advance Starter signal and if there was a red signal beyond that controlled by the same signalbox that was an Outer Advance Starter signal.

A good example of this today is on the SVR at Kidderminster Town. The signals at the departure end of Platforms One and Two are the Kidderminster Station Down Starter signals. The red signals towards the end of the Down Kidderminster Main and Loop lines are the Kidderminster Station Down Advance Starter signals which control access to the single line section that are still under the control of Kidderminster Station signalbox. Further on and round the curve on the single line section itself is the Kidderminster Station Down Outer Advance Starter which is also known as the Section Signal and which when ‘Off’ authorises the driver to be on the single line section through to Bewdley South.

Turning now to the mystery of a ‘who took it’ photograph which appeared in the upper position of Page 25, SMF News No.86, I am advised by Jim Norman our Archivist that when he received the print some time ago now (and from whom has been

forgotten in the midst of time), the caption that came with it credited the photograph to Steve Leyland and therefore that was what he included in the caption when he used the photograph in support of his article. As Steve now denies any knowledge of this picture, either taken by him personally nor in his own collection, the identity of the photographer will for the time being at least remain unknown and reference of this photograph to Steve Leyland should now be disregarded.

Finally, I would like to explain one other of my little traits as Editor before I am pulled up about it and get myself into further trouble and explanation. Articles submitted for possible publication in SMF News are always welcomed by your Editor on any relevant subject matter as are photographs and / or digital images to support the article with suitable captions to accompany them. However, articles without supporting photographs are also welcomed and, where possible, I will use suitable material from my own collection or the SMF Archive.

A case in point is the excellent (in my opinion) article by Steve Leyland 'Wigan Springs Branch Motive Power Depot Part 1', which appeared in SMF News No. 87. This came to me with no supporting pictures and those shown in the article have been supplied by myself. In these circumstances I will sometimes add information or comments of my own to enhance the caption (obviously a recipe for disaster – will I never learn). The super photograph of Unrebuilt Patriot No. 45550 on Page 64 is one such example and the reference to 'personally finding it disappointing to come across what I thought was a namer to be not a namer' referred to my own feelings and not those of the author of the article. If ever such phrases are used in the future I will bracket them and add - **Ed.** at the end. The innocent things one does which often come back to haunt us. Once again I ask the question – Who would be an Editor – Part 2 - **Ed.**

I had proof read this and I did notice the unusual terminology, but local areas sometimes did or said things differently to others, and not necessarily in accordance to the Rule Book. Many stations had the Starter positioned at the exit end of the platform, hence the term 'Platform Starter', which I have occasionally used myself although it doesn't appear in the Rule Book. 'Outer Starter', while I'd never come across it before, wasn't sufficiently out of context to cause comment or correction.

- **JN**

Hi Richard,

A few lines about SMF News No. 87. What an excellent issue. Brim full of interesting articles. I especially enjoyed the overhaul photos. The photos and captions were brilliant. So much better and easier to understand than just words. Best wishes,

Bob Greenhalgh, Chester.

By e-mail 9th March 2020

Hi Richard,

Thanks very much for another excellent copy of the 'News' No. 87. Regards,

Sandy Smeaton, Glasgow.

By e-mail 5th March 2020

Hello old mate,

I've finally got round to reading the latest "SMF News" and just wanted to congratulate you on an excellent Golden Jubilee issue, packed full of pleasant memories.

You know, I remember that photograph of Frank Looker and myself being taken in Bridgnorth yard. If I remember rightly, I was cleaning one of the oil pots on the running board. Horrified to see that it was nearly twenty years ago! Hope you're OK. Best wishes,

Chris Proudfoot, Norley.

By e-mail 12th March 2020

Dear Richard,

I'm always amazed at the quality of the magazine you produce, when one would normally expect just a simple newsletter. But the last one is a real masterpiece (*SMF News 87 – Ed.*), given its historical coverage of the saving of the loco from scrap. Most interesting photographs. Congratulations and thanks,

Norman Ashfield, Sutton Coldfield.

By e-mail 9th April 2020

Dear Richard,

I hope you are well and send my best wishes for 2020.

SMF News 86 was packed full of interest and, as usual, the issue gave good visual coverage of details of the progress on the tasks involved in the return to traffic. I especially appreciated the text on alignment, which clarified the respective roles of the piece of metal in the cylinder, and the one in the horns in photos on Page 18. I guess the 'further work' anticipated on other components falls into the category of what my woodwork teacher corporally insisted be called, "Trial and Success", a phrase which, by this time next year, I hope will be relevant to the work of the last few years to the credit of all concerned.

In '*The Adventure of Silver Blaze*' (1892), Sherlock Holmes travelling "*west of Reading*" calculated "*our rate at present is fifty-three and a half miles an hour*" — — *the telegraph posts on this section of line are sixty yards apart*". This indicates that the well-read and travelled Conan Doyle was aware of the possibility of timing a train by this method, but was he the first to put this in print?

Further to Bournemouth – Birkenhead discussion, I recall that the companion Up Margate train arrived at Wolverhampton (Low Level) mid-morning comprising a collection of "Big Four" coaches carrying a strong contender for the most destinations on a relatively short train. It listed most principal stations from Chester to Reading, then coastal destinations in Sussex and Kent. Bradshaw of May 1955 details this odyssey as: depart Birkenhead (Woodside) 07.35, call at 12 stations to Reading depart 13.15, thence via Redhill (drop off coaches for Brighton to Hastings), Ashford (drop coaches for Ramsgate vis Dover), terminate Margate 16.46. The number of locomotives and crews required to achieve this (reversals needed at Chester, Reading, Redhill, Brighton and Eastbourne) was also exceptional, and may have contributed to why it had ceased to run by 1960.

Reference to "the Glazzy" and "could not believe it" moments, triggers memories of the importance to local spotters of the Glasgow to Birmingham service that reached Wolverhampton (High Level) just after "schools out". South of Crewe, this was often a running-in turn for an ex-works 7P engine. Otherwise rare "Scots", "Brits" or even, "Clans" could be expected. One day, however, the distant sight of a shiny red buffer beam gave rise to a sequence of shouts of "Ex-works!" "Brit"!! "No, smaller boiler Clan!!!", No!!!, "What on earth?" !!!!!, ending with a chorus of disapproval as the familiar 46106 '*Gordon Highlander*' forged past, I like to think rather sheepishly, clad with new BR Standard smoke deflectors. Yours sincerely,

John Bailey, Hitchin.

30th January 2020

Received via James Cooper. From one of our new members who all received a copy of SMF News No. 87.

Your splendid news booklet was a delightful surprise. I was not expecting anything like this. It puts some of the other heritage railway organisations to shame! Best wishes,

Chris Crocker.

By e-mail 2nd May 2020



TAIL LAMP:

COMPILED BY RICHARD GREAVES

DONATED GOODS: – **Richard Greaves:** My grateful thanks to the following members and non-members who have donated goods to the Sales Stand during the last six months: *David Sztencel* from Wakefield, *Brian Webb* from Shaftesbury, *Howard Mills* from Liverpool, *Bob Williamson* from Studley, *Dave Beer* from Birmingham, *Bill Maffey* from Taunton. 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, Bill Maffey and Dave Busk**, and I also include **myself** in this role, looking after the North West of England and North Wales areas.

COULD YOU HELP 42968 WITH A LITTLE FINANCIAL ASSISTANCE?

This subject has not been raised to any degree in recent editions of SMF News, simply because our SMF Sales Stand has been producing a steady income and you, the membership, have been providing a healthy supply of donated goods. Then along came nasty old Covid-19 to spoil things.

Whilst I am confident that our physical Sales Stand will return at some point in the future, I do not see that happening in the short to medium term. In the meantime, we still have day to day expenses to contend with and would, if possible, wish to avoid dipping in to funds already reserved for future overhauls. We would therefore be most grateful if you would consider a little financial help in the short term.

As I have said many times in the past, a little from a lot is just as valuable as a lot from a little. With that in mind, could you help in any of the following ways:-

Subscribing to our A Lifetime's Commitment Subscription Scheme – FROM JUST £2 PER MONTH Purchase of £10 First of the Finest Subscriptions

Purchase of Raffle Tickets or additional books of Raffle Tickets

Making a donation

A little from a lot in any of the above ways to help us would, as always, be very much appreciated. If, however, a lot from a few wish to help us, then please do not feel left out because your contribution would, of course, be just as valuable, welcomed and appreciated.

Whilst subscribing to our A Lifetime's Commitment Subscription Scheme (application form included with this mailing) is an excellent choice, **ANY** contribution in **ANY** quantity will, I assure you, be warmly, sincerely and gratefully accepted. Thank you for your consideration. *Richard Greaves*

A NUMBER CONUNDRUM – Richard Greaves

For the benefit of our new members who, after reaching this stage of reading our magazine, may be totally confused as to which number is the correct one for **our engine**. The following explanation may be of assistance.

13268 was the early LMS number applied to our engine from 24/1/1934 when she was built, and which she will carry on completion of the current overhaul. This was followed by 2968 when the LMS changed its numbering system in around 1935; she attained this number on 20/9/1935. Upon nationalisation in 1948, British Railways (BR) applied a 4 in front of most engines it acquired from the LMS, whereupon 2968 became 42968 on 18/12/1948, which she carried until withdrawn by BR in 1966. Finally, 29 is sometimes used as an endearing and affectionate term, but was never applied physically to **our engine**. I hope that helps rather than adds to the confusion.

VISIT THE SMF WEB SITE AT
staniermogulfund.org.uk



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