The London & North Western Railway
Eight-Coupled Goods Engines

Compiled by ET with grateful thanks for comments and information received from Richard Ball (RiB), Roger Bell (RB), Bill Broadbent (WBB), John Brouwer (JB), Robin Davies (RD), John Edgington (JE), Huw Edwards (HE), Prof F. W. Hampson (FWH), B. J. Harding (BH), Ron Hoskins (RH), Eric Husband (EH), Harry Jack (HJ), Ian Johnson (IJ), Glynne Jones (GJ), Mike Kirk (MK), Jim Lodge (JL), Greg Martin (GM), John Matthews (JM), Keith Miles (KM), Philip A. Millard (PAM), John W. Parnham (JWP), J. Penrice (JP), Tony Sheffield (TS), D. R. W. Smith (DRWS), Dr G. Smith (GS), Peter H. Spedding (PHS), Ray Stacey (RS), Mike Swift (MS), Robert Upton (RU), Bob Williams (BW), Mike Williams (MW). Further contributions always welcome.

Page 2, Plate 1: This magnificent picture portrays things as I remember them when working in the Rugby District. The train is probably conveying empty chalk tipplers to Leighton Buzzard, although there appear to be a few 16-ton mineral wagons also. This view is supported by the fact that 49287 was allocated to Bletchley at that time. The flow of chalk traffic was from Leighton Buzzard (I think it originated at Totternhoe) to Rugby Portland Cement at Southam and Long Itchington. The trains originally ran via Weedon and on to the Leamington line but after this line was closed, the traffic was routed via Rugby and Marton Junction (reverse) and v v - my memory of this time seems to suggest that the trains ran via the Old Line and not via Northampton. I cannot remember when and where the chalk tipplers were introduced, but the ones in the picture look very new and but for the odd 16 ton mineral in the train I would have thought that they might be being delivered new to Leighton Buzzard. (PHS)

Pages 18, 58 et al: I recently came across drawing 19118: '4ft 3in eight coupled coal engine converted, details of altered arrangement of coupling rods'. I have the fitting shop copy dated 13/3/13. Anyway, the point is that when the ex-compound rods were replaced with three separate rods that is not strictly what happened. The drawing says that a new front rod was made, but the centre piece was 'existing rod with front end altered and new bushes 4in wide'. In other words the original front rods from the compounds had a lump cut off them and were re-bushed and mounted outside the rear rods, whilst a new front rod was made. The original rear rods were used but re-mounted inside the centre section.

One curiosity is a note added in green dated 3rd November 1932 that the length of the rear rod has been increased to allow for expansion. The dimension has duly been altered from 5ft 9in to 'plus .015in'. I would ever have thought they would bother to add fifteen thou to a 5ft 9in rod! Neither intermediate nor front rod had their dimensions altered. (MW)

Page 19: Details of Hughes' comparative trials were given in a paper 'Compounding and Superheating in Horwich Locomotives' presented by him to the Institution of Mechanical Engineers on 17th March and 15th April 1910. (RB and ET)

Page 24, Plate 18: The point about LNWR wagons not having tarpaulin bars applied to most railways. The first five wagons are sheeted and in my opinion wagons 1, 2 and 5 are not LNWR, whilst 3 and 4 are. (MW)

Page 27, Plate 22: Has anyone any idea where this picture was taken? The original, by the way, was about the size of half a postcard. It has been suggested that the location is Horninglow Road, Burton on Trent, but this is largely based on the barrels in the wagon near the front of the train. So far as I know, barrels were used at that time for all manner of liquids and powders, not only for beer. Can anyone comment? (ET)

Page 31, Plate 25: In fact, the 'B' class was the same as previous engines in having the steel plate boiler stay; it was not different from 2524 and class 'A'. (MW)

Page 32: I believe 'Swammies', better spelt 'Swamis', were oriental magicians and illusionists popular as entertainers in the late nineteenth century, who always finished their acts by disappearing in a cloud of smoke.... (JL) As J B Priestley's novel *Lost Empires* shows, the Indian-Mystic types were popular with stage illusionists in late Victorian and Edwardian days. (AJE)) These engines were also known as 'Foggy Nights". (JP) London lighters, and some spritsail barges, had square overhung bows (instead of the usual boat shape) and were known as 'swimheads', often shortened to 'swimmies'. The piano fronts of the 'B' class suggest the same sort of visual effect and the term might have been transferred and tweaked. (RU)

Page 32, para 1: There were actually 80 'Jubilees' and 'Alfreds'. (BW)

Page 34, Plate 32: This picture was not taken at Kenton. I was born and bred there and spent a lot of my leisure time during the war years on Bonnersfield bridge and the surrounding area. The track in the Kenton area slowly curves from North to North-west, so if the photo was taken in the afternoon the track appears to be curving the other way! If taken in the morning, the train is on the down fast. (JM) I recall that on the back of the original print was written in the photographer's stylish hand 'H. Gordon Tidey' and 'Kenton'. So I based the caption on this. But as the original photograph was lent to me by David Patrick, I asked David to check. He confirms my recollection is correct. So can anyone throw any light on the location? (ET) This picture is reproduced in *Those were the Trains* by H. Gordon Tidey (Ian Allan,1954). In the caption Tidey says: 'London

suburbia had not spread to Hatch End, Middlesex, in 1904, when I secured this view of a Webb 3-cylinder compound 0-8-0 on the up slow line with a coal train. In their time, these engines were as unpopular with their crews as the later L.N.W. 0-8-0s are today'. (RH) We may assume this is the correct location but Tidey is certainly wrong about the class of engine, which is a 'B' class 4-cylinder compound. (ET) I have been to the location to check and although the scene is very much changed, it is clear that the photograph was taken from an overbridge and that the engine is about 550 yards north of Hatch End station. This is the only suitable stretch of line in this area which is dead straight. North of Headstone Lane, for instance, the line curves gently to the right. A query: in the photo there seems to be some steam obscuring the signal box behind the rear of the train. Is it possible that the steam comes from another engine and that this section of the up slow was permissive block at this time. In my day as a controller at Euston, the 1950s onwards, the section north of Wembley yard was permissive block. I suggest the caption in the book should be modified as follows: ' … an up freight hauled by a 'B' class 0-8-0 coasting down the 1 in 339 gradient approaching Hatch End with just six miles to go to journey's end at Sudbury Reception Sidings, Wembley.' (DRWS)
These notes are very interesting, especially JM's reference to Bonnersfield bridge. I lived in Kenton from 1926 to 1972, and it took me a while to place it. Though my first observing of trains was from that bridge, we used to refer to it as 'Going up the Rec' – from east of the bridge. I think JM and I lived on opposite sides of the bridge. One well known picture taken from it is of *Arabic* and *Persia* on the R101 funeral train. My father and I were on the Rec side of the bridge to see it.

These bridges (Hatch End, Bonnersfield and that south of the Met & GC) have always puzzled me, and still do. When were they built – and perhaps more to the point – why? Quite literally, 99% of the country east of the main line from Wealdstone to beyond (ie south of) North Wembley was open country, and not big estates either. They date before the New Line and No. 3 would appear pointless. Tidey and all the others took many shots there and they must have walked miles, as Kenton and Northchurch Park stations date from about 1915 and 1922. I hoped the recently published *Euston to Harrow & Wealdstone* would help. Not so. St Pancras to St Albans was a fount of information. Harrow & Wealdstone (which should really be Wealdstone & Harrow) gives its name to Station Road, Harrow. Harrow-on-the-Hill (Met & GC) is Central, which is why most people think it is on Station Road, which it isn't!

I used to travel to Euston in 1940-2 and occasionally saw goods trains end to end towards Wembley, so it seems permissive block was in use then. (EH)

Northchurch Park (above) should read Northwick Park. There were a number of these occupation footbridges and there is/was one south of Kenton station leading to the east side of the line (Kenton Recreation Ground) from the east side of the line. (BJH)

Page 38, Plate 35: The location is Preston, recognisable from the old Cable Street spinning mill building and chimney in the right background. The box is Preston No. 5, and 1432 is standing on the tracks leading to the engine shed. The allocations show it was at Preston in 1912. (HJ)

Page 39, Plate 39: If 8938 is proceeding tender-first, she is running wrong line – perhaps two parallel single lines? (MK) I believe there were four tracks at this point, the down lines being nearer the camera but out of the picture, so 8938 is on the up fast. (ET)) Having visited the site, I think the photograph was taken looking north from bridge 105A at Mochdre and Pabo station near milepost 221½ between Colwyn Bay and Llandudno Junction. The engine is travelling on the up fast line towards Chester. The track arrangement at this point is (north to south): up slow, up fast, down fast, down slow. Incidentally, the plan of the site shows the old reservoirs for Mochdre water troughs on the right-hand side. (HE)

Page 41, Plate 43: The location is Shrewsbury, the north end of the old LNWR coaling shed. On page 18 of Essery and Jenkinson's *LMS Locomotives Volume Two* there is a photo of 'Precursor' 5280 Shooting Star, which gives a better view of the shed, the water column and its stove. The same photo and a couple of distant views are reproduced in *Rail Centres: Shrewsbury* by Richard K. Morris, pub by Ian Allan, 1986. (HJ)

Page 46: The 'F' class also differed from the 'E' in having a straight running plate. (BW)

Page 47, Plate 51: The caption should refer to Plate 46 not Plate 34. (MW)

Page 67, Plates 82 and 83: The captions are reversed. (MW)

Page 69: The table heading, top left, should read '8 tons' not '9 tons'. (MW) This seems correct, though the error is in the original document. The source of the coal used by the engine in these tests, 'Colorton', puzzled me until one day when I was driving near Loughborough and saw a road sign to Coleorton. (ET)

Page 71, Plate 88: The two narrow gauge machines with bell shaped domes were built in the USA and are two of the many army field engines built by Baldwin and Alco for service in Europe in WW1. These locos served with the US, Canadian and British forces. I've no evidence of them being used by either the Australian or New Zealand armies in France. Presumably this particular two were in use by the BEF, as it appears from the presence of the 0-8-0s they are in a British-run workshop (GM).

Page 72, Plate 89: More specifically, the location is Wembley, Sudbury Junction, at the northern end of the Willesden yards. (PAM)

Page 79, Plate 94: The train is actually standing on the Up Loop line, not the Up Slow, and is probably either waiting to detach into Stockport Goods Yard or has already done so and is waiting to depart south. It is unlikely to be going to Edgeley Yard, which was a down yard and would entail a messy procedure to reach. Judging by the amount of coal on the tender, I would imagine the train has started at Longsight, Heaton Norris or Ordsall Lane and is possibly bound for Crewe or the North Stafford line or may be even terminating at Stockport. The three lamps on the bufferbeam are interesting but I have no idea what they signify. These observations are based on having worked as a train recorder (or signal box lad) in Stockport No. 2 box as my first job in 1954-5, when much of the working had not changed significantly since LNWR days. (PHS)

Page 80, Fig 21 and 22: A couple of engines were converted to 'G1' class at Rugby and had long fronts, as shown in Fig.21, compared with Fig.22, a short front, which is thought to be the norm. The drawings were prepared by J. P. Richards who worked at Rugby for a time and who obviously knew what had happened. But why the difference? And how long is 'long' and how long is 'short'? Fig 19 seems to show the front is 9 ¼ in long; Fig 15, the D class, shows 10 ¼ in; Fig 25 - G2A – 9 ¼ in.

Page 85, Plate 100: *The Railway Observer*, January 1932, reports: 'G1 9331 has had the rear coupled wheels replaced by a radial pair of trailing wheels thus making the engine 0-6-2 type. It is stabled at Wigan and is being tried on sections where difficulty is experienced with 0-8-0 designs owing to sharp curves.' However, the photograph in Plate 100 was taken in LNWR days, or at any rate before 1933, as it shows an LNWR numberplate and lining on the tender.

Page 96, Plate 112: By the way, the first wagon belongs to Holly Bank Colliery at Essington. The second wagon belongs to Conduit Colliery at Norton Canes. (GM)

Page 114, Plate 139: In 1938 2C was Northampton – 2A Rugby, 2B Bletchley, 2C Northampton, 2D Nuneaton, 2E Warwick, 2F Coventry. (EH)

Page 116, Plate 144: What are the fascinating and curious wagons with ridged roofs? (MW) The two vehicles are ferry vans belonging to Italian State Railways (FS) and have worked over on the Harwich or Dover train ferry. At least 32 of these were trapped in this country when the ferry service ceased at the start of WW2 (I can let you have a list of them if that's of any interest). (GM) When did continental vehicles first begin to come over by train ferries? (MW) I would suggest that it would be as soon as they were converted to suit the British regulations. It was in the late 1920's or so that I first saw the famous warning on a French wagon 'Not to run between Finchley Road and Baker Street on the Metropolitan Railway'. During the war on the Iran State Railways to see wagons so labeled brought back many happy members. (JWP)

Page 126 and Plates 161, 162 and 169: The plough illustrated is the LMS No. 3 wood and steel pattern of which Buxton had only one example in my time. The selected 'Super D' therefore worked back-to-back with 44339 fitted with the new larger BR No. 2 all-steel plough. Often they would have an '8F' coupled in between for extra power. (KM)

Page 143, Plate 192: The handrail outside the ejector pipe does not carry steam to the blower. The blower valve, in front of the elector pipe elbow, has two connections into the smokebox. The first connection is supplied with steam from a fitting high on the boiler front tube plate, and the second connection del;ivers steam directly to the engine blower. The handrail is rotated by a lever inside the cab side-sheet, and the front of the handrail is connected to, and operates the blower valve. (GJ)

Page 144 states the boiler stays began to be cut off after 1922, but Plate 16 purports to show one cut off in 1916 and Plate 43 similar in 1920. There are other photos too. I suspect that either the photo dates are unreliable or the stays are there but hidden from view. In other words, I think the text is correct. (MW)

Page 149: As regards Bill Broadbent's suggestion that the uneven beat was due to the weight differences and the consequent setting of the weighbar, it seems reasonable to me for the differences in weight to have been allowed for and for the springs to have been beefed up to cope so that the ride height, buffer heights and mean position of the axleboxes were all the same. The springs especially would have had to have been changed as a first step. Was this not done? Having worked in a railway design office, it seems to me to be an elementary thing to do. Dynamic position changes might be something else and is this what is being alluded to? One NZR locomotive was converted from Stephenson gear to single eccentric 'Strong' valve gear in the 1890's but this was found to cause an uneven beat due to dynamic changes as the loco moved over rough track (it then went on to having Walschaerts). (JB) I can but agree with all JB says that a relatively simple adjustments to main springs might have provided an alternative to adjusting the relative height of the weigh bar shaft to driving axle transverse centre line. This could be easily applied to one locomotive, but to attempt such a modification on the whole chameleon family of the eight-coupled goods engines that, for instance, could be coming on works with a round-topped boiler and leaving with a Belpaire might have defeated the

most ardent progress chaser following a set of driving wheel springs from the stripping pits through the spring shop and back to 10 shop on the assemble stages. But these comments of mine are purely supposition, and it would need a senior draughtsman at Chester Bridge during the Whale/Cooke era to provide a more informed review of how these things were done or the reasons for not doing so. After all, buffer heights could be easily tolerable within ½ to ¾ of an inch (I cannot remember when working on the weighbridge ever running a check over this measurement component even after we had sweated our guts out pulling up spring nuts), but with Joy's valve gears ¾ inch variance can become a factor when running notched up. I rest my case, if indeed it merits being described as a 'case'. I am not arguing with JB; he is quite correct in all he says. But I am intrigued to read that apparently the NZ railways found it more acceptable to convert back from Strong's valve gear to Stephenson's link rather just 'beef up a spring or two' and continue with the valve gear trials. (WBB) All Crewe saturated engines with Joy valve gear (ie Webb and Whale engines) had an even exhaust beat. They were of course designed at Crewe. Superheated engines had an uneven beat. I believe this was due to the fact that Bowen Cooke left the design of the 'Georges' to Herr Schmidt and that he was not only responsible for the superheater but for the Joy valve gear too, and that in designing the latter, a small error was made in one of the components. (RD) The investigations carried out by WBB and his colleague found that one component was not the correct length. (ET)

Page 157, Plate 207. The second line should read 'firebox' not 'smokebox'. (BW)

Page 162, 167 and 192. Automatic Blowdown Valves. In the mid-1930s, especially in 1935-8, the LMS decided on a policy of softened water for locomotives using the lime-soda process, and water softening plants were installed at all the main loco watering points, with some minor variations according to the local source of the water. Water softening gives rise to an increasing concentration of sodium salts in the boiler. If this is not dealt with, it leads to 'foaming' of the water in the boiler, and when the regulator is opened the water is carried over into the cylinders. This is known as 'priming' and effectively makes the engine a failure. It was for this reason that automatic blowdown valves were fitted, to limit the concentration of sodium salts in the water. The valve did not reduce 'scum', but the whole purpose of water softening was to maintain a lower level of scaling and thus extend the periods between washing out. Wash-out periods, which also took into account general maintenance, were every 24-32 days for engines with boiler pressure under 200lb psi and 12-16 days for those over 200lb psi. There were extremes. The quality of water in Scotland was very good, at Stafford it was fair and at Wellingborough it was very poor. Gauge glasses were changed at 7-9 weeks due to internal erosion.

The account of the 'scum-cock' is correct but by about 1942 they had all been replaced by automatic blowdown valves. It is also correct that some drivers, under a false illusion, carried a small hobnail or other similar screw to negate the action of the automatic blowdown valve, and some flattened the copper pipe. It was very difficult to detect who did this as the problem of priming would not become apparent for two or three days. If an engine was reported priming, the immediate action was to check the blowdown valve, remove the blockage, cool down and change the boiler water. All this constituted an engine failure and loss of availability. But the point is that the blowdown valve was not a remedy for sludge but for a high concentration of sodium salts resulting in priming. The reference to foreign matter on page 192 seems unrealistic and even if true it was secondary to sodium salts. Leaves would not get through the injectors, even if they got into the tender tank, and leaves on the line are a problem of rail adhesion and hardly affected the 'Ds'. (JICF)

Page 165. When I was at Stafford in the 1950s we had a Royal Train working from Manchester to Norton Bridge, where a 'D' was used to haul the train into a siding and remain to heat the train. We did not have a 'D' with steam heating at Stafford and an engine was borrowed from Buxton (believed to be 49217 – (MB). Later two class '5s' (Driver E. Talbot) hauled the Royal to Stafford, where after the Queen had alighted, it was taken back to Stafford Common by 49410 without steam heating but the class '5s' remained on the front and later brought the train back into the station to pick up the Queen and then on to Berkswell for the night. (JICF)

Page 166, Plate 217. Why the difference in the shapes of the headstock backing plates behind the buffers? Conversion legacy? (JB)

Page 170. The reference to 'back cabs' is interesting relative to Stafford. We had one turn – 6.20am Stafford-Wellington and return, and 2.2pm Stafford-Littleton's Colliery and return – rostered for a 'D'. It was the subject of continual complaint by drivers due to the obvious discomfort of tender-first working. Eventually 49410, fitted with back cab, was allocated to us for this turn and was never used for any other turn unless an equally suitable engine was available from somewhere for the 6.20am. Possibly the occasional '8F' or even a class '4' tank. (JICF)

Page 194. Agreed the cylinder cover joints were a problem but I doubt the answer was to machine a recess into the faces for the copper joint ring. This would not make a secure joint and is outside the scope of a Motive Power Depot and something that could only be done at Crewe Works. It was not done on any Stafford loco. The problem was that the joint faces on both the cylinders and the covers were pitted and that new copper joint rings were impossible to obtain. The old rings had been repaired and breaks 'braised' and because of this it was near-impossible to make a 'tight' joint. I took it upon myself at Stafford to remove the joint rings and make a face-to-face joint using a liquid jointing maker. Doing such a thing was against the

rules as it amounted to a change of design. I got away with it and it seemed effective, but I was not at the depot long enough to see the true results. In fact, face-to-face joints were standard LMS practice for all locos. (JICF)

Page 196, Plate 240: A familiar sight - I did my first firing turn on this engine as an Improver at Willesden in April 1949. (KM)

Page 199, Plate 242: More precisely, No. 9217 is at Rowsley South Junction. This engine, and No. 9218, were part of the new 17D allocation in January 1935 but both were transferred to Preston in November 1936. Super Ds continued to use Rowsley shed, however, from Buxton, Speke Junction and elsewhere for the next two decades. I was a Running Foreman there in 1950-6. The roof to the rear of the engine is that of the Ariel Tearoom where I joined my neighbours for a Coronation Tea on 2nd June 1952 before going to work on the night shift! (KM)

Page 200: I was struck by the number of cattle wagons in this picture. I only ever remember seeing one such vehicle at Bescot in the 1950s - it was such a rare occurrence that I noted down its running number. The lettering on private owner wagons has always fascinated me, so I was delighted to see examples from:-
East Cannock (colliery); West Cannock (colliery); unknown Co-operative (coal merchant); Pooley Hall (colliery); Baddesley (colliery); William Roberts, Tipton (iron and steel makers); William Harrison (colliery owners); Cannock Chase (colliery); Stewarts & Lloyds (iron and steel makers); S C (coal factors - Stephenson & Clarke & Co Ltd); unknown Mond Gas Co (gas); CASW unknown (doesn't fit any company name I can think of). (GM)
Has anyone any ideas about the unknown wagons? (ET) The Co-Operative could quite possibly be the 'Co-Operative Wholesale Society' and the retail coal merchant being some local Co-Op which dealt in Coal. There were quite a number of Co-Ops whose patrons would hold their hands up in horror if they knew. One has in mind the Army & Navy Stores in Victoria Street Westminster. (JWP)

The wagon from William Harrison reminds me of something that may be of interest. The company bought two 0-6-0STs from the LNWR, though I'm unsure which pit they were used at (it may have been Mid Cannock, Grove, Cathedral, Wryley No.3 or any of their Brownhills collieries). The locos were as follows:
0-6-0 Robert Stephenson 630 built 1848; numbered LNWR 236; rebuilt as 0-6-0ST in 1864; renumbered LNWR 1810; to William Harrison October 1873; parts used to build winding engine at Rising Sun colliery circa 1909.
0-6-0 Robert Stephenson 631 built 1848; numbered LNWR 241; rebuilt as 0-6-0ST in 1864; renumbered LNWR 1811; to William Harrison October 1873; scrapped circa 1906.

Page 201: These engines were always referred to as 'Titanics' by my father, who was a shunter/goods guard/yard inspector at Watford Junction and Willesden from 1919 to 1961. They were not very popular, partly because of the cramped footplate and partly because they were different from what the men were used to for shunting, the 'Special Tanks', also know as 'Humpies'. (JP)

Page 212: TS has pointed out that the list of livery details differs from information given elsewhere. However, having thought a bit more about it, I am confident my list is correct. This information came from W. L. Harris, who was actively compiling LNW loco details at the time and was in contact with C. Williams, exchanging information with him. These people saw the engines at the time and CW had access to Crewe records. His brother worked in the works and passed info to him. WLH offered me his records for use in my books. There is no reason why such meticulous and dedicated recorders should be wrong and people looking at photos 40 or 50 years after the event should be right.

It is wrong to assume that any loco with 'LMS' in small letters on the bunker or cab side is painted red. Many LNW locos, including 4-6-2 tanks, were black with 'LMS' on cab or bunker - eg plate 97. Does anyone suggest 'Super Ds' were red? A nice idea! But not true. The engine in Plate 259 is certainly black. This is reproduced from a good quality print. The red locos had gold lining, even on the wheels, but plate 259 has no lining whatsoever. If it was painted red, the lining would be visible. A few photos exist of red 0-8-4 tanks but none that I know are good enough for reproduction in a book. (ET)

Page 218: The text could be taken to imply that trains from Wapping-Park Lane travelled to Edge Hill via the Bootle branch. It would be better re-written as follows: 'Previously the load limit for goods trains from Alexandra and Canada Docks was 31 wagons up the 1 in 63 from Atlantic Junction to Walton & Anfield'. There is still a query about the actual load limit. I was told 31 wagons but have also been told recently 32, 33 and 38 wagons. No one seems to have a copy of the appendix to check. (RS)

Page 220, para 4: The original chimneys were retained at first but in later days Stanier chimneys were fitted to some engines as on 'Super Ds' and as shown in Plates 267, 269 and 270. (BW)

Page 222, plate 272: Does anyone know any details of the tank engine on the right of the picture? (FWH) I could have cut it out but thought it so interesting that that would have been a pity. But I have no clue what it is. However, brilliant work by three contributors has produced the following (ET) After some research I decided it must have been built by Daniel Adamson of Dukinfield. It looks as if it had been used at an

Ordnance Factory during the war – cf spark arrester on chimney. (JE) There is a photograph of the engine, or of one very closely like it, on page 23 of *British Steam Locomotive Builders* by A. C. Lowe, published by Goose and Sons. It seems to have been one of about nine engines built by Daniel Adamson & Co, established in 1842 at Newton Moor Iron Works, Hyde, near Manchester, for Platt Bros & Co Ltd of Oldham. It could be *Oldham,* built in 1866, or as the shape of the top of the tank is not quite the same, it might have been one of the later ones. The design is unusual with high cylinders, solid buffers and what look like cast-iron wheels. The spark arrester was probably added for service during the war but although I have been through various Ministry of Munitions files at the PRO, I have never found reference to any such machine. (GM) John Edgington never ceases to amaze me. I am sure I had never heard of Daniel Adamson of Dukinfield before but in the *Loco News & Rly Notes* of 25 July 1919 there is a reprinted extract from 'Surplus' of the previous month, listing locos for sale. These are oddities, not MM 2-8-0s, and include: '...*Chadderton*, D. Adamson & Co, Hyde Junction, 13½ x 24, 100 lb, 0-4-0, 5ft 6in wheel base, 21 tons empty, at Epsom Downs.' So as *Chadderton* features in the list of Adamson locos in Lowe's book, built in 1876, I think that pins it down nicely. Of course, it would be good to know where it had been working - perhaps Woolwich Arsenal or some other ordnance factory in view of the chimney. (HJ) So how did *Chadderton* find its way from Oldham to Tattenham Corner? (ET) The Daniel Adamson engines are quite distinctive and only a few were built. The MoM carried out a survey of industrial locos in WW1 (no copy has ever surfaced), and commandeered a number for war service. There are several instances of locos turning up in odd places, and it's no surprise that they are often either oddities or very elderly. Any company engineer, faced with having equipment commandeered for another purpose, always offers the most useless junk. (MS) According to Lowe, *Chadderton* was an inside-cylinder loco rebuilt by Hawthorn Leslie in 1900 but the loco in the photo has outside cylinders. (IJ) The photograph of *Oldham* in Lowe's book and the photograph of the loco at Tattenham Corner show that both were of the same design. That design is technically inside-cylindered, because the cylinders were between the frames and they drove cranks located inside the frames on the rear axle. In contrast, outside-cylindered locos have cylinders located outside of the frames which drive a crank pin on a wheel or axle, the rod connecting the cylinder to the crank pin being quite distinctive. Both *Oldham* and the Tattenham Corner loco lack these features. There is some scope for confusion about the cylinders of *Oldham* and the Tattenham Corner loco because many enthusiasts will think the locos to be outside-cylindered, on the basis that they can see the cylinders on the outside of the loco. However, as I've described above, technically they were inside cylindered locos. Lowe defined *Oldham*, *Chadderton* and *Hartford* as having inside cylinders (the reference to *Hartford* having inside cylinders is in the supplement to his book). In contrast, he described the other Platt Bros 0-4-0T locos by the same maker as having outside cylinders. My speculation is that Lowe gave the technically correct description of *Chadderton* as having inside cylinders, the same as the loco photographed at Tattenham Corner. I also speculate that the person who wrote the Hawthorn Leslie repair record identified *Chadderton* technically correctly as having inside cylinders. (GM)) An old friend of mine, Frank Jux, went through old magazine adverts about twenty years ago looking for references to industrial locos. His notes from *Surplus* magazine of 2nd June1919 confirm that the Adamson loco among the 2-8-0s at Epsom was *Chadderton*:
Standard-gauge locos for sale: *Warburton* 0-6-0 MW 1034 12x18 lying Gretna; G*rassholme* 0-6-0 MW 1513 12x18 lying LNWR Works, Crewe; *Bexhill* 0-6-0 MW 1365 12x17 lying Darlington; *Chadderton* 0-4-0 D.Adamson 13 ½ x24 lying Epsom Downs; No.107 0-4-0 built 1918 15x20; No.64 0-4-0 AB 733 10x16 lying Darlington.
So that confirms the engine in the photo as *Chadderton* but what was it doing before 1919? (GM)

Adamson was born at Shildon and came to Lancashire in 1850, setting up his own works for the manufacture of boilers, first at Newton Moor Iron Works in 1851 and in larger premises at Hyde Junction, Dukinfield, in 1872. *Chadderton* was built for Platt Bros & Co Ltd, Textile Equipment Manufacturers, Oldham, in 1876, and was rebuilt by Hawthorn Leslie in 1900. (Platt Bros owned two collieries ands two factories at Werneth and Mumps in Oldham) It probably went to France late in the Great War. The extension to the chimney looks like a spark arrester, possibly for use near ammunition dumps. The locomotives at Epsom had been returned from France via Richborough Train Ferry in 1919 (presumably including *Chadderton*). What happened to *Chadderton* when Epsom was cleared I do not know, probably scrapped as it was old and non-standard. (JE)

John is certainly correct that the 2-8-0s were received back from France via the Richborough train ferry (actually there were three ferries operating from there with the identities No.1, No.2 and No.3). I'd like to think that *Chadderton* had been to France, but I've not found proof of any British industrial locos going over there.

After WW1 the GER bought the three train ferries (one of which was sunk by enemy action in WW2) and the train ferry ramp from Richborough, which they moved to Parkeston Quay, Harwich. To go with the train ferries the GER jointly bought with a Belgian railway company the war surplus WD wagons which had been built to operate on the train ferries, and lettered them 'Societe Belgo-Anglaise des Ferry-Boats'.

Anyone wanting more information about Daniel Adamson is recommended to look at the Tameside website: tameside.gov.uk

Pages 221-227: All the photos in the book of the right-hand side of RODs show a Westinghouse pump on the smokebox. But in *Locomotives At The Grouping No. 3 London Midland and Scottish*' by Casserley and Asher

there is a photo of 9654 with no pump in that position. Another photo, which might well be the same engine, is in 'LMS Sheds Vol 1' in the section on Crewe South. So what is the explanation? (RS) When asked about this, WBB replied: All the RODs for overseas service were built with Westinghouse pumps and air brakes on the engines. On return to Britain all were fitted with vacuum brake equipment with combination valves for the steam brakes then fitted to the engines. That the Westinghouse pumps were retained on the right-hand side of the smokeboxes was purely incidental. They would have been disconnected and unused. No doubt, some would have been removed as surplus clobber.

Page 230: The same classification system appears in the Appendix to the WTT for January 1914, except that the 19in Goods is referred to as the 19.5in Goods, so it could not have been a wartime measure. The Claughtons do not appear in it, so perhaps it predated them. (RiB)

Page 268, Plate 288: I commented to the photographer, Geoffrey Smith, that 49081 seemed to be going well and he replied, "It had to keep out of the way of the Caledonian". (GS, ET)

Finally a query: I seem to remember that a couple of engines were converted to 'G1' class at Rugby and kept longer fronts - as shown in fig.21 as compared with fig.22. If this is mentioned in the text then I apologise for having missed it. (MW) You did not miss it, Mike. I did not know it. (ET)

Figs 21 and 22. First I did not know anything about this but realised that your information must have come from JPR and his days at Rugby. So as I understand it two conversions from B class done at Rugby had longer fronts compared with B class converted at Crewe.

So why the difference? Nowhere have I yet been able to find a photo of cylinder bolts in the pattern in fig 21. However, I see that 2118 was converted to G1 but retained slide valves (page 141), so perhaps that explains the different bolt arrangement. Do you know the number of the other engine converted at Rugby? But even so, I do not understand why retaining slide valves would produce a longer front, because surely the boiler and the smokebox would still be standard. And what happened with conversion retaining slide valves that were done at Crewe? Not all the engines in the list on page 141 were done at Rugby - or were they?

The question then is which of the two, if either, conformed to the standard G1 class as built at Crewe? If you look at fig 19, is that a long or short front? It looks to me as if it is in between. Plate 99 seems to show a long front, as perhaps does 101, but 104 looks like a short front to me. And what about 109, 112, 113, 114 , 117? 119 seems to be a short front, as does 124. Pages 118 and 119 seem to show short fronts. Then there are plates 192 and 194.

Fig 19 seems to show the front is 9¼ in long. Fig 15, the D class, shows 10¼ in. Fig 25 - G2A – 9¼ in. So how long is 'long' and how long is 'short'?

Assorted Anecdotes

R. C. Pearce, Willesden Engineman, writes:
I was at Willesden for 46 years. We had Super Ds 9117 (well tender), 9275, 9344, all old warriors. We had trip jobs to Brompton and Lillie Bridge Yard trip and shunt. But to get vans into Carr's Biscuits shed you had to pick up about 10 wagons and propel them round the curve, as there was a board banning engines from passing it on this one road. There was a lot of traffic. For Stantons iron pipes and cool bananas, and bricks, tiles, slates and Rolls Royce cars. These came in covered vans for the Rolls Royce company.

On the main line we had a job from Willesden Brent Sidings to Bescot. This was a very heavy train always loaded to 60 or 65 wagons, mixed. Many of the drivers I worked with said that a D would have been a better engine if the firebox had been given a wider gap for air space, a flat footplate and tip-up seats like Stanier engines. This was suggested but turned down by the management.

Some had Detroit lubricators stuck in front of the fireman's window, and if you had not got enough cylinder oil, you topped it up with water. Many Ds worked to Nuneaton, all leaks and blows, but still kept going. They would go on 80-100lb of steam. We used to get one on the 5.15pm from Crewe Basford Hall Sidings to Willesden, stop at Rugby for exam. I was with a driver, Dick Howard, and he was a very good engineman, sadly no longer with us. One day we came to the South shed and got a 'D' that was fresh off the works. We had 55-60 wagons, with 5 fitted piped up to the engine. We pulled the strings and released the brakes, and set off. There were no blows anywhere. We stopped for examination at Rugby, filled the tank and set off again for Willesden Sudbury sidings, where we booked off. The first place she started to blow was at Bletchley with a piston gland, only just a wheeze.

I enjoyed working with Dick Howard. One day at Crewe we saw a Claughton, 6004, a Prince of Wales, and a Precursor, waiting to be broken up (the date must have been early 1948. ET). I was only a young fireman then.

I once went on loan to a Watford driver who used to work to Northampton with the 6.6pm semi-fast, which went on to Birmingham. We got relief at Northampton station and then walked up to No. 4 box and relieved a coal train from Welham. There stood a Super D. This Watford driver said, 'Look at her in all her glory.' Well, we got on, and it was getting dark. 'You have got some good coal but it makes a lot of smoke,' the men we relieved said.

Well, we set off down through the station, then up the bank to Hunsbury Tunnel. But mixed in the coal were some tar blocks which some wag had thrown on to the tender. Well, it was like a battle-cruiser laying a smoke screen but she steamed like a demon. I fired her about eight shovelfuls at a time. But what the tubeplate was like I dread to think.

Colin Jacks writes:
Though I am a Great Western man born and bred the LNWR was always a favourite of mine, and having started train spotting in mid 1945, after coming home from being 'evacuated to the country' I used to go train-spotting, first at Small Heath and then, as I began to find my way around, I was allowed to go to the city to do some spotting first hand at Snow Hill. Alas, it cost a penny to get on to the platform there, so it was decided that we would go across the city centre to New Street, which thankfully was free. Provided we behaved ourselves, and in those days we did, we were allowed to sit there all day. New Street was a wonderful place with plenty of action.

It is true to say that whatever we saw and recorded, these loco numbers and names were just that. But I clearly recall seeing some of the LNWR's big guns working their last days out on local trains to Stafford, locos such as *Lusitania*, *Queen of the Belgians*, *Sirocco*, along with un-named 'Precursor' and 'Prince of Wales'. But the one I remember most was seeing the last 'Claughton' 6004 run into New Street on a parcel train. Other LNWR types working in and out of New Street were the 0-6-2 and 2-4-2 tanks. At our other spotting venues, of course, the good old 'Super Ds', as we termed them, and 'Cauliflower's' were well represented.

It was only after leaving school and eventually joining the locomotive department at Tyseley as an engine cleaner, that I started to take more interest as to what type of machines I was working on. Though I never worked on a 'Super D', I did get close to one. One of the class had come to Tyseley for repairs to a hot axlebox, No. 49350 from Nuneaton. Once repairs had been completed, it fell to one of my mates and his driver to 'run it in' on what was called the 'Target'. This was a loco turned off the shed to pull trains from Small Heath down into the sidings at Bordesley, thus releasing the train engine away to the shed.

When we climbed aboard the 'Super D' and with only a flare lamp to guide the way, it looked like something out of the ark. Very little made sense to us and although the job was booked on to a prepared loco, very little had been done to it, and we set about trying to fathom things out. Steam and water levels were quite low, and it was our opinion that by the time steam and water levels had been raised, we would have missed the off shed time by a considerable margin. When my mate's driver appeared, he was none too pleased with the loco and with his typical no-nonsense attitude, he asked for a spanner to be passed to him, told his mate to shut the frame off and promptly put the spanner through the gauge glass. He then went and told the shift foreman that the glass had broken and asked for a replacement glass. Of course, he knew the foreman had not got one, and so a replacement loco was found, one that both the crew were more familiar with. Eventually, 49350 was got in steam, during the daylight hours I suspect, and the enclosed copy of it shows it standing on the passenger side shed at Tyseley waiting for a crew better versed in the workings of a Crewe product!

Additonal Notes
RO page 202 1937
0-8-4T 7948 has arrived at Crewe for general overhaul after being in store at Llandovery for at least two years. Llandovery shed normally possesses two engines of this type, one for a local goods to Llandrindrod Wells and the other for banking duty. The locomotives concerned are 7941/7/8, the third engine standing spare at either Llandovery or Swansea. On 19th June 1937 7941 was at Shrewsbury under repair and so 9155 was officiating as banking engine.
Same issue: Locos recently through Rugby for repair include .... 7936 (4D) .....

RO page 122 1938
Three other ex-LNWR locos in the district are 7876, 7878 and 7892, stationed at Patricroft (10C). They are employed in hauling goods trains up the steep incline from the Ship Canal sidings to the marshalling yard between Eccles and Weaste Stations.

Automatic Blowdown Valves. I worked in Watford in the early 1950s and used to travel by train. One day about 5.30pm an up express passed but though we waited a few minutes for our electric, nothing else passed us before we got home to Kenton. It transpired that a broken rail had been found, said to be due to the above fitting.

This has reminded me of something else. Before Watford I worked in a bank at Kings Cross for a long time and got to know Sir Charles H. Newton (after whom an A4 was named) – a nice man, who got me shed permits in 1941-2 ('I have instructed my staff ... ') – and later John Frampton, the Dist Loco Supt, a very sardonic

man and Doncaster through and through. The Auto Blowdown reminds me of his meeting with Col Rudgard of the LMS and a big noise on the boiler scene. Just after nationalisation, the LMS element had altered the formula (?) for oil and had literally wrecked Gresley 3-cylinder engines. The Colonel came to Kings Cross to see the interior of Gresley engines and Frampton chose *Colombo*, which was not one of his engines but was from Gateshead. It was a swop for *Edward Thompson*, which had gone to the NE Area. When *Colombo* had first arrived, it had had leaking tubes but when Frampton chose her, she had 40,000 miles on the clock. The Colonel looked at the boiler and said, 'My God! None of my boilers are like this'. Which must mean something! (EH)

See also:
British Railway Illustrated 'Tales of the Super D's'
British Railways Illustrated Annual Number 12 (Irwell Press 2003) Pages 46-61.

Page 14) WHAT'S A COAL UNION? A good question. The answer is – A MISTAKE!
The phrase "coal union" appears on many Engine History Cards under improvements and the cost is written alongside. It is on enough cards for there to be no doubt that that is what is written. But I did not understand it and neither did any of the ex-Crewe men I asked about it. So when doing the book, I had the choice – leave it out or put it in without knowing what it meant. So I decided to put it in as it might mean something to someone – and they might even let me know what it means. No one has ever explained it.

However, while going through the minutes of the LMS Locomotive Committee in the PRO at Kew last year, I found the following:

24.10.1934
Fitting of miniature sacks over vacuum cylinder spindles of former LNW engines. Owing to an error, 105 engines fitted with steam brakes were included in the figure of 751 engines to be so modified. The current figure was only 646.
Fitting of Copper Ejector Steam Pipes to former LNW engines.
CME reported that the fitting of 717 former LNW engines with copper ejector steam pipes and standard type cone unions (authorised by minute 1033 of 25.6.1930) had been completed and recommended the remaining 594 engines be dealt with in a similar manner as they pass through shops. Estimated to take 3 years.

So there you are. The clerk keeping the Engine History Cards up to date was as baffled as you and me and just wrote what she thought was correct – 'coal unions' – but she should have written 'cone unions'.

Page 15) Yes, those 0-8-4 tanks must have sounded tremendous. With higher boiler pressure than a G2 and greater adhesive weight (especially with full tanks) they were the most powerful LNW engine.

49395

Super D's, from Peter Lee:

It is good to see the old "D" back in action. I remember them with great affection, but note the old girl is now so tight the wheeze is absent. At Nuneaton shed they were known as MMG's - or Midlands Men's Gaffers.

Super D, from Alan Cliff:

Nice to see a photo of the Super D back in action. On a trip to Carnforth shed in 1947 arranged by my father, who was honorary surgeon to the LMS at Morecambe and Heysham, I was treated to a ride through the then pretty new depot on a Super D. Incidentally, the boy spotters in my area always called the ex LNWR 0-8-0s "Old Nines."

Dear Mr Talbot
Many thanks for the very prompt service. All is safely received. My interest in the D is similar to your own. My late Father, Leonard Gunn, was at Nuneaton Loco from 1918 to 1968, finishing as 'Top Driver' [Paycheck No.1] I went with him many times and my earliest memories are from 1942. His first shift as a Driver was on a 'D' he collected at Nuneaton Abbey Street. My first cab ride was on a 'D'. The last time I saw him at work we were drinking Tea on the footplate of 6248 at Euston.[I was a Civil Engineer with the CCE at Head Office there.] Good times, eh!
Best Wishes,
Maxwell Gunn.