



WHAT REALLY HAPPENED TO No.92233

BR Class 9F 2-10-0 No.92233 at Langho
Colour-Rail 312822



In Link 104 Roger Butcher wrote about the Standard Class 9F 2-10-0s whose disposals were falsified by a Northampton Branch RCTS member. As a result of that article, ESS member Tony Wakefield queried the disposal listed for 92233, wondering whether it might possibly be an error for 92223. In this article Roger details the primary information the HSBT Project has for both locomotives and takes the opportunity to update ESS members on the ongoing work of the HSBT team.

As those of you who have followed the work of the HSBT team will be aware, one of our major objectives was to break the circle of a perpetuation of errors created by the continual recycling of the errors and fabrications contained in the 'What Happened to Steam' (WHTS) books. With the notable exception of the RCTS, that objective has virtually been achieved and there is almost universal acceptance of our work and active cooperation with our aims.

RECENT PUBLICATIONS

For example, in the recently published 'Scrapping the Southern', written by Jeffery Grayer and published by Noodle Books, Jeffery says in his introduction "Much of the published information concerning the history of locomotive disposals has previously come from the booklets produced by Peter Hands entitled 'What Happened to Steam'. It has been apparent for some time that much of this information is inaccurate and a project is currently underway to attempt to address this. Entitled 'What Really Happened to Steam', details of this venture can be found at the website www.whatreallyhappenedtosteam.co.uk It is the intention to eventually publish as definitive an account as is possible, more than five decades after the events, detailing the documented end of the steam locomotives of all BR regions. In view of this it was thought prudent not to repeat previous errors by listing the fate of ex-SR locomotives as gospel, such information must await their findings".

Similarly in 'West Gloucester & Wye Valley Lines', written by Neil Parkhouse and published by Lightmoor Press, Neil says in his acknowledgements - when referring to the HSBT Project - "This project was commenced as a result of the discreditation of the Peter Hands volumes, when it was discovered that one of the major contributors to the series (not Peter Hands himself) had falsified the information that he provided. As a result, in many instances, what has been written on locomotive withdrawals and disposals cannot now be relied upon because it was sourced from these volumes."

OFFICIAL DOCUMENTATION

The key to our strategy is to access as much official documentation as is possible and it is appropriate to thank Richard Strange for the significant input from the Steam Railway Research Society, in particular the amount of official documentation Richard has made available to the HSBT Project.

It is also essential that anything we say and publish is accountable and transparent, ie where does the fact quoted originate from and what proof do we have. This is particularly important in view of the deep mistrust that the WHTS books have, unfortunately, created. People, seemingly, are utterly fed up with what they perceive as self-serving and patronising excuses as to why so much of the information they paid large sums of money for cannot be substantiated.

So, in response to Tony Wakefield's specific query re 92233, our sources are the sale and despatch documents, copies accompanying this article. Similar documentation is held for 92223, its movement date to Arnott, Young at Parkgate & Rawmarsh being September 18th, 1968.

Chief Mechanical & Electrical Engineer,
Wilson Street,
DERBY.

To: General Manager,
Newcastle Office,
MANCHESTER
Divisional Manager,
LIVERPOOL

Extn. 056 - 2497
Ref. CMR/L-23/179/A-19
Date: - 1.9.68

Copy to: Supplies Manager,
Railway Technical Centre,
London Road,
DERBY.

SALE OF CONDEMNED LOCOMOTIVES

I give below details of condemned locomotives which have been sold by the Supplies Manager, and shall be glad if you will arrange delivery and inspection/preparation as indicated in my letter of the 29th June, 1967.

LOCO. NO.	LOCATION	YARD TO WHICH SOLD	DELIVERY INSTRUCTIONS	SALE ORDER	
				No.	DATE
92233	Edge Hill	W & A Arnott, Young & Co Ltd, Larncliffe House, 52 Grosvenor Gardens, London S.W.1.	As soon as possible to firm's address at Parkgate & Rawmarsh.	17	24/7/68

Chief Mechanical & Electrical Engineer,
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DERBY.

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LOCO. NO.	FROM	YARD TO WHICH SOLD	DELIVERY INSTRUCTIONS	SALE ORDER	
				No.	DATE
92151	Speke Jctn	A. Arnott, 37, Lincoln St, Liverpool		20	2.6.68
48119	do	Hull		20	2.6.68
48293	do	do		20	2.6.68
70024	do	T. W. Ward, Alton Works		25	2.6.68
45133	do	Sheffield		25	2.6.68
48034	do	do		25	2.6.68
45026	do	do		25	2.6.68
92117	do	T. W. Ward, Alton Works		26	2.6.68
48674	do	Sheffield		26	2.6.68
92233	do	W. A. Arnott, Young & Co Ltd, Larncliffe House, 52 Grosvenor Gardens, London S.W.1.		27	24/7/68
48305	do	Arnott, Young & Co Ltd, Larncliffe House, 52 Grosvenor Gardens, London S.W.1.		27	24/7/68
48017	do	J. Buttling, 1st National		27	24/7/68
48271	do	do		27	24/7/68
48268	do	do		27	24/7/68

RCTS INTRANSIGENCE

As regards the RCTS, there are a number of developments that need to be referenced. Firstly, the 'right to reply' published on pages 52-54 of Link 106 was subsequently published in the October 2013 'Railway Observer'. I shall say more about this when the repercussions of my article become clearer, but suffice to say I am very much heartened by the response I have had from the RCTS membership, albeit not yet unfortunately, the Chairman and the Publications Committee. For example, to quote from one former RCTS Branch official, 'I am deeply upset by the mess that the RCTS has got itself into. I also understand exactly where you guys are coming from and am totally on board for what you are trying to do. So the nature and public exchanges of the conflict are tearing me up'.

So, out of respect to that seemingly widespread point of view, expressed above in such a heartfelt way I will wait a little longer for an 'official' response to the £20,000 challenge I have issued to the RCTS in both Link and the 'Railway Observer'. However, at some point, the RCTS Management Committee has to stop being 'in denial' and admit the truth of this issue.

NO HSBT INVOLVEMENT

In view of the increasing possibility in the months ahead of a number of purchasers of the WHTS books in the 1980s taking legal action against Peter Hands to recover the money they spent, I need to put on public record that this action (should it take place) is not supported nor financed by the HSBT Project team, either openly or covertly.

Before explaining that decision, I should say I do totally understand the views of those people who feel angered by Peter attempting to publish, in one format or the other, a Mark II version of his WHTS books. In particular, Peter's reference (re the inaccuracy of the dates) that 'I should have stated from the very beginning that all of the same were approximate' has evoked an angry reaction.

Whilst I believe Peter would have been wise (like Zulu, who contributed the fabricated information) not to reopen old wounds, he is entitled to do what he feels is best for him. It is then up to others to judge whether or not he is deluding himself by (apparently) believing his books still have admirers. As for myself, like a significant number of other enthusiasts I spent £150 on buying the WHTS books (from the Ian Allan bookshop at Waterloo). With hindsight the £150 I spent (around £500 at today's prices) was a total waste of money, which I could (at the time) ill afford. I would not have dreamt for one moment of paying that amount of money knowing what I now know. But, it is a time to look forward and complete our work on the WRHTS books and not be distracted by the past.