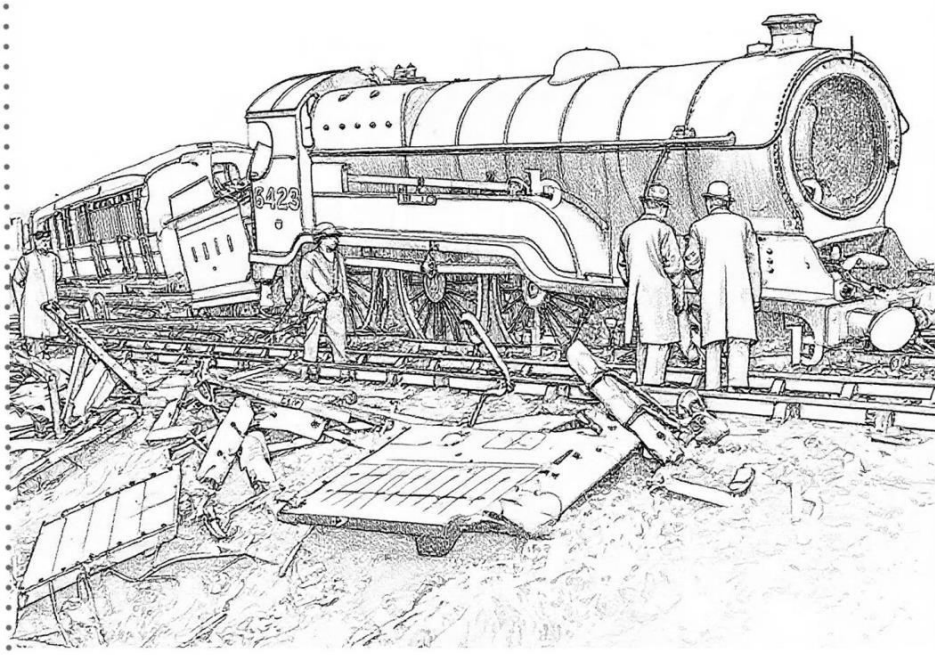
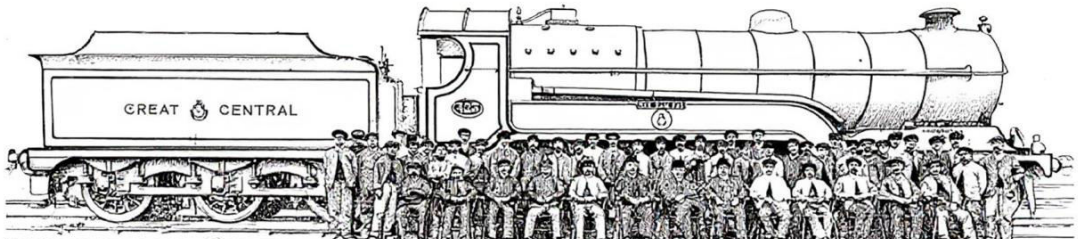
# Loughborough Accident on 31 January 1933




The 10am Marylebone to Bradford express ran through signals north of Loughborough station, colliding side-on with a Woodford to Annesley empty coal train being backed into the down refuge siding. The train engine 5423 **Sir Sam Fay** derailed onto the up line, narrowly missing the reversing goods engine, an Annesley based class J39.

Driver Thomas Webster of Neepsend shed had realised a collision was likely and had managed to reduce speed from 80mph to around 30mph. His fireman, Francis Tarron, was killed when he jumped from the engine at the last moment, while Webster and an accompanying Locomotive Inspector, Edward Hobson, sustained minor injuries. No passengers were injured.

*below:* A line-up of Gorton staff in front of class 1 no.423 **Sir Sam Fay**, named after the dynamic General Manager of the GCR. Heavier rolling stock required more powerful locomotives and this was Robinson's solution to the problem. It combined strength with symmetry of design.




## Naming

The first locomotive of the class was numbered 423 and named **Sir Sam Fay**. The subsequent five engines were initially unnamed, but received "City" names during June 1913, such as **City of Liverpool** and **City of London.** Interestingly, no engine was named after Sheffield*, the centre of the GCR system. This was likely due to the company's marketing strategy to emphasize the size of its network.+

## Liveries

The livery history of this class was quite varied. The first engine, no.423, left the works in the standard GCR passenger scheme of Brunswick green, which included Indian Lake for the splashers and running boards, and was topped with a distinctive copper-capped chimney (this was removed before the 1923 Grouping). Strangely, the rest of the class was not painted uniformly. Three engines (424, 426 and 427) were finished in the GCR black livery with red lining and two (425and 428) were painted in the same green passenger scheme as the first engine.

Under LNER ownership, the B2s were repainted into the standard passenger livery of apple green with black and white lining. The running number was initially placed on the tender sides below a small 'LNER' lettering, though later it was moved to the cab sides, with a larger LNER on the tender. During WW2, they were painted plain black with 'NE' on the tender sides. Since the last engine was withdrawn in November1947, none passed into British Railways ownership and thus never carried a BR livery.

## Numbering

At the 1923 Grouping, the six B2s became LNER nos.5423-8. In the 1946 LNER renumbering scheme the initial allocation of 1472-7 was not used and the remaining four engines were numbered 1490-3. A major change occurred in 1945 when Edward Thompson began rebuilding Gresley's B17s and reclassified them as B2. To avoid confusion, the original Robinson B2s were reclassified as B19s.

* A 'what if' model of B2 no.61494 *City of Sheffield* is to be released in late 2027 by Rails of Sheffield.