

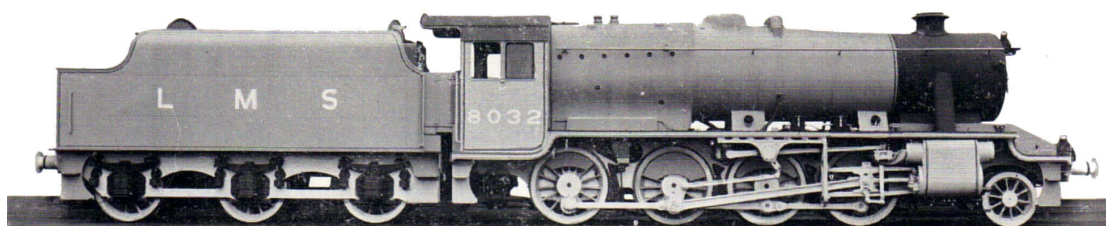
# LONDON, MIDLAND & SCOTTISH RAILWAY



4 ft. 8½ in. Gauge

1935

2-8-0 (8F)



Cylinders.....	(2) 18½ in. Diam. x 28 in. Stroke	Maximum Axleload.....	16 tons (Tender 18 tons)
Diameter Coupled Wheels.....	4 ft. 8½ in.	Weight :	
Working Pressure.....	225 lb.	Engine in Working Order.....	71.9 "
Tractive Effort at 85% Pressure.....	32,440 lb.	Tender " " .....	54 "
		Total " " .....	125.9 "

Sixty-nine of a powerful class of 2-8-0 freight locomotive, designated as Class 8F. were built by The Vulcan Foundry for the London, Midland and Scottish Railway in 1936. These were to the designs of Sir William Stanier, were in accordance with the latest L.M.S. practice, and were required for the handling of heavy goods trains, in particular the coal traffic on the Midland Division between Toton and London.

The boiler is tapered, with a narrow Belpaire firebox and copper inner shell, and is pressed at 225 lb. per sq. in., the superheater having 21 elements.

Lubrication is mechanical by two Silvertown mechanical lubricators and all the engines are provided with exhaust steam injectors on the fireman's side.

The tenders are of six-wheel pattern with a capacity of 4,000 gallons of water and nine tons of coal and are fitted with water pick-up apparatus.



*Class 8F Locomotive ascending Blea Moor Bank (L.M. Region)*

At the beginning of the war this locomotive was selected by the Authorities, on account of its general capabilities, to be the first prototype for W.D. purposes and considerable numbers were built both by the Locomotive Industry and the British Railways.

Over 90 were sent to Iran in 1942 to operate on the extremely difficult Trans-Iranian Railway, and nearly all of these were converted to oil, burning at Teheran Workshops by the Royal Engineers. A considerable number were also loaned and subsequently sold to the Egyptian Republic Railways where they took over the heaviest freight duties and also operated the Western Desert Line. Others are still at work in Palestine, Turkey and Italy, and in point of fact there is probably no other locomotive working to-day which has been built by so many different manufacturers and is operating in such a variety of different countries and climatic conditions.