

# Stanier Black Five Locomotives: A Majestic Fleet on the Rails

Stanier Black Five Locomotives, also known as the "Black Fives," were a class of steam locomotives built for the London, Midland, and Scottish Railway (LMS) in the 1930s. These majestic locomotives became one of the most iconic and widely recognized designs of their time, gaining a reputation for their power, reliability, and versatility. With their striking appearance and superb performance, the Black Fives left an indelible mark on the history of steam locomotion.

Named after their designer, William Stanier, these locomotives were introduced as part of Stanier's new locomotive policy for the LMS. The Black Fives were designed to replace older, underpowered locomotives and offer increased hauling capacity. Stanier's vision was to create a locomotive that could handle a variety of tasks, ranging from passenger trains to heavy freight services, and the Black Fives delivered on that promise.

The Black Fives had a 4-6-0 wheel arrangement, with four leading wheels, six driving wheels, and no trailing wheels. This configuration provided a perfect balance between power and flexibility, making the locomotives suitable for both high-speed passenger trains and heavy goods services. The six driving wheels allowed for excellent traction, enabling the locomotives to conquer steep gradients and tackle challenging terrains with ease.



## Stanier: Black Five Locomotives (Locomotive Portfolios) by Emma Broughton (Kindle Edition)

★★★★☆ 4.2 out of 5

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One of the distinctive features of the Black Fives was their sleek and elegant design. With a signature black livery, highlighted by red and white lining, these locomotives exuded a sense of timeless beauty on the rails. The attention to detail in their construction was evident, from the well-proportioned cylinders to the stylish tenders that carried coal and water for the journey.

The Black Fives quickly gained a reputation for their exceptional performance. Their powerful boilers, combined with the efficient valve gear and intelligent design, allowed them to reach impressive speeds. These locomotives were capable of hauling heavy loads at sustained speeds, giving them a distinct advantage in their daily operations.

Black Fives were a familiar sight on the LMS network, pulling both passenger and freight trains across the country. From the bustling cities to the scenic coastlines, these locomotives journeyed through various landscapes, leaving a trail of smoke and steam in their wake. The Black Fives became the workhorses of the LMS, with over 800 of them built during their production span.

During World War II, the Black Fives played a crucial role in the transportation of troops and supplies. These locomotives were utilized in various war-related efforts, such as pulling troop trains, carrying military equipment, and delivering

essential goods. Their reliability and durability made them invaluable assets during this challenging period.

After the war, the Black Fives continued to serve the LMS and later the British Railways (BR), with some even surviving until the end of steam in the late 1960s. However, with the advent of diesel and electric locomotives, the era of steam gradually came to an end, and the once mighty Black Fives were gradually phased out of service.

Today, a handful of Black Fives have been preserved and restored, offering enthusiasts and heritage railway operators a chance to experience the glory days of steam. These locomotives continue to captivate the hearts of railway enthusiasts around the world, with their sight and sound evoking a sense of nostalgia for a bygone era.

In , the Stanier Black Five Locomotives, or Black Fives, represented a pinnacle of steam locomotive design and engineering. Their power, elegance, and versatility made them a formidable force on the rails, whether pulling express passenger services or heavy freight trains. While their time in active service has ended, their legacy lives on, cherished by rail enthusiasts and admirers of British engineering expertise.



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It is possible that in the history of British steam locomotives no class of engine was ever more universally popular than the Stanier 5MT 4-6-0 class, which were generally referred to as Black Fives. This informative book includes numerous images of the class at work, many of which are published for the first time. Introduced by the London Midland & Scottish Railway (LMS) in 1934 the building of the 842-strong class was shared between the locomotive works at Crewe, Horwich and Derby and also by the private builders Armstrong Whitworth Ltd. and Vulcan Foundry Ltd. With the exception of a pause in production during the war time years Black Five locomotives continued to be built until May 1951, when the last example was out-shopped from BR Horwich Works. Only four examples of the class were named, but a fifth locomotive was allocated a name which it reportedly never carried. They were often referred to as the finest mixed-traffic locomotives ever to run in Britain. William Arthur Stanier joined the LMS in 1932 having previously served the Great Western Railway (GWR) at Swindon Works, doubtless his LMS 2-cylinder tapered boiler Class 5 4-6-0 design reflected his Swindon experiences. This highly efficient and reliable general-purpose design (in several variants) could generally be seen at work over all of the former LMS network, from Thurso in the north of Scotland to Bournemouth (Somerset & Dorset Joint Railway) in the south of England. They became the ultimate go everywhere steam locomotives, working all manner of trains from slow goods to express passenger services. In 1967 just prior to the end of steam, British Railways remarkably listed 151 Stanier Black Fives as serviceable locomotives. A total of 18 Stanier Black Five locomotives survived into preservation, with the majority of those having been returned to steam.



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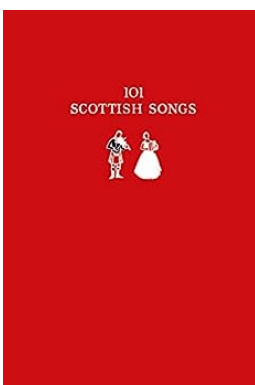
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