

# LMSCA



**The LMS  
Carriage Association**

## **THE DROPLIGHT** Newsletter of the LMSCA No. I Summer 2000

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MH-ET LS 769*

### **VIEW FROM THE VESTIBULE**

Welcome to the very first issue of The Droplight. Why The Droplight? Well it could have been simply called the Newsletter of the LMSCA, but that seemed too obvious, clearly some title with a connection to carriages was desirable, and several were suggested, including the The Gangway, but this could have had naval connotations, so The Droplight it is, hopefully something which will enable you to get out and have a look at the world of LMS carriages.

From this you will gather that it is our intention to take a wide view and include news about all such vehicles, not just those in the care of the LMSCA. There will also be items of a historical nature, and I am delighted to say that *Railway Gazette International* have given us permission to reprint any relevant LMS articles from their journal. Also very pleasing is the National Railway Museum's consent to use an Eric Treacy photograph (for which they hold copyright) as the basis for this magazine's cover.

Most importantly though, we would like to hear from you, and contributions of articles or letters for future issues will be most welcome.

David Winter (Editor)

*Opinions expressed by contributors  
are not necessarily those of the  
LMSCA*

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## THE CHAIRMAN'S VENTILATOR

Welcome to the first issue of The Droplight.

As I write this there is a good chance that two, formerly preserved, LMS coaches are to be delivered to Boothe Roe's scrapyards in Rotherham in the next few weeks. I can't help but feel that if they were GWR, SR, LNER, or older, it wouldn't happen. Established railways like the Severn Valley, the Bluebell, the Great Central, the Kent and East Sussex, the South Devon, the fantastic collection at Didcot, Emsay and Bolton Abbey, or the North Yorkshire Moors, are already demonstrating that they have an active interest in running older coaches, maintaining the vehicles that they run and restoring more.

The LMS has been a poor relation here, with several railways running LMS vehicles, but mainly ones rescued as the last were withdrawn at the end of the 60s. There is a wonderful set of late LMS coaches on the Severn Valley Railway, though they are running up and down a GWR branchline. Having said this they have made an accurate recreation of Stanier's Buffet coach of the 30s (although for operational reason it currently runs in GWR colours!) and also recently commenced restoration work on their LMS restaurant first open. But how well is the LMS represented elsewhere? The Strathspey run one at present, Foxfield run one, and the Keighley and Worth Valley run two, but that seems to be it. To my knowledge no active work is taking place at these locations to let them run more. The notable exception to all this is The Midland Railway Centre, who now run one LMS design coach, occasionally operate a Victorian era train including MR and LD&ECR coaches, and have active plans for more, with work underway at present on at least three LMS coaches.

Our broad aims, therefore, are "to establish and operate a collection of LMS vehicles", hopefully on an ex-LMS railway. Based on the Peak Railway, we have assisted the MRC to some extent so far, and hope to go on to develop this relationship.

Efforts at Peak Rail so far have seen a 'Porthole Brake' based at Darley Dale externally restored to an operable condition, things such as its interior, electrics, and heating are yet to complete. Efforts have also been made to acquire parts for the restoration of others owned by the association, or under its control, with much activity having taken place in Scotland while coach bodies still remain up there; this activity alone has probably represented 7 months work for one (wo)man. A partial restoration is being made of Period 2 TK 1501, for use as an exhibition vehicle, and work is underway at present to erect some covered accommodation.

I hope that you share the aims of the LMSCA, and that like me you look forward to the day when we can ride in a train which demonstrates all the periods of LMS carriage construction.

Harvey Coppock (Chairman)

## MEMBERSHIP and FINANCE

I would like to take this opportunity to welcome you all to the Association and hope that you are able at some time to visit us at Darley Dale where our working parties normally take place Each Tuesday and Saturday, and also to view our new siding at Rowsley. Please contact us if you wish to visit on one of these days. Membership has grown from the initial 8 in September 1999 to 20 members presently.

A new introductory leaflet is available for distribution detailing our aims and also containing a membership form. The new leaflet is included with your copy of 'The Droplight', if any member requires or could usefully distribute further copies to others who would be interested, then please let me know, I will be only too glad to send you some more.

Fund raising has consisted mainly of sales of unwanted spare carriage parts and from donations of members' own surplus railwayana and books in connection with displays of our work in the LMS BTK (27001). Donations have been another good source of income for which the committee would like to thank those members who found it possible to make cash donations to the Association during the last year. We would like to extend our thanks to the following:

Harvey Coppock  
Alison and John Leather  
Derek Mason  
Mrs E Mason  
Mr G A Marks  
Alan Taylor  
and Prof. David Tomlinson.

Our main fund raising events are our now well known (at least locally) real ale train evenings which are operated in conjunction with Peak Rail's evening dining trains and which are advertised in the Peak Rail timetable and on their website. The trains are a meeting place with pleasant company and scenery at which all are welcome. If any LMSCA members are in the vicinity on any of these dates then please call in and introduce yourselves. Just turn up at the bar, usually Harvey, myself, Colin or Jane will be serving you.

Additionally this year we have expanded the real ale service to some weekend events and also to the visit of 'Flying Scotsman' adding further income for the benefit of LMS carriage restoration.

Major expenditure so far this year has been the purchase of three carriages and a carriage shed, all the subject of other articles in this issue.

Derek Mason (Membership and Finance)

# IN THE SHOPS (1)

## Period II TK 1501

Well you know how it is. You get shown an advert in a magazine that is selling a LMS Period II Third Corridor and before you know it someone has bought it. That someone was Harvey Coppock. Being Chairman of the LMS Carriage Association, he has to set an example you know, and by 'eck he did.

"Careful where you stand, the floor's a bit fragile", Alison said to me as I balanced myself in the doorway looking inside. "What floor?" I exclaimed. "Oh, it's fallen on the track", came the reply. Doh! "I guess we had better make it safe by getting rid of what is left of the floor then!". "Hmmm". So a bit of sheeting was laid down on the track and many a pleasurable hour was spent knocking the floor through, emptying the carriage of its contents and pulling nails out. Fortunately the floor beams were in good nick - well mostly.

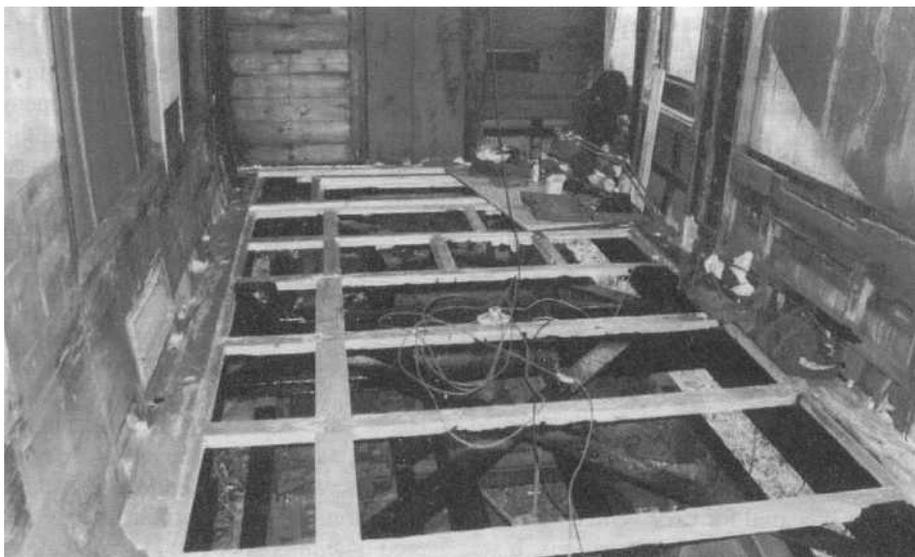
The next task to be undertaken was to be a first for the fledgling LMSCA - replacement of a carriage floor. With all the iron work exposed the opportunity was taken to descale it, prime it and repaint it. At the same time floor beams were repaired, where necessary, copious amounts of Cuprinol and wood hardener applied and wood primer.

Next job was to get some replacement floor panels. Now this is where the fun began. What type of floor? Stirling board or ply? Single layer or double layer? In the end I put my money where my mouth was and it ended up being a single layer of water bonded, fire retardant 25mm ply with 12mm ply spacers to make the correct height.

Not everybody worked on the floor. The doors have been taken off their hinges for repair and repainting, which is being undertaken by Derek. In addition, the various bits of internal roof mouldings have been re-fixed in place by John and Alison. Alison has also been busy scraping the paint off the remaining panelling which now awaits re-varnishing. During the restoration of TK2, as we call her, we realised that we needed some proper wood working tools, so a router, pedestal drill and bandsaw have been purchased. These have proved to be invaluable in producing the various beading and mouldings that Harvey has been replacing.

The underframe has been given a good going over by Dave Winter and Adrian Lewis. We have also had help from two other volunteers who are not members of the LMSCA, namely John Pashly and Sid Wheldon.

The cantrail has had its moments, especially the east facing one, well what's left of it that is. We have managed to 'insert' two small new pieces of cant rail by wedging the roof up, removing the rotten section, then cutting and fitting a new piece. It certainly has made the side more rigid! The intention is to clamp a new pseudo cant rail in place when the guttering goes back, to add support.



**With the bearers refurbished 1501 awaits new flooring.**

*Alan Taylor*

The plan for TK2, and in fact a condition of its coming to Peak Rail, was that it be made into a temporary exhibition coach - for Easter (2000). Hmmmm, well we didn't make it for then, but it will be ready for Easter, we just won't say which one! So in order to prepare it for that role the east side windows (very large drop lights) have been removed and will be replaced with ply (temporarily) since this is on the foot-path side where it will reside. The west side will be reglazed and various support added inside to break up the length of the carriage and allow for displays.

There is still plenty to do, so if you would like to lend a hand to help with the LMSCAs first official restoration project don't hesitate to come down. Do contact one of us first though coz there's this LMSCA shed that is being worked on, but that's another story...

Alan Taylor

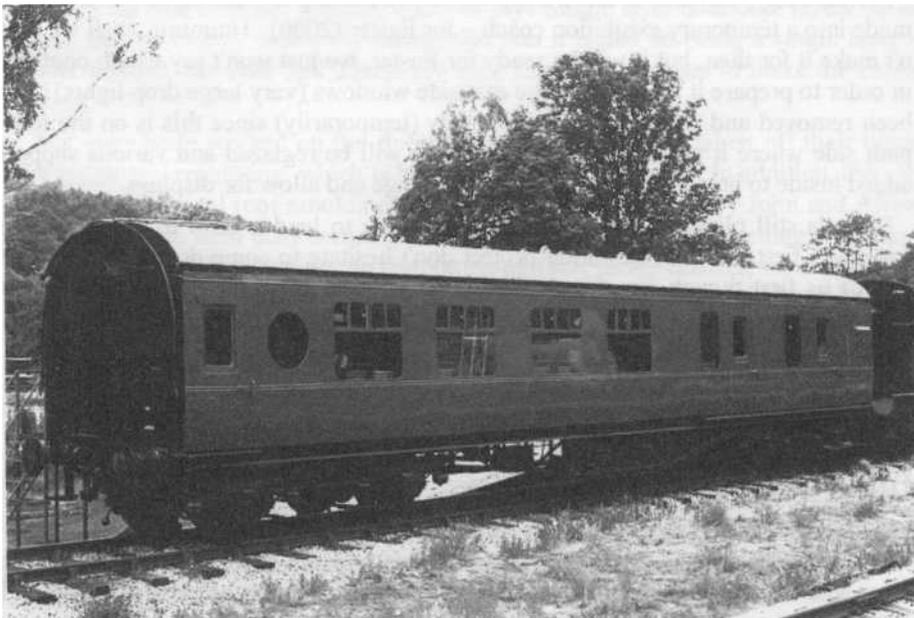
## **DID YOU KNOW?**

In a 1924 Parliamentary debate on lead poisoning, it was stated that at the Derby Carriage Works of the LMS, lead based paints had not been used for about five years and that the new paints were giving every satisfaction as regards finish and durability.

## TWO THIRDS IS BETTER THAN NONE

It was during 1997 whilst driving to Scotland on one of our recovery expeditions that we discussed the identities of any LMS carriages then extant. Two third opens then owned by David Smith and located at Carnforth were mentioned, so along the way Harvey and I decided we would have a look at them. At the end of the longest siding at the south end of the Cam forth site we found two forlorn LMS carriages substantially okay but requiring assistance. I felt immediately that these two would fill a major gap in our collection. I made an offer soon afterwards to purchase, but at the time, their sale was not being seriously considered.

During 1999, David Smith decided that the time was right to dispose of some of his historic collection in order to concentrate on the business side of operations, the two third opens appearing on the subsequent tender list. I arranged to visit the site once again on 24th August accompanied by Harvey and one of our friends from the Midland Railway Centre to review their condition as they had obviously deteriorated further during the previous two years. Details were gathered and a full status report prepared for each vehicle, these were later circulated to the small LMS group at Peak Rail for their observations. It was agreed unanimously by the group that we should purchase both, a loan being offered by one of the group to cover purchase and transportation costs. The Board of Peak Rail was also formally requested to



**'Porthole' BTK M27001M at Rowsley, June 1999**

*David Winter*

permit the two carriages to be stored at Rowsley. This they readily agreed to, but on the condition that in future any LMS carriages would be owned, not by an individual but by a constituted LMS group. This condition became the final spur for the formation of the 'LMS Carriage Association', placing the whole project on a formal basis. In September 1999 at an evening meeting on the platform at Darley Dale, the LMSCA was formed.

Subsequently a price was agreed with West Coast Railway Co. and a formal offer made during October. Siding space was allocated at the Rowsley site and Allelys Heavy Haulage contracted to move the carriages by road. At this time 27109 and 9125 were still positioned far from the loading point at Carnforth, requiring the whole south sidings area to be shunted in order to release them. The West Coast Railway Co. were very busy at this time with maintenance of main line stock so an agreement was reached to postpone their movement. It was on the 8th March 2000 that 27109 arrived in Derbyshire, followed by 9125 on the 20th May.

Each carriage has since been cleared internally of any unnecessary fittings and rubbish and are now covered with tarpaulins to substantially protect them from the weather and any further deterioration. Both 27109 and 9125 are basically sound and have all running gear intact, electrics have been modified but 27109 has not been structurally modified except for the removal of internal seating during office conversion. They both now reside at Rowsley and await their turn in the restoration queue. I hope to be able to publish the results of the two surveys in later editions of 'The Droplight'.

The LMSCA would like to thank Mr James Shuttleworth of the West Coast Railway Co. for his assistance with the negotiations and eventual purchase of 27109 and 9125 from Carnforth. It was James too who was involved with the initial preservation of 27001 (BTK) when it was purchased from the Manchester Ship Canal Co. This carriage is another in our collection and one in whose restoration James takes an interest.

Derek Mason

## **DID YOU KNOW?**

LMS Stanier 'Porthole' Brake Third Corridor no M26880M, under active restoration at Bridgnorth on the Severn Valley Railway at present, had a former lease of life after finishing in passenger service, as vehicle number LAB 9, used for wagon brake tests by the Railway Technical Centre in Derby. Part of its conversion for this role involved the complete removal of a compartment partition, with a sledgehammer. And that an LMSCA member was actually responsible for this desecration, when he started his working career at the Railway Technical Centre in Derby?

## WE ARE NOT ALONE

Nothing to do with the 'X-Files' really, but you know the feeling - there you are, working on a carriage, the rain trickling down the back of your neck, and someone approaches and announces that he or she is also one of this rare breed, a carriage restorer. Usually a good few minutes are spent exchanging information, hints and tips, names of suppliers etc. Perhaps you discover that this person has overcome exactly the problem that has been puzzling you for some time. Life would be a lot easier if we all had access to all the information all the time.

Lee Sharpe at the Midland Railway Centre realised this, and took it to its logical conclusion - a "Carriage Restorers Day" for anyone who would like to come. Stephen Middleton hosted the event at Embsay on Sunday 13 August, and a great time was had by all. From initial bookings Lee and Stephen had anticipated an attendance of 25 - 30 souls, and they were rather taken by surprise when the final number was around 90! About 25 railways were represented, from as near as Keighley to as far as Royal Deeside, with seven LMSCA members present.

After a guided tour of the site showing the very interesting collection of historic vehicles being worked on by Stephen and his friends, it was time to watch a demonstration by Stephen in the L&Y Directors' Saloon on cutting exterior mouldings using a jigsaw and router. There was a discussion about some new materials such as flexible MDF and plywood, and which mastic really performs the best. Then it was on to roofing techniques. Stephen rightly pointed out that we are often apprehensive about putting on a new roof covering, but it is probably the one most important exercise in protecting a vehicle. Modern waterproof cotton canvas is the thing to use, and with the right preparation a bogie coach roof can easily be covered in a day.

Peter Milne from the Bluebell demonstrated how to make half-round beading (for Gresleys etc.) in East Coast Joint Stock No. 189, and near the loco shed Lee Sharpe showed how to overhaul a vacuum cylinder - lesson one being 'don't leave them in such a position that water can get in and cause rust'. Our own Alison Leather demonstrated luggage rack netting technique.

Free rides in Stephen's GER saloons were eagerly taken up. Also doing good business was a large 'Sales and Wants' board with everything from complete vehicles for sale, to requests for information. I am pleased to say that a display board of photographs from the LMSCA's various forays to Scotland in search of coach bodies created much interest, as did a video of the same.

All told it was a very useful and enjoyable day. I think everyone came away with something, if only the feeling that 'we are not alone'. My favourite tip - a spray sold to lubricate caravan awnings which does the trick with sticking sliding ventilators.

Many thanks are due to Lee and Stephen for all their efforts. Next year's event will be hosted by the Bluebell, and should be something to look forward to.

David Winter

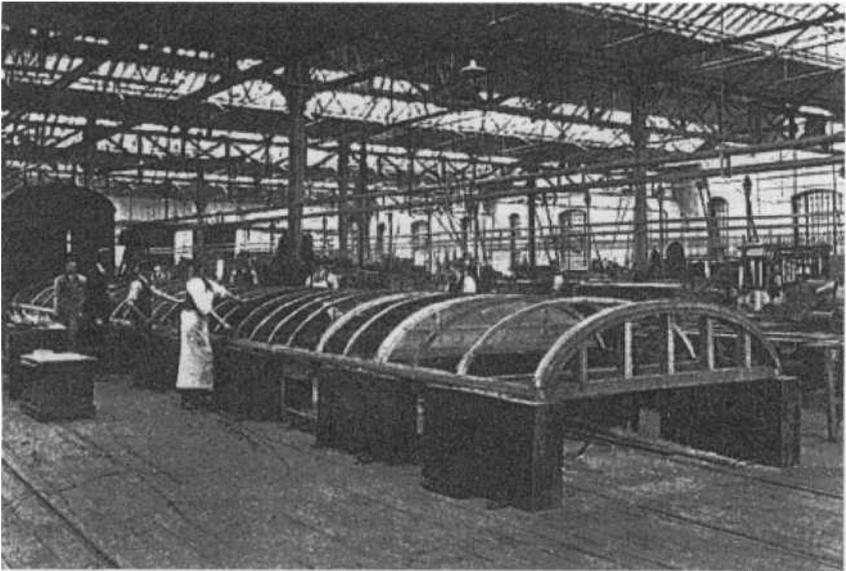
## MASS PRODUCTION OF RAILWAY CARRIAGES

*During the era of the 'Big Four' a great many articles describing LMS developments were published by the Railway Gazette. They are a most useful source of information, usually well illustrated, often including drawings, and full of interest. Thanks to Railway Gazette International we are able to reproduce them in The Droplight, and we start off with an article from 12 October 1923 describing new methods which reduced the building time for a coach body at Derby C & W Works from six weeks to six days. The prose and punctuation are typical of the period and have not been changed. (Ed.)*

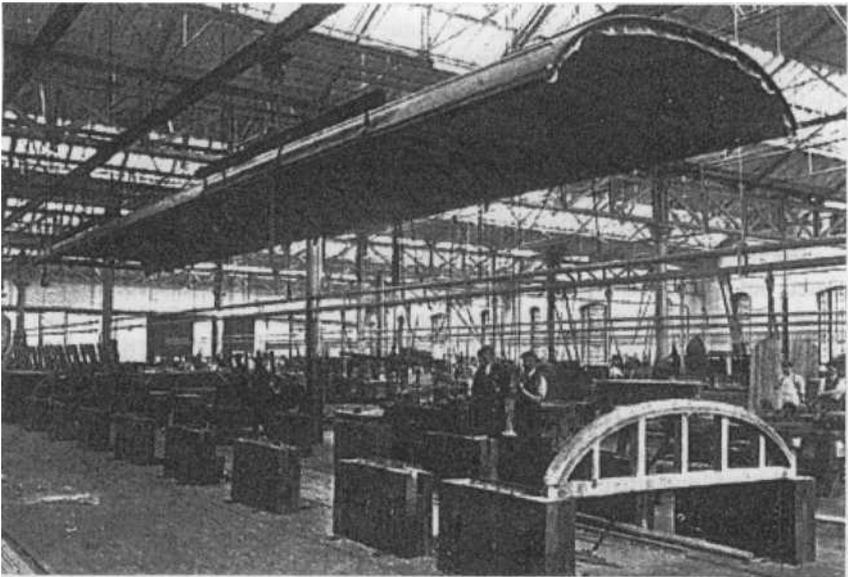
In the building of railway carriages and wagons there are numerous operations which have been performed hitherto by means of the individual, hand-applied labour of skilled craftsmen, the work absorbing a considerable amount of time, as the vehicles were assembled piece by piece by necessarily somewhat slow and laborious stages. It has for long been realised that a need exists for speeding up methods in railway carriage and wagon shops, and much has been done during the past few years to that end. This point was made very clear in the articles which appeared during 1922 in our associated journal the Railway Engineer, wherein it was explained that matters in this direction have progressed considerably at the Derby Works of the London Midland & Scottish Railway, but it was impossible then to record what has since taken place, namely, the introduction of a system, based on the use of limit gauges, the main object of which is, by means of mass production methods, to increase the output capacity of the works.

By the courtesy of Mr. R. W. Reid, Carriage and Wagon Superintendent, London Midland & Scottish Railway, we were recently afforded an opportunity of visiting the Derby Works and witnessing there the developments which have been introduced for building carriages by the new methods. Under the old constructional system the approximate time for building a coach, from the laying of the floor until the vehicle was ready to leave the coachbuilding shop was six weeks, and when it is pointed out that under the new system the time has been reduced to six days, or a saving in time of about 83 per cent., some idea will be gained of the effectiveness with which the system operates. This has been brought about by the adaptation of modern engineering shop methods to carriage building.

In carrying through the reorganization, one of the first things done was to overhaul the plant in the sawmill so as to render it capable of turning out work of the most accurate kind, and then, in order to obtain the output required, the latest and best woodworking machinery was installed in the mill and the old appliances scrapped. Those acquainted with shop methods will realise the absolute necessity of this step, and although in such cases a somewhat heavy initial expenditure becomes inevitable, it is necessary to take a longer view, and realise the ultimate economies which are to result.

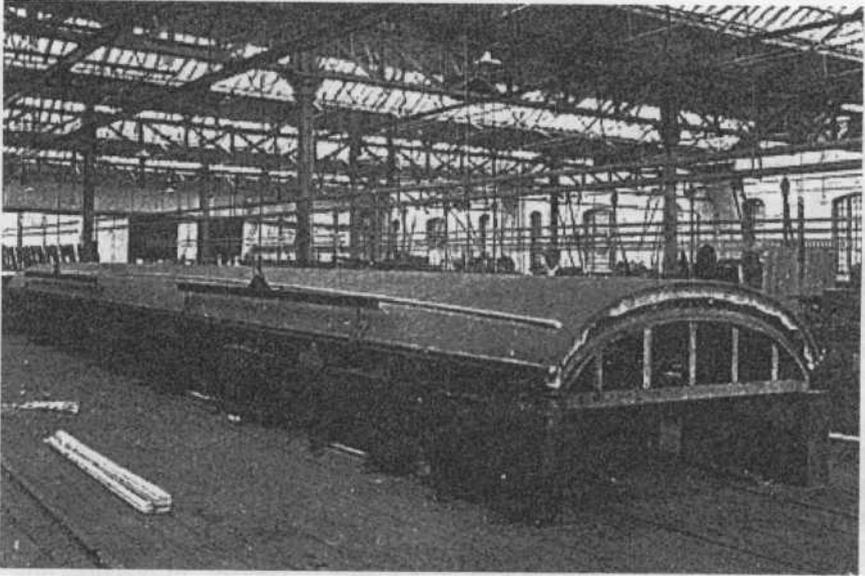


**Fixing Roof Sticks and Angles on Roof Jig.**

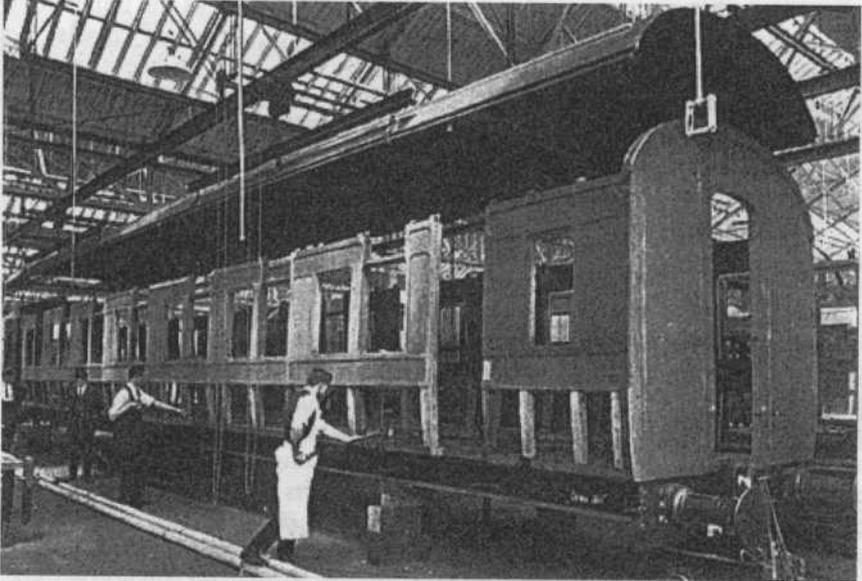


**Roof Ready for Transporting to Body.**

MASS PRODUCTION OF RAILWAY CART



**Roof Completed.**



**Cramping Framing in Position.**

**CARRIAGES AT DERBY WORKS, L.M. & S.R.**

### **Revised Sawmill Methods.**

The old sawmill practice was for every piece of timber used in the construction of carriages to be marked out by the coach bodymakers, and these men were usually the most highly skilled among those employed in the carriage building department. Under the present system, instead of every piece being marked out, extensive use is made of stop bars and jigs, and only one part is marked out to form a template for the rest. The machine is then set up and the whole of the particular component is put through in one batch. After being machined every piece is sent to the inspection bench, where it is carefully gauged, and by this means every part that leaves the sawmill is rendered interchangeable, so that the bodymaker requires very few hand tools in assembling the coaches.

One of the first difficulties that presented itself when the new process was commenced was that of the shrinkage of timber, it being generally anticipated that trouble would arise therefrom, and we venture to suggest that everyone concerned with woodworking, particularly in connection with such forms of construction as railway carriages, in which a great deal of accurate and highly-finished work required to stand rather rough usage throughout a period of years is involved, would give this point serious consideration as a matter of course. In practice, however, owing to the fact that the whole of the timber used in railway carriage construction has been carefully seasoned for a number of years, very little shrinkage actually takes place after machining. Another difficulty met with was the impossibility of being able to procure certain tools, such, for instance, as square chisels, mortise chains, &c., possessing sufficient accuracy for the work in view, and it will doubtless be appreciated as a point of absolute necessity that all tools must be within definite limits as regards size, otherwise it would be impossible to assemble the work without the use of hand tools. The essence of the whole scheme of carriage building on the mass production principle lies, as will be realised, in the accurate machining of the parts used in the construction of the vehicles.

### **Machinery Problems.**

One of the disadvantages of modern wood working machinery is the high percentage of time occupied in setting up, as compared with the total time taken to perform the actual job. For instance, the setting up of a four-cutter planing machine might reasonably take anything up to one hour, and, with the fast feeds now possible i.e., up to 250 ft. per minute, a fair size order can be put through in, say half an hour. In order to reduce the proportion of the setting up time to that absorbed in completing the work, the design of the various parts of the carriage was carefully considered at Derby with a view to making as many of the articles as possible of the same type so that larger quantities could be put through in one operation, thus economising in labour and setting-up time.

An example of this is the corridor partition, which, prior to the adoption of the present methods was made in one piece, the third and first-class corridor partitions be-

ing different as regards length of rails, size of panel &c., due to the difference in size of the first and third-class compartments. By splitting up the partitions and making them in three sections, two of the parts in either first or third-class partitions could then be made interchangeable, while, in addition, certain of the rails that go to make up the corridor sliding door have also been made standard with the partition. The difference in size of the compartment was made by making the centre piece of a different size for first or third-class compartments. A number of other interior carriage fittings were altered in a similar manner.

After the machining process had been put on a proper footing the next step taken at Derby was the development of the process known as "unit assembly," and in the building of the carriages the work has been sectionalised, so that production of the following parts is going on simultaneously: In the case of compartment carriages the partition boards are all assembled in a jig and the screws that hold the double boards together are driven by means of a magazine-feed screwdriver fixed in a convenient position over the jig so as to cover the whole of the operation. The outside doors are assembled on a locating jig, which has three compressed air cylinders for forcing the tenons into the mortices. Fixed in a convenient position over the jig is a magazine screw-driving machine, and whilst the door is held well up to the shoulders this machine is brought into operation, the necessary screws being driven in. All the doors are made to a definite standard, and are fitted in a standard cast-iron opening. The openings in the carriage are also made to a definite standard, and this reduces to a considerable extent the amount of fitting required on doors when they are hung in position on the carriages. The side framing is assembled as a unit and is panelled and moulded up ready for assembly.

### **Compressed Air Used for Main Assembling.**

In the case of compartment coaches the quarters are assembled on a belt-driven power clamp, this having a screw-driving machine fixed above it, the screws being driven in whilst the tenons are held right up to the shoulders. This machine is fitted with an automatic squaring device, which ensures the quarter being square when taken up. The ends are assembled in a locating jig which has six compressed air cylinders. The various parts of the framing that go to make up the ends are dropped into position and the air is then turned on, and the cylinders operate in pushing the tenons home on the shoulders. Two other cylinders push the top part of the end down, and a portable screw-driving machine travelling on rails, drives the screws into the framing, and then it is boarded up and moulded ready for assembly in the complete body.

The roofs are built on a jig at the floor level. This jig has a number of cast-iron dummy pillars fixed on it, which are adjustable for various classes of coaches. The conrail is dropped on to these dummy pillars and the roof sticks, which have previously had the stiffening angle irons put on them, and the screws driven in by means of the screw-driving machines,

*(continued on page 18)*

## THE LMSCA CARRIAGE SHED

I can't remember when all of us working on carriage repair and restoration started talking about a carriage shed. The conversation would always start with 'If only we had a shed we could....' Well that day has come a big step nearer.

Some time in 1999 Adrian Lewis discovered a shed located on a farm near Wakefield that was likely to become available as the farm was to be absorbed into a gravel working. The building was used at the time for storage of steam traction engines and other vintage vehicles and seemed possible for use as a carriage shed.

The shed was of the 'Nissen' type measuring 36ft x 88ft 11 at ground level and 18ft high at the centre of the semi-circular cross-section. The cladding was curved sections of corrugated steel each piece measuring 8ft x 21ft 11. The ends were flat with a double sliding door at one end having dimensions of 22ft 11 wide x 14 ft high.

The site was visited and the condition of the building inspected. Photographs were circulated amongst members and it was decided that it would fill the bill and that we should go for it.

Following sanction from Peak Rail Board to erect the shed at Rowsley an offer was made to the owner which was accepted on condition that it could be removed from site before June 2000.

There then followed detailed discussions on the procedures to adopt to dismantle the shed in a safe manner and how to transport it to Rowsley. It was necessary to purchase some tools and also some engineering pallets to facilitate the transport.

On the Saturday of the Spring Bank Holiday eight eager workers arrived at the site. The first major task was to remove the cladding by cutting the bolts, which attached the sheets to the frame, and lowering the sections to the ground. Each piece was numbered as an aid to re-assembly. At the end of the day all the curved sections had been removed leaving only some of the end panels and the doors.

On the second day (Sunday) the chief task was to dismantle the steel framework which consists of 12 semi-circular hoops of tubular steel connected by rows of horizontal purlins bolted to the main frames. Removing the purlins involved unscrewing over 700 nuts and bolts and Harvey's air operated socket spanner saved an inestimable amount of time. The hoops were lowered using a rope attached to Adrian's Land-Rover which inched them safely to the ground. The day was extremely long and work didn't finish until nearly 10 p.m. but it was still possible to get a meal of fish and chips.

Monday was a final tidying up day in preparation for loading of the components onto a lorry for transport to Rowsley on the following day. The lorry belonged to one of the steam roller owners who uses it to carry the roller to Steam Events and who kindly offered his services.



**Adrian Lewis's Land-Rover lowers one of the doors while some of the cladding awaits stacking.**  
*John Leather*

The shed components were delivered to Rowsley on Friday 2nd June where all the hard work of unloading was undertaken by the Peak Rail rail crane.

Since arrival at Rowsley a small team of members has been preparing the components for re-erection. This involves scraping loose paint from the sheeting and painting them with a galvanised steel primer, and is now virtually completed. The condition of the sheets is in general very good considering that they have been in the open-air for nearly 30 years. The job of cleaning and priming the structural members has yet to commence.

John Leather

## **STOP AND EXAMINE: BOOK REVIEW**

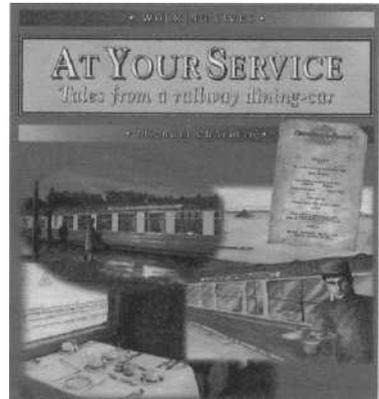
**At Your Service: Tales From a Railway Dining-Car**, Michael Charman, Silver Link Nostalgia Collection, 1999, 80 pp., £10.99, ISBN 1857941314

Michael Charman's story of his life as a dining car attendant is a little gem. This is no technical treatise, more a very human tale of a world that is now all but gone.

He started work as a pantry boy on the Cornish Riviera Express, having left school in Penzance with no qualifications. The alternative job offered to him at the Labour

Exchange was working on a pig farm - compared with going up to London every other day, and getting a uniform to wear, there was no contest. Mind you, it was a hard life, everything had to be prepared on the train, the silverware had to be cleaned, and there was no such thing as washing-up liquid. He also had to endure the initiation ceremony - being stripped naked, put in a big sack, having the day's slops poured over him and being tied up and left in the sack for the carriage cleaners to find!

The stories come thick and fast - the lady who left her false teeth (made of bakelite) under her serviette, of course they got collected up with the tablecloth; going to see Max Miller with his London landlady; toughening up his feet by soaking them in permanganate of potash; the conductor who took pity on him because he had so few clothes and opened an account for him at John Colliers the 'Fifty Shilling Tailors'; the man who died during the soup course, and the woman who gave birth on the down 'Limited'.



As you will imagine, many of his colleagues were real characters'. Sometimes, awkward or rude customers were dealt with by putting a few granules of raw soda in their tea - they could not taste the difference but would certainly spend the next day on the toilet. Then there were the 'scams' - selling home-made sandwiches, changing labels on bottles of wine etc. - sometimes inspectors were tipped to turn a blind eye, but sadly staff were sacked from time to time for these sorts of fiddles.

Michael Charman met Tommy Steele, Bill Haley and his Comets, Alma Cogan, and a young Prince Charles whose private detective insisted that any drink he had was opened in front of him. When the Duchess of Gloucester travelled between Newbury and Westbury, a journey of about half an hour, three inspectors were in attendance, all she asked for was a glass of water and an aspirin, and when she left the train the three inspectors sat down to fillet steaks with all the trimmings, washed down with Medoc, and rounded off with brandy and cigars!

The book is nicely illustrated with photos of the 'Limited', the dining car crew, various menus, bills and 'chitties', plus several shots of the GWR restaurant cars at the Severn Valley Railway to show their interior layouts.

Stories of life on board the train, as opposed to on the footplate, are so rare that any such publication would deserve attention - Michael Charman's book has genuine merit.

David Winter

## IN THE SHOPS (2)

### Period I TK 14281 at the Midland Railway Centre

14281 was built in 1928 by the LMS at Wolverton and converted for departmental use in the Sixties. I

This vehicle was purchased about 6 years ago from the Midland Railway Trust PW department. My original intention was to restore it to the condition it was built as, but as there were already 4 other LMS Period I TKs in preservation, I thought about making it into a BTK as there are none left.

After a trip to Scotland, which resulted in us returning with the guard's duckett and inward opening doors, my mind was made up for me, and I decided to restore 14281 as a 13TK. (Also it will mean that I will have fewer compartments to restore.)

14281 has been stuck in Swanick PW yard for about four years as the PW Department wanted another vehicle as an exchange for 14281, and they were using it to store the spare parts for the tamper plus lots of other junk.

On the <sup>2<sup>nd</sup></sup> March 2000 I managed to get 14281 out of the PW Yard and down to the operating carriage Shed at Butterley. Upon the arrival I immediately set about removing the debris left by the PW Department. The inside of the coach has been altered quite considerably (even the compartments are not in the original place) but enough of the original interior has survived although covered up in plywood and tongue and groove boards.

I spent the next week stripping out all the interior and stripping the hardboard off the ceilings. The basic structure of the coach is in sound condition but there is a small amount of rot in the bottom stringer and around the bottom of the structure at the gangway door aperture.

When I stripped off the tongue and groove from the sides of the coach I found that most of the original panelling had survived underneath, this is probably due to 14281 being a Wolverton vehicle. The interiors of Derby built carriages are made up of separate panels which are screwed onto the framework, whereas with Wolverton built carriages the panels are let into the structure and the joints are covered by beading and the framework is varnished.

When 14281 is finished it will have to live outside, so instead of re-panelling it in plywood I have decided to re-panel it with galvanised steel and pack out the framework with hardwood strips to make it look right.

I have ordered enough 16 gauge galvanised steel to re-panel half of one side of the coach, and I have made a start on repairing the bottom stringer. Some 8 ft of the stringer has had the rot removed and replaced with new wood, the framework has been primed and glossed ready for steel sheeting.

As most of the steel angle brackets on the bottom stringer were rotten they have

been replaced, the new ones being primed and glossed ready for fitting.

The next job is to put back the missing door and to blank up a door hole that was added when the coach was converted to departmental use. After this I am going to get the rest of the doors working, some of which have been sealed up.

The only major items that I have missing are the 5 compartment sliding doors, the door at the end of the corridor and the seats, but I will probably use MKI SK seats and alter them to suit.

The corridor door has been unsealed and got to work. The corroded steel on the bottom of the door has been removed and the framework primed and glossed.

The gangway plate has been shot-blasted and painted (it's from a P3 full brake, but needs plates welding on for the gangway scissors). The gangway door has been paint stripped and locks and hinges cleaned up. I need to start thinking how I can make new bolections - any ideas anyone?

The next job is to fit 3/8" hardwood packing to the framework so I can fasten the steel sheet to it, and to fit the new angle brackets. Then I can strip off the next section of corroded steel sheeting.

Lee Sharpe

## **MASS PRODUCTION OF RAILWAY CARRIAGES** *(continued from page 13)*

are then fixed in position, the roof boards are put on, and the whole roof is cavassed up and painted complete with water strip and cornice ready for assembly. All the panels that are required are cut dead to size, so that the bodymaker has little or no fitting to do on them, but simply has to fix them on the quarters.

### **The Body and the Underframe.**

The main framework, which carries the floor and the sides of the coach, is made on the steel underframe, and the method of procedure is to bolt one bottom side down to one of the solebars, and by means of special clamps the cross-bearers are pulled into the middle bearer; the other bottom side is then put on the frame and a special portable clamp, which runs along both bottom sides, is brought into use. This clamp is fitted with ball bearings and is very easily rolled up and down the full length of the framing. The hand-wheel at each side enables two men to pull the second side on to the cross members and hold it tight up to the shoulders. The screws are then driven in and the floor boards, which are all cut to dead length in the sawmill are then placed in position, the approximate time taken to put a floor together being one day of eight hours.

(to be continued)

## FOR THE INFORMATION OF THE COMPANY'S SERVANTS ONLY

C. & W. Department staff.

The C. & W. Department staff, where available, will be responsible for making arrangements for the proper heating of trains on the first and subsequent journeys, whether heating is done from the train engine or stationary boiler. In cases where there is no C. & W. Department staff, the duty will devolve upon the station staff.

The examiner must see that all heating pipes are properly connected and cocks opened throughout the train, and satisfy himself, on an engine being attached, that the pipes are properly connected and cocks opened between engine and train.

The cock at the rear of the train must be left open until the examiner has satisfied himself that steam has passed through the train, when the cock must be closed and the rear pipe secured by the chain provided.

If there is leakage at any of the flexible joints the steam cocks on either side must be closed, and after ensuring the steam has escaped from the pipes the couplings must be disconnected and the washers cleaned or replaced as necessary. The flexible pipes must then be coupled up again and the steam cocks opened.

Examiners must see that condensed water escapes regularly at the drip valves on coaching stock without any undue waste of steam, and take what steps are necessary.

The flexible couplings and washers, compartment heater regulators, etc., should be regularly examined to see that they are in good condition.

from the LMS GENERAL APPENDIX

### DID YOU KNOW?

Restoration of Period III RFO No 7511 has begun at Bridgnorth on the Severn Valley Railway. At 65ft. these luxurious vehicles were some of the longest 8-wheel LMS day vehicles and ran on heavy-duty bogies. Some of the body framing repairs are being put out to contract, and running gear will be overhauled by the SVR full-time staff at Kidderminster, but all other restoration will be carried out by Bridgnorth C&W Dept. The coach's interior will benefit from an almost complete set of fittings donated by the Midland Railway Centre some years ago.