

THE DROPLIGHT

Newsletter of the LMSCA
No.2 Winter 2001

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Cover design from an Eric Treacy photograph © NRM, Catalogue No. MH-ET LS 769

Back cover photo: Alan Taylor, Jimmy and Margaret Brown, Derek Mason and Harvey Coppock, with crowbar and tape measure. A Taylor

VIEW FROM THE VESTIBULE

Thank you to everyone for your kind comments about 'The Droplight'.

Something mentioned more than once was the cover design, it is just a photograph modified with a bit of computer trickery, but the Eric Treacy original is full of interest and is our centre piece in this issue.

I hope we are getting the balance of articles about right, please let us know if you have any comments or ideas for future issues.

One of our stated aims is to bring you news about LMS coaches other than our own, and this time we have news about the semi-open first at Bury which will surely be a very fine vehicle, no doubt to be brought out on high days and holidays for a run behind owner Ian Riley's 'Black 5'!

At Rowsley, we would like to progress the erection of the shed which was purchased last year. It will most certainly take a lot longer to put up than the three days it took to dismantle, but it will speed up restoration work considerably.

Until next time.

David Winter (Editor)

Opinions expressed by contributors are not necessarily those of the LMSCA

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THE CHAIRMAN'S VENTILATOR

Of the two vehicles I mentioned in Issue 1, the 12-wheeled first class sleeping coach has been taken on by new LMSCA member David Etheridge, and should provide volunteer accommodation at the North Staffordshire Railway. Hopefully some parts will be reclaimed from the corridor third. We did go to view another LMS coach that was sitting outside a haulage yard in Mid Wales. It was tempting to say 'this vehicle is unique - it should be saved!' But then most remaining pre-nationalisation coaches are unique anyway. We haven't proceeded further with this coach as we felt it was beyond our resources.

The treasurer has now launched the LMSCA website, www.lmsca.org.uk, with the site 'hosted' by another member! The content is already very varied, and if you have access to these things it is well worth a look.

Another organisation recently to have launched a website (www.tpo.org.uk) is the Nene Valley based M30272M group, restoring an LMS design Travelling Post Office coach. This has a sinister claim to fame in that it is the one remaining coach from the consist of the 1963 Great Train Robbery. This work is proceeding well at present; the group seem to be very experienced fund raisers, with some contract work being undertaken, and with plans for other LMS coaches to accompany the TPO we can look forward to this vehicle being commissioned into service.

The Strathspey Railway has also had some contract work done recently to their Third Open, after which they ran a photographer's charter featuring this, their BTK, and a loco thrown in there somewhere.

Work has been proceeding apace with our exhibition coach, Period 2 TK M 1501 M, and we also hope to be able to organise some sort of photographer's opportunity before the coach gets berthed in its permanent position.

It is also good to see progress being made on the Severn Valley Railway's Restaurant First Open, it's just a shame that they haven't got a Kitchen Car to go with it! The East Lancs Restaurant First Semi-Open is also moving forward at present.

The editor has received encouraging letters from several 'leading lights' in LMS carriage restoration, some of which raise the possibility of us taking on basically restored coaches from elsewhere under loan. This is something that we have considered before, but before taking on such responsibilities it was felt that we should have secure undercover accommodation. Our first building is to be a one coach, one road shed at Rowsley for restoration purposes, so doesn't offer the luxury of storage, but perhaps raises hope for the future. So here's to progress in 2001.

Harvey Coppock (Chairman)

OBITUARIES

It is with great sadness that I have to report the sudden deaths of two members.

REVEREND JOHN LINES, 27th April 2000.

John Lines was a retired clergyman who like many others had a great love of railways. Whilst a volunteer at Peak Rail, he was concerned primarily with the 8F Society, commencing to help them at Darley Dale back in 1997. In addition to this work, John always made a point of going out of his way to converse with all the volunteers in the south yard at Darley. When some of us were working there in the period from 1997 until 1999 on the LMS 'porthole' Period III BTK and other carriages, John always showed an interest in what was going on and being achieved. Each weekend John would pop his head around the open door and kindly enquire how we were progressing and his words of encouragement were as always much appreciated. His interest in LMS matters, including the carriages, manifested itself when on the creation of the LMSCA in September 1999 John became one of our first members. He is sadly missed.

PROFESSOR DAVID TOMLINSON, 1st May 2000.

I had never met David, but before his expressed interest in our LMS carriages had read his many pertinent letters over the years in 'Steam in the Peak'. In a relatively very short period of time and just prior to David's sudden death he became very interested in our projects and personally gave me much support in the purchase of the two TOs from the West Coast Railway Co. His knowledge of LMS carriages was extensive and in one letter he wrote, related his memory of seeing 1501 leaving the Mid-Hants Railway and thinking how fine it looked saying 'Among the coaching relics of the LMS, 1501 is a star'. David worked as a Professor of English at the Kumamoto Prefectural University in Japan, his visits to Britain were therefore few but this did not prevent him from actively supporting the things which he felt strongly about back home, both practically and morally. I will always be grateful to him for his friendship so genuinely and freely given.

Derek Mason

IN THE SHOPS (1)

Period 11 TK 1501

1501 hmmm, well we've done a bit more. Since the new floor has been put down, west side exterior re-beaded, new cantrail installed in places, interior panelling cleaned and the doors prepared for top coat, much of the work has concentrated on the interior. The reason for this being due to the onset of winter and we like to stay inside out of the weather!

Sid, a non-LMSCA member but carriage volunteer, has been making new bogie step boards. Harvey has been using the router to make new internal panelling and beading. Along with Derek, he has also fixed the guttering to the west side of the carriage before the weather moved in. Them two don't 'alf like doing the late shift - they didn't leave until 3 am one day!!! Derek has been installing the wiring for the lights, mains plug sockets and extractor fans along with John. Alison has taken on the onerous job of painting the ceiling panels ready for installation. As for me well, I have completed the manufacture of the bolections. "What?!" I hear you say.

of routing - thank heavens for ear defenders! Alison has also been busy with the wire wool and paintbrush on these too.

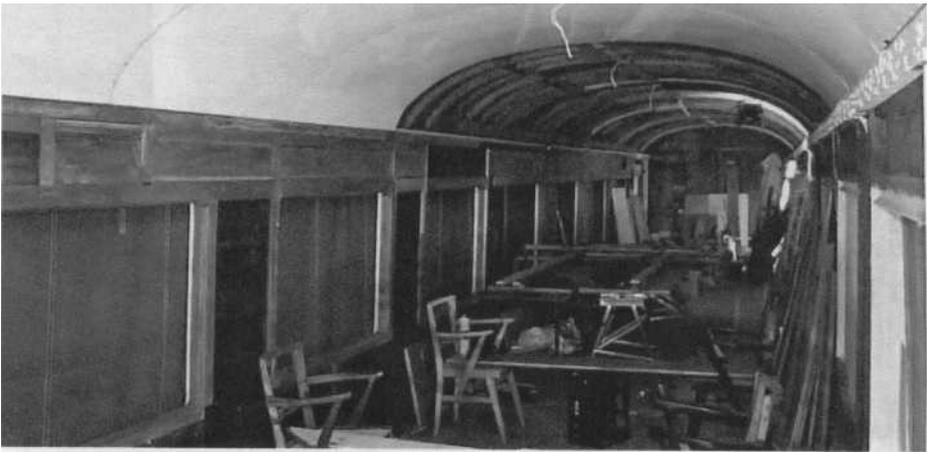
Work is now concentrating on the completion of the internal panelling where Harvey continues to impress us with his marquetry. The ceiling panels are also beginning to be installed by Derek, John and myself. This is quite an interesting task, since the panels have to be cut to the correct size, taking account of the roof curvature and holes for the electrics. In addition, the panels need to be held in the correct position whilst they are screwed in place. Now in order to do this we have come up with some 'Magic Mushrooms'!

Well, not real magic mushrooms, but it's what we call them. Basically we have made two arches out of wood and covered them with cloth. Each of these arches then has two pivoting uprights which we can then swing inwards to 'jam' the 'magic mushrooms' up to the ceiling. The result is that we have two shaped props to support the ceiling panels whilst they are adjusted and secured in position. So far, now we have got the hang of them, they seem to be doing the job.

Once the ceiling is up the next task in hand is to get the lights installed, finish the panelling and get the glass fitted. Once this is completed the weather should be good enough to return to outside duties. These include repairing the east side exterior, finish the last bit of the underframe, fit the east side gutter and the east side window 'boards'. Once all that is complete the interior can be fitted out with the exhibition and the exterior painted. Job done!

Of course in order to accomplish this we need many pairs of hands. Any takers? We are open all hours - literally!

Alan Taylor



Before and after: bare roof sticks give way to the new ceiling panels and 1501 starts to look like a coach again.

Ilan Taylor

CARRIAGE HUNTING 2000

The LMS Carriage Association's annual pilgrimage to Scotland, now for the sixth time, took three of us to Turiff with a view to acquiring some more bit and bobs to aid in the restoration of our carriages. In order to do this a Kennings white van was hired. There were a number of objectives to be achieved. The first one was to visit the new Keith and Dufftown Railway. So on the Sunday we made our visit to Duffdown.

The actual line was used by the charter trains to take tourists the distilleries located at Dufftown and then mothballed until the current revivalists moved in. The line was part of the Great North of Scotland Railway and joined Keith with Aviemore via the Spey Valley. The railway now operates about five miles from Dufftown to Dummuir and is aiming to rejoin Keith. Not bad for saying they've only been there for a couple of years.

The day of our visit was their last operating day of the year. They currently operate a Network SouthEast liveried 108 unit and were looking for other rolling stock to use next year.



And the winner is ... Harvey Coppock with MR drop-down sink and Mr Murray whose garage replaced a MR Corridor Third.

Alan J a) for

It was quite a pleasant trip and it was nice to sit behind the driver and see where we are going. Other items of rolling stock they have are a class 140 (the original pacer), which they intend to turn into a static exhibition. There is also a donated industrial shunter, Mk1 BG and Mk2 FK plus some other bits and bobs.

So having 'bashed' the line we made our way back to Turiff, via the most complicated route we could think of to do a spot of carriage hunting. Unfortunately nothing was found, apart from an LMS horsebox. Once back at base we decided to have a look at what video we had shot. Sadly, the video camera packed up and refused to work for the rest of the week. Things were looking down.

On the Monday we decided to visit a place called Bog End (I kid you not!). Our reason for doing so was due to the fact that some neighbours of mine have a holiday home up there and they have been able to give us a few leads. This particular lead related to the owner of a shop where they get their woolly socks from! The owner lives on a farm and it just so happened that when my neighbours went to get some socks they 'tripped' over a luggage rack bracket. The shop owner said they could have it and that he had more if they wanted them.

It was at this point my neighbours mentioned someone they knew (me) who would be most interested in them. So as a result I contacted them and made arrangements to go and see them. Unfortunately, they were out when we went to see them - duh! However, we did see the remains of some carriages and some of the components lying about were LMS. In the end all we could do was leave a note saying that we had been and that we would still be interested the next time we visit.

Things seemed to be going from bad to worse. The next day we made tracks to do some new roads that we had not done before. Plenty of carriages were seen unfortunately none of them were LMS. However, we did have a bit of a more pleasant time when we made a visit to a Mr Jimmy Brown and his wife, Margaret. Who are they I hear you ask. Well, Jimmy is the chap who was in charge of selling carriages to the local farmers in the 1960's from Inverurie Works.

Jimmy and his wife were most accommodating and welcomed us into their home. He related to us how the carriages were sold off to the farmers at £1 5s. per foot to the farmers. Apparently they always sold off a whole carriage. So if you only find half a carriage the other half will be about somewhere. Sometimes at a nearby farm since the farmers used to club together to buy a carriage.

Jimmy said the farmers used to be quite fussy and always wanted to have a look inside so he used to open the carriages up for them to look in. In order to do this he often had to use a crowbar - which he still possesses, a GNoSR one no less. He still has the measuring tape that he used (*see photo on back cover*). It

riage sales and their transport.

Jimmy is also a bit of a local celebrity and besides being on local TV shows he has written a number of short books about his experiences. Before we left we had our photo taken with him and presented him with a picture showing two photographs; one with a LMS carriage in a farmers field and below it a picture of a partly restored LMS BTK, as a token of appreciation for his 'unknowing help' in carriage restoration. One way of looking at it is that he is Scotland's 'Dai Woodham' and the north-east area of Scotland is the carriage equivalent of Barry Scrap Yard.

The remainder of the week was spent doing new roads. The only finds we had were what appeared to be a Lancashire & Yorkshire carriage, complete with 'SMOKING' etched into one of the windows.

By the end of the week we still had nothing to show for all the miles we had done. There were a number of carriages that had disappeared and a couple which might not be there next time we go. There was one, a Period I T, which appeared to be having a shed built over it. Maybe we will be able to retrieve some bits from any remains next time we go? We did come back with something though, a MR fold up sink. This came from a chap we visited in 1999 when we dismantled his carriage completely and replaced it with a concrete shed. He wrote to Harvey afterwards saying he had this sink, so we returned to him and bought it off him. (Some canny Scot or what!)

I returned home to try and sort out my video camera. Meanwhile Derek and Harvey stayed and found the location of a very rare GNoSR railmotor. A photo and article of which appeared in the January edition of *Heritage Railway* magazine. As for my video camera, well I showed it to a chap from my Camcorder Club and the damn thing worked - AARRRGGGHHH!

Alan Taylor

DID YOU KNOW?

Harold's export drive : in mid 1964, six surplus ex-LMS carriages were exported for operation on the lines of the Jamaica Railway Corporation. Dating from 1935-8 the carriages were Period 3 Stanier Third Opens and were re-numbered 524-529 as they entered Jamaican service. Modifications included air braking, removal of corridor connections and fitting of automatic couplers and side steps to ground level.

Other than silver roofs, BR livery was retained with the addition of the new J.R.C. numbers. Enquiries were made by LMSCA members with a view to possible repatriation, but it was found that all have now been scrapped.

IN THE SHOPS (2)

Period 1 Semi-Open First 15412 at the East Lancashire Railway

This very rare vehicle is owned by Ian Riley and has been at the East Lanes for several years. It is undergoing a full restoration with a small team led by Keith Battersby. In

coaches, and the concurrent five first-class lounge brakes as 'Unashamed Luxury', and who could argue with the semi-opens accommodating just thirty people - the three compartments providing just four seats each. When built at Derby in 1928, they were some of the first LMS coaches to be built with a single large window to each bay, although the waist line was higher than in the subsequent Period 2s. Another noticeable feature was the very large lavatory, which had a full width window of ornamental etched glass. They were used on prestige LMS trains such as the 'Royal Scot' and 'Midday Scot' and formed part of the dining provision. On withdrawal from passenger service 15412 (re-numbered 1023 in 1933) entered departmental stock as DM395205, ending its BR life as a Staff and Tool van at Crewe. When it was converted to departmental use the saloon and compartment bulkheads were either moved or taken out. Also a window in the saloon was replaced with double doors and both doors at the compartment end were moved.

After a period of drying out in the Bury loco shed (it had been outside), all remaining interior panelling and the exterior panels were removed to expose the framing. This showed relatively little rot, but two rotten areas of floor have had to be replaced with plywood. The doors at the compartment end were moved to their original places, and all bulkheads replaced in the correct positions.

On the exterior, plywood panels have been fitted above the waist, and steel panels below the waist. The mouldings have been fitted to one side so far. The ends had been steel clad at some time, but now tongue and grooved boards as originally provided have been fitted. Window mouldings have been made, and the saloon and compartments windows are now re-glazed. The Stone's ventilators have also been replaced, and work proceeds on the interior.

David Winter

We hope to visit Keith at Bury and take some photographs of this interesting vehicle (or a future issue (Ed.).

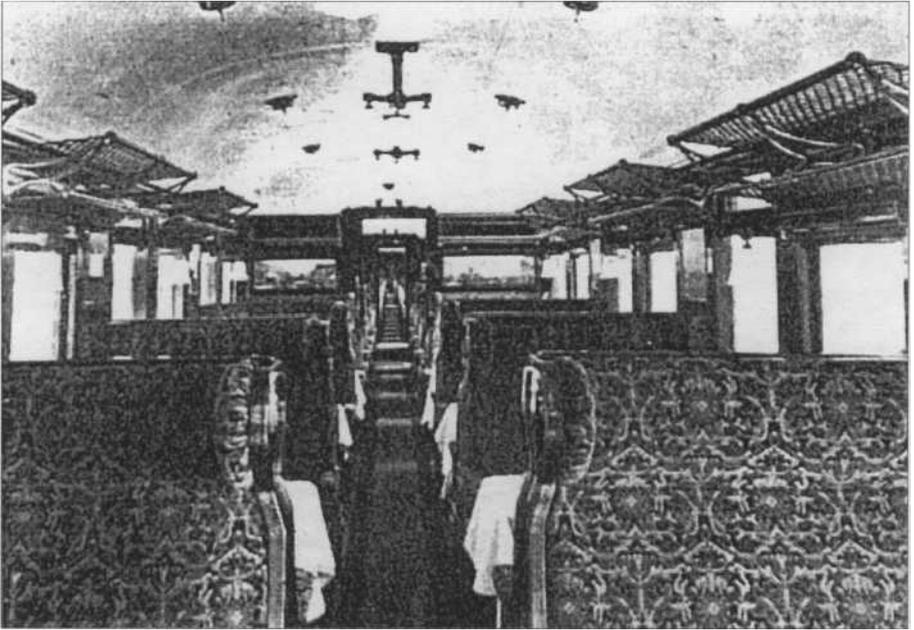


PHOTO COVER

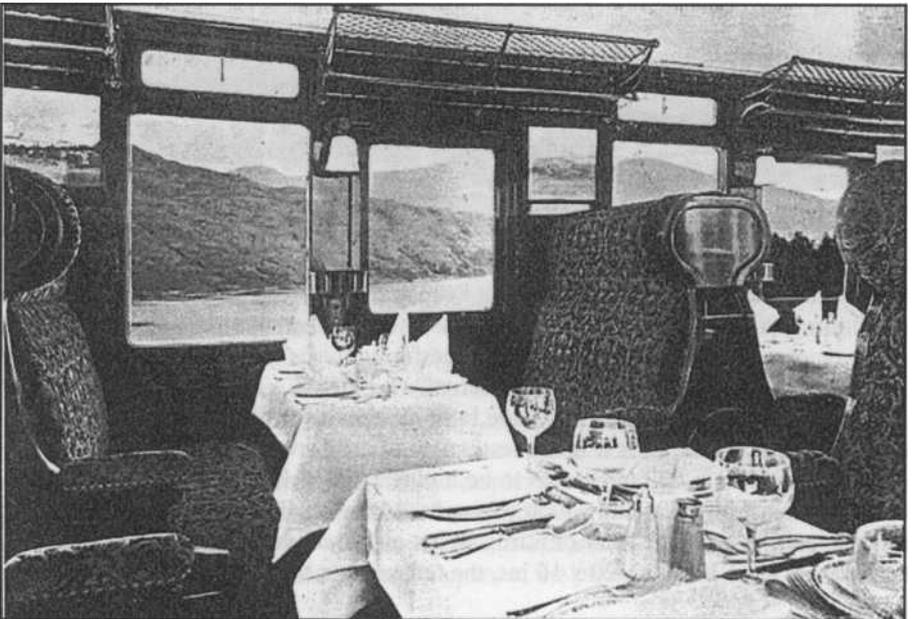
This was taken by Eric Treacy in the 1930's just south of Preston and Compound no 1192 on was always hunting the 'master shot' he did not keep many details of workings or dates. The photo shows the proliferation of Stanier locos. The photo was used for the cover because it seemed to show different styles that emerged during the LMS period. The formation is an interesting mix with the locomotive shows six compartments not five, so this is actually a P1 BCK. There were two diagrams of the brake coaches next to the (very small) brake. They were built at Wolverton 1926/7

What for? The second coach is a P2, and seems to be a 60ft TO which had larger toilet windows in the formation of a longer train from Scotland which was split at Preston. The next vehicle is a P2 12-coach in simple livery, putting the date 1934 onwards. What an attractive rake for a preserved line, with coaches of different sizes from 8 x 6 ins up to 20 x 16 ins, the reference is MH ET LS 769.

NRM



Interior of the New Vestibuled Coach



Interior of New Coach set for Dinner

MASS PRODUCTION OF RAILWAY CARRIAGES

(continued from Issue 1)

System of Assembly.

By means of this concurrent assembly of the interchangeable parts, it is easy to see how the building time on a carriage body has been reduced at the Derby Works from six weeks to six days. As a matter of fact, the actual erection time, namely, that at which the floor is completed and the roof is on, is under one hour.

Briefly, the system of erection is as follows: Two erection roads in the shop, capable of holding two 57-ft. carriages have had platforms laid all the way round so as to render the use of scaffolding unnecessary. The steel underframes mounted on the bogies are brought on to these roads and the floor is laid as previously described. The erection gang then take matters in hand and proceed to put the ends of the coach up, these as previously explained, being pulled down into the end boards by means of portable compressed air cylinders, which latter are run under the underframes. Special tie-rods are fixed at the top of the coach end, these reaching down to a point convenient for the application of the compressed-air appliance and when the air is turned on the whole end piece is pulled right home on to the shoulders of the tenons. The sides are erected in a similar manner, but the actual pulling home of the tenons on to their shoulders is done by means of simple racks and levers operated by hand on the "jack" principle, this being a sufficiently expeditious and inexpensive way of forcing the sides into their proper positions.

After the sides have been erected the roof is lifted off the jig, and, by means of two small hand cranes, which run the full length of the two erecting lines, it is dropped on to the top of the ends and the sides. The necessity for accuracy will be appreciated at this point when it is mentioned that the roof cantrails have no fewer than 90 mortises in them, these being required to register with 90 corresponding tenons on the side framing.

After the roof is dropped into position and located, power clamps are applied to the inside of the cantrails, and the whole roof is then pulled down home on to the shoulders of the tenons and the side framing. As previously mentioned the actual time taken in the work of erection is roughly one hour. After the roof has been pulled down on to the tenon shoulders the pressed steel brackets are bolted down and the bottom quarter panels are put on, the vehicle being then ready to leave the erection road, the next step being the application of the casing boards and the three-ply covering of interior roof.

All the tools and jigs used both in the machining operations in the assembly have been designed and made at the carriage and wagon department at Derby. We were afforded ample opportunity of inspecting these gauges and testing them on a number of parts, also of seeing many components fitted together, and in not one single case was there the slightest deviation from accuracy, all parts going together with the

most precise fit, without any tendency to bind or to show slackness in assembly.

Interior Finishing.

The rapid assembly of the interior finishing of the coaches is a very much easier proposition than the assembly of the carriage body itself, as most of it is of a rectangular design and this, as will be readily appreciated, means very much easier machining work. All the gangway doors are glued up and assembled in a jig, without any handwork being done on them. The accuracy of the work can be seen by examining any of the carriages that have been assembled by this method, when all shoulders will be found perfectly square and the workmanship throughout of a very high order. The door lights, photo frames, &c., are also assembled on jigs, and with an equally high standard of rapidity in production.

We were greatly impressed by all we saw at the works, and are of opinion that such methods advance railway carriage and wagon construction far beyond those entailing hand work on a large scale. A system of this kind, based as it is on the groundwork of inter-changeability - made possible by the use of the limit-gauge principle - has a considerably added value in view of the grouping of railways, the unification of carriage and wagon stocks and the consolidating of workshop facilities.

We shall hope in a later issue to deal with the measures adopted at the Derby Works in connection with the production of railway wagons, these being of equal interest and displaying the same amount of ingenuity as that shown in connection with the production of carriages. The photographs reproduced herewith give an excellent impression of the various stages, comprised in the mass production system; but it should be pointed out that they were taken before the platforms mentioned earlier in the article had been laid down. The design of the roof jig is also the original experimental jig and not the latest design, which has cast-iron dummy pillars, &c. Our thanks are due to Mr. Reid for the original photographs from which these illustrations have been prepared, and we have also to thank Mr. E.J.H.Lemon, Divisional Carriage and Wagon Superintendent, for explaining the details of the carriage building system at the time of our visit.

A new type of vestibule central gangway carriage built in accordance with the new system, is illustrated on page 449. This type, of which 60 are being built as a first order, represents a development in the rolling-stock standards of the London Midland & Scottish Railway, and after inspection and test we can say that the vehicles are among the best-designed and most comfortable in riding of which we have had experience on British railways. Each coach is 57 ft. over the body and 9 ft. 1½ in. wide as a maximum. Each bogie has a wheelbase of 9 ft., and the distance between the bogie centres is 40 ft. 6 in. The third-class cars each have a seating capacity for 56 passengers, and, in the case of the composite vehicles, 12 first and 35 third-class passengers. The weight of the vehicle is 27 tons. The interior appointments are of a pleasing character generally and designed to give the utmost comfort and conven-

ience to passengers. The upholstery is a new type of blue-figured grey cloth, the woodwork finish inside being the standard mahogany, and between each set of seats is a table, which has a light over it that is controlled by a switch in a convenient position on the side of the coach. All the metal fittings are in oxidised copper. The general lighting scheme of the coach is by means of three-light clusters. The coaches are ventilated by means of Stone's louvre ventilators, and double windows and drop lights. The floor is covered with linoleum, and down the centre aisle a pleasing design of horsehair carpet is fixed. The coach has a large number of double racks, which is a great advantage, as the objection very often made to the centre corridor type of vehicle is the lack of space for luggage. To meet this point of luggage room the seat frames have been cut away so suit cases and similar articles can be put underneath. The lavatory at each end of the carriage has hot and cold-water fittings. The cars are equipped so that they can be used as dining cars, and as seen, our interior view shows one of the coaches prepared for dinner.

A fortnight after this article, a further short article was published which gave some more details about the new Third Opens. It repeats some of the above piece but is nevertheless interesting. (Ed.)

NEW VESTIBULED COACHES, L.M.S.

In the October 12 issue of the *Railway Gazette* we published an illustrated article on "The Mass Production of Railway Carriages." Included therein was a reference to the new vestibuled coaches introduced by the L.M.S., and we are now able by courtesy of Mr. J. A. Milligan, Passenger Commercial Superintendent, London Division, to give the following additional information:-

The new third-class vestibule or centre corridor type of carriage provides seats for 56 passengers, two on each side of the centre gangway. The carriages are divided in the centre by partitions and a sliding door, thus forming smoking and non-smoking compartments, and special attention has been given to the provision of ample luggage accommodation for the passengers.

The doors at either end of the car open into vestibules, in which are large racks for the heavier luggage and also a compact lavatory fitted up with hot and cold water to the wash-basin. In addition to the luggage racks at each end, the cars have double net racks. By fitting special types of steam radiators close up to the sides of the cars, covered with pierced brass guards, the designers have been able to provide a large amount of space beneath the seats for storing suit cases and similar luggage.

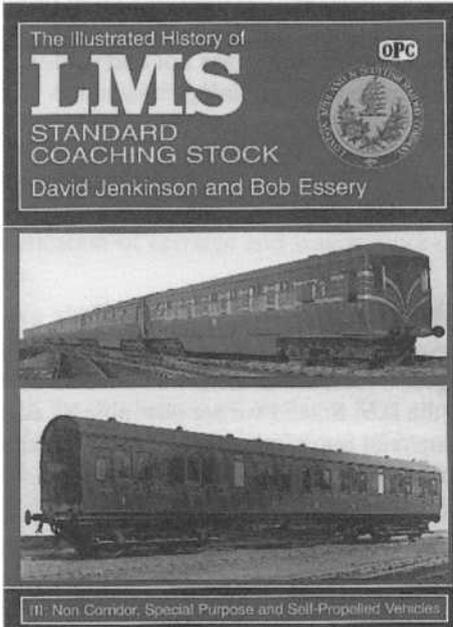
Owing to the limitations of the rolling gauge, the overall width of railway cars is restricted, and in these new carriages the problem of providing comfortable seating space for passengers and a sufficiently wide gangway or corridor has been overcome in rather an ingenious way. The ends of the seats have been so arranged that there is considerably more width at the top,

(continued on page 19)

STOP AND EXAMINE: BOOK REVIEW

The Illustrated History of LMS Standard Coaching Stock, Volume III: Non-Corridor, Special Purpose and Self-Propelled Vehicles, David Jenkinson and Bob Essery, OPC, 2000, £34.99, ISBN 0860934527

The first volume in this series was published in 1991, and announced a three-part survey. This volume, the third and final one follows closely the presentational quality and informational accuracy of the previous volumes. It is yet another tribute to the enthusiasm and dedication of the compilers who must now be justly regarded as the experts in matters relating to LMS motive power and rolling stock. The publishers OPC must also be congratulated for continued project support resulting in the three volume definitive work we appreciate today.



Volume three begins by addressing some basic technical and historical information relating to the text and drawings, usefully it also explains some of the 'carriage jargon' not necessarily appreciated by the reader. Nine chapters divided into three sections follow comprising Non-corridor stock, Special purpose stock including articulated, passenger brake vans, Post Office, Coronation Scot and special vehicles. The final section is devoted to self-propelled vehicles including EMUs and railcars. The copious amount of data and general information on each vehicle

type, presented in a logical format, enables an excellent appreciation of the sub-

ject. The scale drawings are clear and provide dimensional information for modellers. From a general interest point of view the related drawings and excellent quality photographs enable a more detailed study into the subtle differences between the various diagrams, an essential requirement for the serious study of LMS rolling stock. It would have been desirable, space permitting, to have included more interior photographs relating to each type, as period interior design is also an indication of the LMS's commercial strategy and outlook. It is also the case that carriages produced by the separate carriage and wagon works to the same diagrams have detailed internal differences.

An extensive appendix concludes the volume and relates to drawing references for the LMS standard coaching stock covered by the three volume set. This section cor-

correlates the Diagram and Lot numbers with the Drawing numbers enabling the surviving data to be referenced and studied more easily in the future.

The wealth of accurate information and data together with the high quality of production outweighs the heavy £34.99 price tag.

A high quality definitive reference for those interested in LMS carriage design and a necessity for modellers, railway historians and those involved with carriage restoration alike. Excellent value.

Derek Mason

NEW INTERNET SITE GOES LIVE

Everyone is doing it, and we are no exception. We are pleased to announce that on the 26th December 2000 the LMSCA's new website with our own email addresses was launched. We hope that eventually that site will be host to a wealth of technical detail and information to benefit restorers and modellers alike, as well as links to similar sites and news about events. The site has deliberately been kept easy to navigate, so if you have access to the Internet please pay us a visit and amongst other things you will find:

- a short INTRODUCTION of just what we are about
- a PICTURE GALLERY illustrating our carriages
- a brief preview of THE DROPLIGHT
- MORE INFORMATION on L M S carriages
- HOW TO MANUFACTURE LUGGAGE RACK NETTING
- all about our successful REAL ALE TRAINS
- a smile with DID YOU KNOW
- and how to CONTACT US

We can be found at: www.lmsca.org.uk

DID YOU KNOW?

A comparison of the rolling resistance of three types of carriages, BR Mkl, LNER Gresley, and LMS, found the LMS stock to have the highest resistance. The reasons for this were not given, but it is noticeable that the two others have bowed ends and are close coupled, perhaps giving less turbulence and hence less wind resistance?

U.S.A. 1933

The 1933 American visit by 6100 Royal Scot's substitute loco included eight coaches. Principally for the 1933 Chicago 'Century of Progress Exposition', the train also went on a tour covering 11,194 miles. The coaches were a diverse selection, 1933 allowing some of the very early period 3 designs to go, but the consist also included period 2, 1, and LNWR styled vehicles:-

Period 2 Brake First Corridor No.5005 Diagram 1717. (5006 is the coach in 'LMS Standard Coaching Stock' illustrated with the long wheelbase bogies. No period 2 brakes survive.)

Period I Sleeper First No.350 Diagram 1705. (With LNWR styling, only Period 3 LMS sleeping coaches survive.)

Period 3 Sleeper Third No.585 Diagram 1863. (Early period 3 design with shallow window vents, and built with fully lined livery.)

Period 1 Lounge Brake No.5003 Diagram 1741. (Period 1, but with large 'picture' windows, though still retaining a waist rail. This was maybe a precursor to the period 2 styling.)

Period 2 Corridor/Open First No. 1030 Diagram 1719. (Most of this diagram were built in 1930, this one in 1932 to replace an accident victim (at Leighton Buzzard?), and completely steel panelled, unlike the rest of the diagram. This vehicle is preserved at the Midland Railway Centre).

Period 3 Kitchen Car No.30073 Diagram 1855. (One of two 60' kitchen cars built for the Royal Scot with electric only cooking equipment and generators. Two 50' kitchen cars survive, one modified as a track recording coach at The Mid Hants Railway, and one at Rowden Mill Station.)

Period 2 Restaurant Third Open No.7764 Diagram 1795. (All steel panelled, again a replacement vehicle for a coach lost in the Leighton Buzzard accident. The remains of a period 2 TO diagram 1807 No.882? survived in Scotland in 1998)

Period 3 Brake Third Corridor No.5465 Diag 1851. (Shallow window ventilators and fully lined. Several period 3 brakes exist, but none to this diagram.)

The 'new' 6100 also still exists, at Bressingham Gardens Steam Museum, Norfolk.

Harvey Coppock

OUT OF ORDER!

Happy Traveller: "That was a first class journey."

Keen Ticket Collector: "In that case there'll be a 3 shillings excess, sir."

"What's that big thing over there?" asked the loco works visitor.

"A locomotive boiler, madam."

"Oh, I didn't know they boiled locomotives. Why do they do that?"

"It's to make them tender, madam."

• ✕ ✕ ✕

Passenger: "Does this train stop at Euston?"

Porter: "Right old smash if it don't, sir."

• ✕ ✕ ✕

"I was run over by the Thames-Clyde Express yesterday."

"But you're not injured, how did you escape?"

"The bridge I was standing under kept it off me!"

• ✕ ✕ ✕

Doncaster Works Man: "We work to the nearest thousandth of an inch now."

Derby Works Man: "We like to be spot on here!"

If you know any old railway jokes in need of restoration, please send them in (Ed.)

NEW VESTIBULED COACHES, L.M.S. *(continued from page 15)*

that is where the elbows of anyone passing would catch the seating, and the gangway is narrowed at seat level to give the necessary seating space without interfering with the space available for passengers walking through the gangway.

Between each pair of seats is fixed a table, and over the table a reading lamp with a switch under the control of the passenger has been arranged, also a push-button to call the attendant. In addition to the reading lamps, electroliers of simple and effective design are carried from the semi-elliptical roof, which is enamelled white and in itself forms an excellent reflector. The lighting in the carriages has been so arranged that it is impossible for a passenger wherever seated to get the glare of the lamp filament in his eyes.

The interiors of the cars are finished in mahogany, and in the upholstery some different patterns of material have been used with very pleasing effect. The standard black and red is still fitted in some of the cars and this material has many points to recommend it, but the introduction of fawn and blue moquettes certainly improves the appearance of the cars. The double floor of the carriage, which is insulated with felt against sound, is covered with heavy linoleum of brown colour, a carpet being laid down the centre corridor.

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