

S

||

The LMS
Carriage Association

THE DROPLIGHT NEWSLETTER OF THE LMSCA

CONTENTS

The Chairman's Ventilator	2
Membership and Finance	2
Further Progress on the LMSCA Carriage Shed	3
The Bluebell Carriage Restorers' Weekend	4
Sleeping Car 378	6
Bill West	7
The LMSCA Shed 29.12.01	8
A Buffing Tale	10
New Buffet Cars, L.M.S.R.	11
Out of Order!	15
The LMSCA Vehicles	16

Cover design from an Eric Treacy photograph © NRM, Catalogue No. MH-ET L5 769

Front: "Can we take it home please?" LMSCA members admire the ex-LNW Semi-Royal 806 at the Bluebell

Alan Taylor

Back top: A misty morning at Rowsley

Alan Taylor

Back bottom: The carriage shed's first door in place

DW

VIEW FROM THE VESTIBULE

Apologies for this issue being a little 'skinny', things should be back to normal next time.

Well the LMSCA carriage shed is nearing completion - at least the structure is - providing services and equipping it to provide a working facility will be the next task, but at least most of that work can be done under cover for a change.

It must be said that those who have laboured long and hard on this project will be mightily relieved to get back to restoring carriages, that after all is the main purpose of the LMSCA.

Future tasks will include deciding which vehicle will be first into the shed, I suspect that could cause a heated debate!

Also on the agenda is the long term funding for our activities, several carriage projects at other locations have received grant aid recently - something we must address if restoration timescales are to be reduced.

As we close this issue there is the possibility that another interesting LMS vehicle may be arriving - watch this space!

Our best wishes to you all for a healthy and peaceful 2002, if you get the chance, do come along and see us.

David Winter (Editor)

Opinions expressed by contributors are not necessarily those of the LMSCA

© LMSCA 2001

THE CHAIRMAN'S VENTILATOR

With most of the team having had little time for carriage work recently, having been engaged in a civil engineering project!, its easy to get a little disheartened about the gargantuan task ahead of us, as the years tick by and the queue of restoration projects seems to get longer. Its even apparent to us that despite the tarpaulins we've invested in, the condition of unrestored vehicles has deteriorated even while we've had them.

It took some believing with the Period 2 TK that it had been used as a shop at its previous preserved railway home, but sales stock was still in the coach when we first saw it. Most of the stock consisted of sodden old Working Timetables, and other paper based railwayana. We pushed the whole soggy heap out through a hole in the floor.

Having said all of this I think we should take some consolation from what we have achieved. With a bit of luck the shed should be nearing completion structurally by the time this is printed, and those involved in organising it should give themselves a pat on the back.

We have also amassed a reasonable selection of tools and equipment, and more importantly experience with them, and the shed should allow investment in more fixed equipment. The lessons learned with the Period 2 TK conversion to exhibition coach will be useful for future restorations to passenger use.

We have also collected a fair quantity of spares, such that we have most of the bits required for the Period 3 BCK, most missing parts and upholstery for the two Period 3 TOs, and maybe half of the interior of the Period 1 TK. BTK 27001 is almost done inside and underneath, I'm sure that we'll get back to it one day.

So here's to 2002, and no more painting in the rain!

Harvey Coppock

MEMBERSHIP AND FINANCE

I have one new member to report since last time. He is Colin Hughes from Southport, welcome to our small but dedicated team Colin.

Thank you to John Holden and others for continuing to exhibit our leaflets at the various meetings and exhibitions attended, a very worthwhile activity and one perhaps more of us might like to participate in. Leaflets and a small A4 size poster are available for this purpose and can be obtained by dropping me a line. It was hoped to construct a portable exhibition with photographs and other material we have at hand but unfortunately time did not permit. If anyone would like to take this on then we can make the materials available.

The carriage repair shed is progressing in leaps and bounds and if the weather is

fair over Christmas/New Year we may see the cladding fitted. Our bank balance has necessarily been considerably reduced, however by careful procurement of new / recovered materials and a good working relationship with the joint managing directors, staff and volunteers at Peak Rail, we have managed to keep costs within or below budget. We have sufficient funds available to complete the building and floor.

With the help of David Pont who is a director of Peak Rail, some major electrical equipment has been salvaged from a factory in Birmingham thereby saving thousands of pounds, but there will inevitably be additional costs involved with installation. It is important to reiterate that we must ensure sufficient available finance to deliver our aims and to this end we must soon consider alternative methods of finance, as I mentioned in the last issue of 'Droplight'. In the meantime however we rely on and will always welcome donations to the cause, however small, and we can guarantee that all of it will directly benefit the LMS carriages in our care.

I wish you all the compliments of the season and thank every one for their continued support. With our limited resources, if we progress as well in 2002 as we have done in 2001 then we should have an interesting year ahead !

Derek Mason

FURTHER PROGRESS ON THE LMSCA CARRIAGE SHED

Since the last issue of Droplight there has been good progress on construction of the carriage shed. Although there was a delay in starting the erection of the steelwork frame, this stage is now complete and the structure is visible from the A6 that runs nearby. Additional work has now been completed in assembling the sliding doors and front and rear personnel doors and other details. Another job was to drag the Mk1 GUV to the back of the shed where it will continue its role as the LMSCA stores vehicle. Colin Fearnley's Land Rover Discovery carried out this movement.

This now leaves the way clear for the final major job of assembling the cladding on the framework - the cladding at long last having been painted (green). At the time of writing planning is in progress for this activity, and it is hoped this will take place between 27th and 30th December. It will be essential to complete the operation in as short a time as possible to minimise any possibility of damage due to wind on the partially clad structure. Preparations are in hand for installing an electrical supply to the building. A considerable quantity of electrical equipment and fittings has been salvaged from a factory due for demolition in Birmingham. We now have an adequate supply of lighting fittings, switchgear, fuse boxes and many other items needed for fitting out the shed.

We are now very near to providing the Association with accommodation in which we can restore some of our LMS vehicles.

John Leather

THE BLUEBELL CARRIAGE RESTORERS' WEEKEND

Well, what an excellent Carriage Restorers' Weekend we all had! A delegation of eight of us from the LMSCA descended on the Bluebell Railway in September along with other carriage restorers from all over the country. The furthest visitors came from the Royal Deeside railway near Aberdeen. Like the previous carriage restorers' gathering, this was organised over the internet. It's certainly been good putting faces to names from the internet, and talking nothing but carriages knowing you're not going to bore anyone!

This year's event was organised by Peter Milnes with Keith Edwards from the Bluebell, the catering being provided by members from the team who are working on a GN Saloon that is based there.

The event took place over two days this year and in order to set up our stall a few of us went down on the Friday night in order to set up on the Saturday morning. In addition to the luggage rack netting demo, Harvey Coppock and Daniel Cramp did welding demonstrations. This year we took a video demo with us. This basically showed what we were about, the work undertaken by the LMSCA and computer illustrations of our carriage shed.

Other demonstrations were given by members from the Bluebell railway whose professionalism and standard of workmanship leaves you taking your hat off to them. Visiting carriage restorers also bought their displays. An interesting fact also came to light in that male urine is different to female urine - the male urine being more corrosive! And how did I find that out? Well Brian Hallet, from the Nene Valley Railway, is part of a team that is restoring an LMS TPO vehicle which was part of the national collection. The vehicle is now undergoing major restoration which is resulting in new members being welded into the chassis where the toilet was located - hence the corrosion! I bet he is now wishing the Royal Mail had employed female mail sorters!

The opportunity was taken by the Bluebell Railway to open the extension to their carriage shed.- which I must say some engineering firms would be envious of! Following an introduction from Martin Lock of the Bluebell Railway, Stephen Middleton from Embsay, performed the opening ceremony on the new carriage works extension.

Afterwards a special train consisting of *Fenchurch* and two Metropolitan coaches then took delegates on a round trip of the line in the early evening.

Unfortunately once the train arrived we found out that all the doors were locked! However, the thing that made me laugh was the fact that out of 100-odd carriage restorers the only one with a carriage key was Steve Middleton!!!! On the way back from Sheffield Park poor old *Fenchurch* had to stop for a brew-up in section, this gave the delegates plenty of opportunity to examine the interior of the compartments in minute detail!

Most of the real business took place on the Sunday. Our "Carriage Exchange" for-sale/wants board did good business. It was interesting for me to find out how they

make the bolections at the Bluebell. Namely make the whole frame and then place it in a jig to form the contours using the router. Also making the moulding was interesting. Turns out I've been doing them a similar way for our LMS Period 2 TK. (only I don't use a pattern - but that might change next time!) It was good to hear that the mouldings are screwed on at the Bluebell coz I was ridiculed (in jest of course!) for screwing them on instead of pinning them in place on our TK2.

Another thing I found useful was instruction on the best use of Nitromors and acidy stuff to remove paint and clean the wood prior to revarnishing. I did my bit trying to show folks how to do luggage rack netting, along with Alison Leather. I'll have to think up something different next time! Many useful contacts were made, and techniques discussed, and friendships made over the internet were deepened. Trading in various other bits and pieces throughout the weekend must have brought various projects closer to completion!

At the end of Sunday afternoon everyone was feeling well satisfied, and started to make their way home. I am certainly looking forward to the next weekend, which will be at the North Norfolk Railway. Our thanks must be extended to the organisers and the folks behind the scenes who made it possible for a grand weekend, and for being such welcoming hosts to all of us.

If only a book of all the "tips of the trade" could be made...

Alan Taylor



This is how it's done on the Southern!

Alan Taylor

SLEEPING CAR 378

LMSCA member Dave Etheridge relates the story so far. (Ed.)

378 was built at the Wolverton carriage works in 1951 to Diagram number 2166. It formed one of the five of Lot No. 1570 of which four still survive. It was built to an LMS Period 3 design and entered service the same year as it was built. A further three vehicles from Lot No. 1584 were also manufactured during the same year. Two of these vehicles are now marked as at risk of disposal. During service it was renumbered to M378M (specifying that it works on the London Midland Region and the fact that it was ex-LMS). 378 was then renumbered to DB975181 when it entered departmental service for the Chief Civil Engineers Department.

For its time it was deemed spacious although not as luxurious as some sleeping coach designs. The wide hips of the vehicle allowed for a slightly more spacious interior and provided 12 compartments. These compartments were grouped back to back in pairs to form compartments linked via an internal door. Each compartment was kitted out with a bed, plenty of storage, fold down tables and corner sink units. Ventilation was provided through forced air vents on the roof of the carriage. An early form of air-conditioning! The design goal of the vehicle was to provide the most comfortable ride possible and to aid this goal it was built with expensive 6 wheel bogies. In actual fact people who used these vehicles when they were in service have said they felt little difference between 6 and 4 wheel bogied sleepers.

In 1979 it was sold out of service from Miles Platting to the North Yorkshire Moors Railway for use as volunteer accommodation. During this stay at the North Yorkshire Moors Railway it had its blue asbestos removed from under the floor circa 1988 and restoration work including rewiring to modern standards and the fitting of the now obligatory fire alarms was carried out along with other repairs. Un-

fortunately the removal of the blue asbestos had the nasty side effect of the underframe equipment never being replaced and subsequently parts being lost. The volunteers who used the vehicle on a regular basis found it comfortable and a blessing for those working weekends on the railway. During the rest of its time routine maintenance was performed and 378 was well looked after by volunteers and the railway alike.

During 1999, 378 was made surplus to requirements due to the arrival of a new MO sleeping coach for volunteers. The future looked grim for 378 and the prospect of disposal appeared imminent. The bleak future was also outlined on the Vintage Carriage Trust Database and also captured in an article written for the Heritage Railway magazine by a volunteer at the NYMR who had used 378 on many occasions previously. During a visit to the NYMR in 2000, two Carriage and Wagon volunteers from Peak Rail spotted 378 and the decision was made to make an attempt to save it from the scrap yard. Negotiations begun between the NYMR, Peak Rail and the volunteers (myself and Harvey Coppock of LMSCA fame). By Christmas the future was looking bleak with two volunteers wanting to save 378 but having no-

where to put it for restoration. With only months to go before scrapping, 378 was at serious risk of being cut up and lost for good. An approach was made to the Churnet Valley Railway in Staffordshire who accepted the vehicle for use as volunteer accommodation for the carriage department. Ownership was changed from the NYMR to Dave Etheridge and a date of the 24th February 2001 was agreed for the transportation of 378. The future of 378 was now safe and after being transported in arctic conditions, work began restoring the exterior of the vehicle, the interior being substantially intact and ready for use almost immediately.

Restoration work has so far centered on the external panelling. This has included the North end being completely stripped and work started around the compartment side windows where years of water ingress has done neither the panelling nor the frame any favours. The electricians have been tested and apart from the heater timer blowing up (!!) all is well. In time a permanent shore line will be connected to the vehicle and the wiring further improved. A lot of work remains but it is hoped that in the not to distant future 378 will again look resplendent in its maroon livery.

Dave Etheridge

BILL WEST

Whilst on holiday in New Zealand last year, John and Alison Leather heard about a gentleman called Bill West who had worked at Wolverton Carriage Works and written some books about the history of the works and its staff. I confess I had not heard of Bill West, but a little investigation on the British Library website (www.bl.uk) produced a list of his works, which also include some on local history. Using the wonders of the inter-library loan system I was soon enjoying his three books on the works. They all cover the period from opening in 1838 to the 1980's and there is some degree of duplication, but different aspects are emphasised in each book and together they form a wonderful record of a great works.

I would like very much to quote portions in the Droplight as they throw an interesting light on how LMS coaches were assembled and maintained, but sadly Bill West has now passed on, and his publisher Barracuda Books is no longer trading, so it may take a little while to get the necessary permission. However, the three titles are as follows, so if you get the chance to buy one or use the public library service to obtain them, this is the necessary information:

West, Bill *The Train Makers : The Story of Wolverton* Barracuda Books 1982
ISBN 0860231677

West, Bill *The Railwaymen : Wolverton* Barracuda Books 1987
ISBN 0860232786

West, Bill *The Moving Force : The Men of Wolverton* Barracuda Books 1988
ISBN 0860234207

David Winter



The first level of tin in situ and Colin Fearnley's Land Rover 0-4-0 DM just visible.

DW



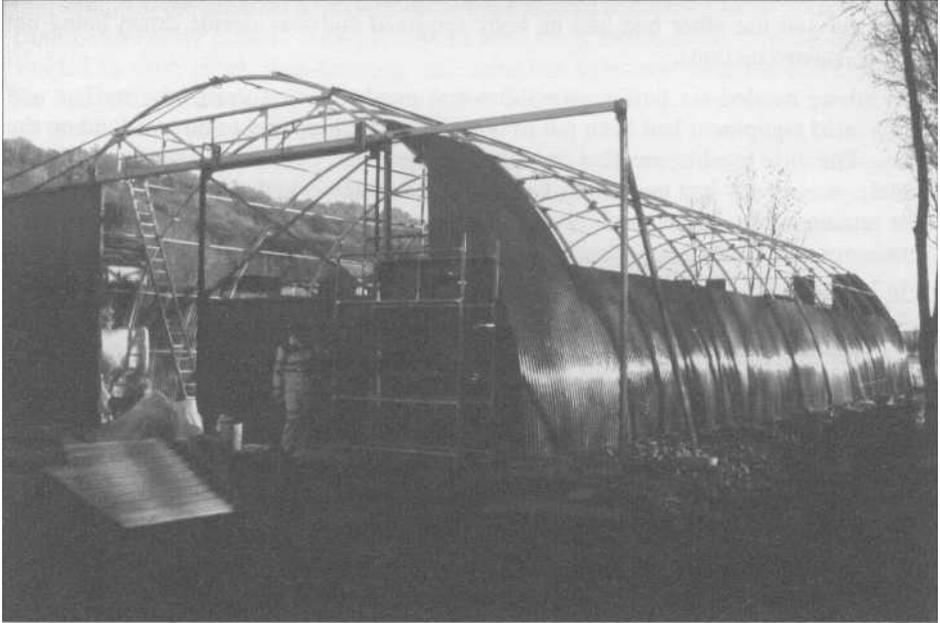
Exterior of rear with trapped GUV, the vertical gaps in the tin are for windows.

DW



The south end with the Mkl G UV, and plenty of wriggly tin still to go.

DW



Low sun glints off the green pain as Sid Wheldon adds scale to he shed.

DW

SHED 29.12.01

A BUFFING TALE

From what could be counted as one of the fastest re-use of recovered components we have ever achieved, our three CCTs now all have a full set of buffers. The CCTs, which were recovered from a Wakefield goods shed along with our LMS BG, had had some of their buffers removed to enable them to fit into the goods shed. We did find one buffer assembly on the ground but it was thought that they would never regain their buffers after various requests were made over the internet and mail groups.

Then word got out that there were a couple of CCTs going for sale from Boothes scrapyard in Rotherham. It was thought that these would be snapped up quickly as the underframes are ideal for putting old recovered carriage bodies on, since they have electric and steam heating equipment on the underframe. After a time nobody had seemed to come forward to buy them. Consequently, enquires were made to Boothes to find out when they were going to be scrapped to enable recovery of the buffers for our CCTs.

When we ascertained the day when they were going to get scrapped, a van was hired and two of us set off to recover the components we needed. We thought that we would have to buffer the CCTs up to something to compress the buffers to enable the securing pins to be removed. However, when we arrived one had already been cut and the other had had its body removed and was upside down being cut into 2' square sections.

In all we needed six buffer assemblies and much to our surprise the buffers and associated equipment had been put to one side and all we had to do was load up the van. The only trouble was that one of the buffers had been cut beyond use. Fortunately, we already had one buffer back at base. After, a look round the yard, where the remains of a class 50 and 37 were on the ground along with a shark wagon, we made our way back to Rowsley in time for dinner.

In the afternoon we set about reassembling the buffers onto our CCTs. This involved removing the old torched rivets and purchasing new securing bolts. Now you may think the buffers are perhaps some of the smallest items on a carriage, but by-eck they aren't half heavy!

Our CCTs had to be parted - manually with pinch bars- before the six recovered shanks could be bolted on, the rubber springs put together and the buffers reassembled. The following day the CCTs were pushed together using the Peak Rail shunter, El, to enable the securing pins to be reinserted.

Consequently, the day a couple of CCTs had been cut up and their buffers recovered, was the same day they were reassembled onto two awaiting CCTs. Probably the quickest use of recovered components we have ever seen...

Alan Taylor

NEW BUFFET CARS, L.M.S.R.

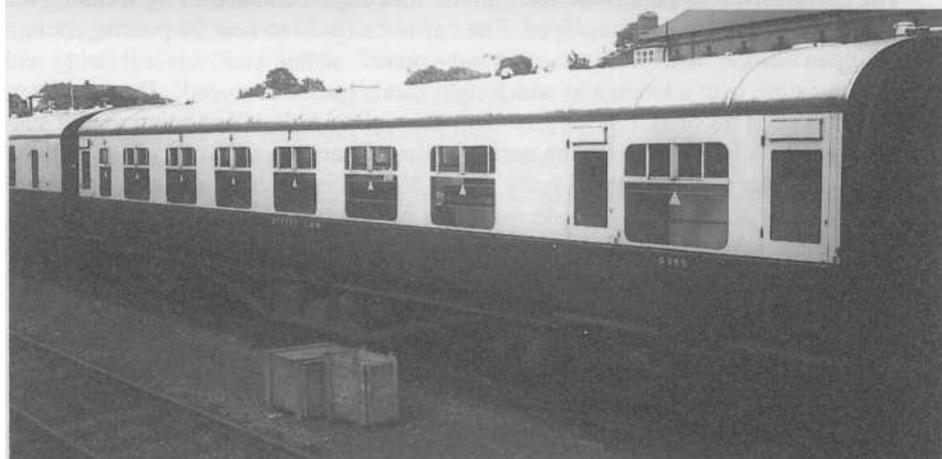
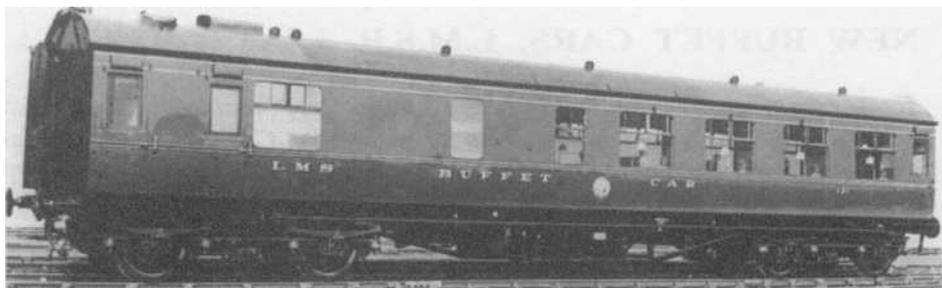
The LMS was never very enthusiastic about buffet cars, seemingly preferring full dining facilities or nothing at all, which may explain why only five such vehicles were built by the company. A single PII car to D1848 was followed by four Pill cars to D1948 in 1936. The following article was printed in the Railway Gazette for 18th September 1936 and is reproduced by kind permission of Railway Gazette International. While their praises are sung here, the interiors have also been described as 'hideous' and 'Odeon'. No cars were preserved, but the SVR converted PIII TO 9355 to a close approximation in the late 1970's. More recently 9355 was painted chocolate and cream as it ran in one of the SVR 's GWR sets - would Sir William have approved? (Ed.)

These are handsome and very comfortably appointed vehicles

The L.M.S.R. has recently placed in service the first of four new buffet cars, the construction of which is being carried out at the company's Derby works. The cars measure 57 [ft. in](#) length and are carried on L.M.S.R. standard steel underframes and bogies. The body framing follows, more or less, the company's standard practice, but as the saloon compartment is of considerable length and without cross partitions, the joints between the body pillars and bottom sides are stiffened by means of steel brackets, and the deep, reinforced carlines are also strengthened at the joint with the cantrail and body pillars. The galvanised steel body side panels, 1/16 in. thick, are welded to each other, thus forming one complete sheet covering the full extent of the bodyside, and this is then secured to the body framing by screws. The end panels are dealt with in a similar manner.

The galvanised roof panels are fixed to the roof angles and sealed by welding, the metallic arc process being employed. The car is designed to seat 24 passengers in a large open saloon, and incorporates a bar counter at one end, this adjoining and communicating with a kitchen in which light meals can be prepared. The interior of the car has been decorated on very modern lines, the whole effect being one of spaciousness. This is achieved by the perfectly flush interior walls and ceiling, and the chromium plated tubular framed seats, which are low in the back and not built up to the body walls at the ends. Ample space has been allowed for passengers to stand round the bar without interfering with the freedom of movement of the attendants serving the tables, and this object was also borne in mind when giving the additional width to the corridor outside the kitchen.

The walls of the saloon compartment, as mentioned above have a completely flush finish, and are veneered with figured white birch relieved with horizontal bands of Australian walnut. The ventilator duct which runs along the floor at the bottom of the side walls is also veneered with Australian walnut to match, whilst the cornice moulding is a light section of stainless iron. Projecting blind boxes have been dispensed with, and roller blinds are housed behind the panel above the quarter light,



Top: LMS P111 RB D1948 buffet car No. 131

Middle: Interior of D1948 buffet car - stylish or hideous?

Bottom: SVR conversion of P111 TO 9355 in GWR livery, Kidderminster, June 2000

Railway Gazette
Railway Gazette
DW

the finishing panels are secured to the body framing by hidden brackets, thus eliminating visible screw heads.

Interior Appointments

The seats, which are of the double and single armchair type arranged on either side of a centre gangway, are built up on chromium plated tubular steel frames, the cushions, seat backs and armrests being filled with Dunlopillo and covered with terracotta buffalo hide. The small tables between the seats, which are supported on chromium plated tubular steel legs, and the bar counter top, protected by a stainless iron hand-rail, are framed up in Australian walnut and inlaid in the centre with Dalex of a shade to match the seat covering. The bar counter and the table tops are finished in a special heat resisting non-staining cellulose. The floor of the open saloon is covered with mottled cork lino, the colours toning with the general finish.

The counter front, veneered to match the walls of the saloon, is set back in order to give toe-room for people standing at the bar. The under-counter is divided up into sections and fitted with shelves, sink with hot and cold water, ice basket for minerals, &c.; also a refuse bin and cash drawer. The cork drawer is fixed in a convenient position on the top of the counter, and a crown cork opener is fitted underneath the counter, whilst open shelves for the display of tobaccos, cigarettes, confectionery, &c., are provided behind the counter. In order that the stock may be left in the car, hinged shutters are provided to lock up the whole of the bar. A sliding door screened by a curtain leads to the well equipped kitchen, which is lined with stainless iron and fitted with a gas range, and grill, and a Still's pressure boiler for the provision of a constant supply of boiling water. A refrigerator is also provided, whilst ample cupboard accommodation and hinged service shelves across the corridor doorway are available.

Special attention has been given to the ventilation of the kitchen, a Stone's Imperiston fan being specially provided to extract the hot air and fumes from the kitchen ceiling whilst the car is either moving or stationary: a large hatchway and roof ventilators are provided to give additional extraction when the car is moving. The electric lighting is by means of the L.M.S.R. standard Wolverton system, comprising a variable-speed axle-driven generator, a regulator, and a battery of 12 lead-acid cells of 280 ampere-hours capacity. The usual R.C.H. through-control is provided, but the lighting equipment is not connected to this, being immediately under the control of the car staff. Ceiling fittings, each housing two 60-watt, 24-volt pearl lamps, and provided with Nacrolaque panels, furnish the main lighting, which is supplemented by lamp standards attached to the window sills and fitted with a 15-watt pearl lamp and Nacrolaque shade. In the kitchen 60-watt lamps in Benjamin reflectors are used with 15-watt lamps for local lighting over sinks, &c.

Heating and Ventilating

The cars are fitted with Stone's pressure ventilating and heating system, which through ducting running at floor level along both sides of the coach, supplies fresh, filtered air uniformly throughout the car. In cool weather the air is heated to a tem-

perature which will maintain a comfortable atmosphere. The coach temperature is automatically controlled by means of a dual compensating thermostat, one arm external to the car and fixed on the underframe, the other in the main air duct. As the temperature of the outside air varies, so the temperature of the air delivered to the car is altered to compensate for the increasing or decreasing heat losses involved.

The ventilating equipment is housed as a single 'unit on the underframe, and consists of a fan., motor driven from the lighting equipment, a steam operated air heater, and a motor controlled by the compensating thermostat which, through reduction gearing, regulates the quantity of air passing through the heater in accordance with requirements. Horsehair is used as the primary air filter, followed by filters of the viscous oil type. A master thermostat ensures that in cold weather, the fan can run only when a steam supply is maintained. In addition to the air heating, supplementary steam heaters are provided to meet any abnormal conditions.

In addition to those already mentioned the following firms have supplied fittings and materials for incorporation in the new cars : -

Article	Firm	Address
Tubular steel frame chairs	Accles & Pollock Ltd	Oldbury, Birmingham
Piping Luxan Grain Vaumol	Connolly Bros.	Chalton Street, Euston
Hide	(Curriers) Ltd.	Road, London, N. W.
Hides	"	"
Dunlopillo cushions	Dunlop Rubber Co.	Cambridge Street
	Ltd.	Manchester
" arm rests	"	"
" back squabs	"	"
Kitchen ranges	Fletcher Russell & Co.	Warrington
	Ltd.	
Table tops, &c.	Gaskell & Chambers Ltd.	Birmingham
Gas cylinders	Heatley & Gresham Ltd.	Salford, Lanes.
Cover plates for heaters	G. A. Harvey & Co.	Woolwich Road,
	(London) Ltd.	London, S.E.
Brown velvet, mohair	Lister & Co. Ltd.	Bradford
Lintile linoleum	M.Nairn & Co. Ltd.	Kirkcaldy
Stainless iron mouldings	S.Osborn & Co. Ltd.	Sheffield
Table legs, with hinges	Pel Limited	Oldbury, Birmingham
Ivoryine tablets	Reliance (Name Plates) Ltd.	Twickenham
Steel wire grids	Pring & Sons	Sandbach, Cheshire
Gas boilers	W.M.Still & Sons Ltd.	29 Charles Street, E.C.
Heaters	Westinghouse Brake &	82 York Road,
	Signal Co. Ltd.	King's Cross, N.
Ice baskets	Venables Limited	Sandbach
Special glass buffet	Pilkington Bros. Ltd	St. Helens, Lanes.

Further reading on LMS catering vehicles:

In Railway World January and February 1968 Bob Essery and David Jenkinson published an interesting article 'Dinner is served' which described the vehicles used (including pre-group) and services provided on the ex-Midland lines in the period c. 1936, including the 'circuits' worked by the cars. A further article 'Dinner is served - second sitting' this time by David Jenkinson only was published in February and June 1969, this time describing the ex-LNW and ex-LYR lines. The articles are well illustrated - one of the gems being an ex-LNW corridor third with two compartments converted to a kitchen and pantry to become a 'tea car' (Ed.).

DID YOU KNOW?

The only surviving *locomotive* built at Wolverton Works is a McConnell 2-2-2 in Sydney, Australia. At the same time that J.E.McConnell was Locomotive Superintendent for the Southern Area of the LNWR, he was also Consulting Engineer to the Sydney Railway Company. Wolverton men went out to Australia to assemble the first four locos for that railway.

OUT OF ORDER!

Passenger: "Steward, have you seen my sausage roll?"

Virgin Pendelino Steward: "That will be the tilt mechanism sir."

(Rebuilt from an old APT joke)

*

Stationmaster: "Porter Smith, I hear you were so drunk last night that you pushed a barrow up and down the high street three times, that isn't the way to build the reputation of the company is it?"

Porter Smith: "You should know sir, you were in the barrow!"

* * *

Passenger: "Guard, shall I have time to get a drink at this stop?"

Guard: "Oh, yes sir."

Passenger: "Can you guarantee that the train won't start?"

Guard: "Yes sir, I'll take one with you!"

A sleeping car attendant has just written a book on "Berth Control".