LMSCA

The LMS Carriage Association

THE DROPLIGHT

Newsletter of the LMSCA No.5 Summer 2002

CONTENTS

The Chairman's Ventilator	2			
Membership Report				
Getting Ourselves				
Incorporated	3			
BR BTK 27001	4			
Progress on the Carriage Shed				
New LMSR Coaches				
Wilful Damage to Railway				
Carriages				
The New Shed Proves its Worth	10			
A New Arrival at Rowsley				
The Microsoft Train Simulator				
HRA Seminar				
Railway Magazine Carriage				
Index 1946-1955	18			
Odds and Ends				
Out of Order!				

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

VIEW FROM THE VESTIBULE

I think everyone associated with the LMSCA can give themselves a pat on the back for what has been achieved over the last six months.

The new shed has proved invaluable already, and at the time of writing is hosting the sixth vehicle to benefit from its covered accommodation, namely the Period 2 TK.

The new Track Recording Coach has received many compliments, and the Mkl GUV which serves as our stores has also been given a makeover thanks to Colin and Jane Fearnley, and now matches the shed in a pleasant shade of green.

This is not to say that everything has gone to plan, as we were visited by thieves in May, resulting in the loss of tools, brass fittings, and wheel bearings. Our answer, apart from being more vigilant, has been to purchase a sea container which can be made secure.

As we move to a new era as a company we have a steep learning curve to climb, but we need to feel that we can achieve our aims in a reasonable timescale, and this move plus the possibility of grant aid it brings will hopefully facilitate great things for us in the not too distant future.

David Winter (Editor)

Opinions expressed by contributors are not necessarily those of the LMSCA

© LMSCA 2002

THE CHAIRMAN'S VENTILATOR

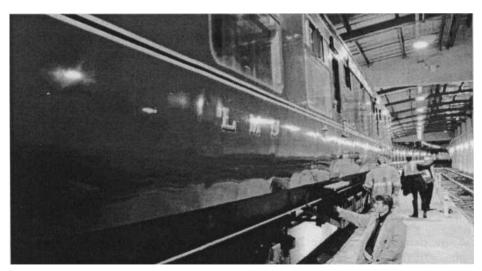
This edition marks the organisation turning into a company limited by guarantee, hopefully this will bring us various financial benefits, many thanks to the people who have organised this. One other implication of this is that I won't necessarily be Chairman, thus by the next edition you stand a good chance of having something more interesting to read at the start of The Droplight!

In my capacity as a Peak Rail employee, but also with my LMSCA hat on, I visited the Severn Valley Railway with Alan Taylor to attend a seminar organised by the Heritage Railway Association and the SVR on Carriage Maintenance and Inspection. It makes you realise what a big business railway preservation is these days, and that safety must always be to the fore in everything we do. The SVR's carriage shed is amazing, but has not been without its problems.

Our own shed has certainly brought results so far, one departmental coach coming in for frame repairs, repanelling, and a repaint, two BR passenger coaches for revarnishing, the newly acquired LMS Kitchen Car for a bit of a quick body repair and even quicker repaint (but it looks OK so far...) a DMU for a paint job, and now as I write, the exhibition coach for Darley Dale. All in 6 months, and whilst the equipping of the shed was proceeding also. Lets hope that this rate of progress continues!

Last but by no means least, I would like to thank Alison Leather for taking over from Derek Mason as Membership Secretary.

Harvey Coppock



"I wonder what happens if I pull this?" Our Chairman examines one of the SVR's LMS coaches in their new shed - which stretches out into the distance

Alan Taylor

MEMBERSHIP REPORT

Thank you to our year 2001 members for renewing their membership for the current year, your continued support is greatly appreciated.

I am happy to welcome five new members so far this year. They are Jackie Statham from Matlock, Benjamin Riley from Mansfield, David Orton from Darley Dale, Roger and Mark Woods from Derby.

As I have taken over as Membership Secretary from Derek Mason I will be happy to continue to supply anyone with leaflets who feels they can reach any likely supporters. I notice that in the last magazine Derek mentions the construction of a portable exhibition. I will endeavour to give the matter some consideration and see what I can come up with!

Alison Leather

GETTING OURSELVES INCORPORATED

As you all know the committee of the LMSCA (unincorporated group) put to its members a recommendation that they should convert the Association to a company limited by guarantee. The results of the postal ballot were as follows:

Number of voting forms distributed 28 Number of voting forms returned 26 Number of voting forms returned invalid 1 Number of votes cast FOR the proposal to convert 24 Number of votes cast AGAINST the proposal to convert 1

This result means we had an 86% vote FOR the proposal, thank you everyone for your support, comments and encouragement. Consequently much work has been in progress to identify which assets, liabilities, property, insurances and contracts will transfer to the new company and identifying and organising all the documents to achieve this, most of which are now in place and ready for signatures at a future date.

We are now at the stage where directors of the new company have to be elected. Nomination forms were sent out to all members with this object in mind. By the closing date of June 28th there had been four nominations received for the five posts proposed. An initial company meeting to elect the directors is therefore unnecessary and the four people nominated will become the first directors of the new company. To organise our finances, and when the best deal has been identified, a new current bank account will be arranged for the new company. As well as the help received from our professional advisor on company formation matters, a company secretary and accountant have also been identified which therefore fulfils the initial management requirements for our limited company. The relevant forms completing these initial formalities are at present being registered with Company's House in Cardiff.

For those of you who have internet access and are interested, if you look on the Companies House website you can find our name amongst the many others there. For the record our full company name is 'The LMS Carriage Association (Limited by Guarantee)' no. 4428893, quite a mouthful! However this will only be used in official communications with the outside world. We will still use the usual shorter form and 'LMSCA' for all other purposes.

If all goes to plan then we could be in a situation to transfer all the assets, property, liabilities etc from the unincorporated group to the guarantee company during August when and from which date (the transfer date) the unincorporated group will cease to exist.

Do I hear you say 'How does this all affect me?'

As far as you are concerned your membership will seamlessly transfer to the new guarantee company and your membership will continue. However your liability will become 'Limited by Guarantee' i.e. limited to a fixed amount of money (£1) as stated in the Company's 'Memorandum of Association'.

I will write to every member of the Association individually with this and other details when this state has been achieved and we are 'in business'.

Thank you all again for you help and support, it matters to the 'regulars' a lot that there are others who have similar aims. If we achieve as much in the next few years as we have done during the previous two and a half then we have much to look forward to together.

Derek Mason

BR BTK 27001

A Short History of its career before arriving at Peak Rail.

Built in 1950 at Wolverton Works to an LMS inspired design, these vehicles were famous for their 'porthole' windows. Oval windows first appeared on the just prewar Coronation Scot stock, then round windows were introduced to day coach postwar designs. It would be interesting to discover the inspiration for this design feature. The Porthole BTKs, in common with some other post-war stock, also trialed some other unique features. As a step towards all metal construction, and maybe to save money on hardwood body framing, the lower bodyside member, or bottom stringer, was done away with, and a smaller section of wood was studded under the top rail of the [section solebar, for the panels to be anchored to. The wood corner posts are replaced with a heavy section U beam, with a wood insert, and the top body side member, or cantrail, formerly pitch pine, was replaced by a heavy section of steel angle. With age this appears to corrode at the ends, as the poor design of LMS gutters allows water in. We have let some new sections into the ends of the

cantrails. Derby works may have used experience gained with this design before they produced their all steel CK, one of which runs at the Severn Valley Railway.

We also found the body of one of these CKs in Scotland. Features of these seem to have been inspirational in the design of the Mkls.

Windows in this coach are aluminium framed, as opposed to the usual brass in LMS coaches. This was probably a development as a consequence of experience gained with the use of this material in wartime, and cheaper prices after the war as aircraft building wound down, and many were scrapped. The wide opening design of pre-war sliding ventilators was also made a bit narrower for some reason. This design was more or less adopted for the first Mkl frames, such that parts are interchangeable (we've tried it!).

Interior features in this four compartment brake third were similar to earlier Period 3s, though with a later style of compartment reading lamp, also later adopted by Mkls.

This coach also strangely has brackets for ETH equipment on the headstocks, and evidence inside of its fitting. Indeed in some photographs of the stock, the cables can be seen. Maybe extended use was foreseen for these vehicles on the West Coast Route, so this equipment was added at some point. Certainly, the photograph of 27001 published in D. Jenkinson & R. Essery's History of LMS Standard Coaching Stock shows a coach underneath overhead wires. This also reveals blue and grey livery, evidence of which also still features on 27001. Few pre nationalisation day coaches survived long enough for blue grey, although sleeping coaches of various types did.

In his book 'The Railways of the Manchester Ship Canal' - Don Thorpe quotes that 27001 was sold to the MSC in 1965. As Blue and Grey livery first appeared on the mainline in 1965 the repaint wasn't carried in service for long. The MSC bought it for use as an Engineers' Mess and Kitchen. The compartments were removed, leaving the brake partition and toilet, the outside was painted bright green, and it was named 'Rover'.

After MSC service it was sold to the 71000 Duke of Gloucestershire Trust in 1978 for £500. Considerable work was carried out by the Trust, in the days before they got their loco, and we have their signatures recorded on the backs of some panels, dated 1980. Some exterior panels were replaced, some repairs were made to framework, and as the main saloon had been gutted, interior panelling was installed with seats from a Mkl Pullman coach. Most of this work has not survived the intervening years too well, and has been removed. Also, strangely, BR oval buffers had been fitted, somewhat crudely, and the brake rigging lost at some point, probably after a bogie lift. Original equipment has now been reinstalled. Surviving at Swithland sidings in 1994, we bought it from there.

Harvey Coppock

PROGRESS ON THE CARRIAGE SHED

As planned, the assembly of the shed cladding commenced on the 27

I

became clear that the numbering of the panels as they were dismantled all those months ago was to pay dividends as most of the holes for the hook bolts could be matched. Although we found it necessary to obtain longer bolts, progress continued steadily and the final panel was fixed on the 21" January.

Since then the electricity cable and water supply have been laid and with the invaluable efforts of Dave Pont, lighting and power points are available for use in the shed, stores and mess caravan. We are progressively setting up the working areas with workbenches and storage facilities are being added.

With the help of Tony Storer we have been fortunate in obtaining a considerable quantity of pallet racking. Some of this is being adapted to provide a permanent staging on both sides of the carriage in the shed. This will provide ideal access to all the carriage above the solebar beyond anything we might have dreamed of. A visitor's information table is to be placed by the door to give details and pictures of the activities of the LMSCA.

Four carriages have already received attention in the shed. The first of these was Peak Rail's mess and tool van which has been completely refurbished internally and externally. The recently acquired Track Recording Vehicle has had broken windows replaced and the body made watertight. A cosmetic paint job in crimson and cream completed the makeover to give quite a startling finish. The Dining and Buffet cars from the running set have both been freshened up by a coat of varnish.

We now look forward to starting on more taxing projects for which our undercover accommodation will provide ideal conditions.

John Leather



The LMSCA shed, externally complete apart from its identity.

Alan Taylor

NEW L.M.S.R. COACHES

Centre-corridor passenger stock built at Wolverton Works

The first of an order for 250 third class vestibule coaches was completed recently, at the L.M.S.R. Wolverton Works, to designs approved by the company's Chief Mechanical & Electrical Engineer, Mr. C. E. Fairburn. The above order is part of the programme for 800 new corridor vestibule coaches referred to our June 1 issue. The carriages are 57 ft. long, 9 ft. wide and provide seating accommodation for 56 passengers on 28 double sets of seats. There are two passenger compartments divided by a partition fitted with a sliding door and two lavatory compartments at one end of the vehicle. Entrance doors are at each end, opening into a lobby fitted with a sunken mat extending the full width of the car.

The coach body is mounted on welded steel underframes, carried on four-wheel bogies constructed of rolled-steel sections, electrically welded. The coach exterior is plated with steel sheets, welded into one complete panel extending the full length between the end doors. The exterior finish is practically flush and the steel panelling provides the base to which the glass is secured. The outside roof panels are also of steel sheet, welded to the rolled-steel roof angles. Standard L.M.S.R. drawgear and shock-absorbing buffers are fitted, with overhung collapsible gangways at each end of the coach.

The interior finishing panels are plywood with cherry-mahogany decorative veneer. The framing timber used in the compartment interior finish is sapele. Large observation windows with low sills are fitted and sliding ventilator light panels are provided at the top between each pair of seats, which are double sprung and upholstered in fawn and red uncut moquette.

The lavatory walls are painted duck-egg-shell blue and the floor is laid with terrazzo. The vehicles are heated by steam radiators fitted along the sides, with lever regulator controls for the passengers' use. The passenger compartments flooring is covered with linoleum and felt. A carpet runner along the centre aisle between the seats will be fitted when conditions permit.

Electric lighting is provided by the company's standard Wolverton system. This is a single-battery equipment, the regulator of which combines all necessary switch-gear as a unit. Lighting is mainly by ceiling fittings using panels of flashed opal glass and 60-watt lamps. The cross. partitions carry fittings of similar design, but with thermoplastic in place of glass, fitted with 15-watt lamps. Sub-switches control a portion of the lighting. Standard R.C.H. through-control is arranged with interior and exterior sub-controllers. All circuits are protected by non-interchangeable cartridge fuses. There is a bell communication system for use in conjunction with dining cars, with bell-pushes in moulded bakelite on each window sill.

This article appeared in the Railway Gazette for 7 September 1945. A further piece appeared on 26 October 1945 saying that the first 100 of 800 LMSR coaches were

now in traffic. Production had begun just five days after VE day -no mean feat. The 100th entered service on 13 October 1945, with the balance to be completed as materials and labour allowed. When completed an extra 33,000 seats would be available for LMS passengers.

Obviously, given the period, some materials were in short supply as witness the comment that centre aisle carpets would be fitted `as conditions permit'. The original article stimulated some correspondence regarding modern carriage design, as at the same time as the LMS vehicles were being built, Thompson LNER designs were coming out, also Bulleid SR types. The latter were singled out as being 'modern' in respect of interior layout and decor, compared to the LMS and LNER types.

The number quoted of 800 may refer to all types including side corridor thirds, corridor composites and brakes, not just the third opens described. A ctually 350 postwar vehicles were built to this diagram (D1999) 100 more than quoted in the article - the last being constructed after nationalisation.

In due course we hope to show what these immediate post-war vehicles were like as our own TO 27109 is one of the batch described.

Article reprinted by kind permission of Railway Gazette International. (Ed.)

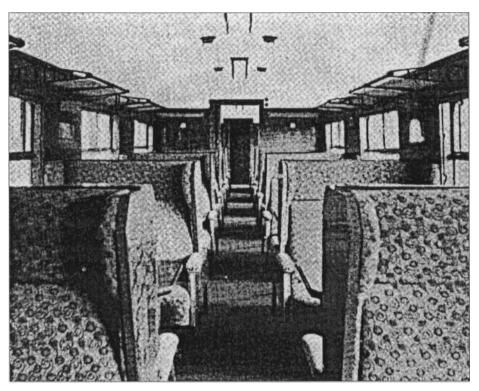
WILFUL DAMAGE TO RAILWAY CARRIAGES

What can be the motive which influences railway passengers to inflict wilful damage to carriages in which they are conveyed upon railways? A short time since, the London and South Western Company put upon their suburban lines about a dozen trains of new carriages most conveniently arranged and even elegantly fitted. Now, scarcely a day passes without the cushions and fittings of the carriages sustaining wilful damage by being cut or torn or otherwise injured; the window curtains in first-class and the hat pegs in the second-class are likewise carried away and stolen by passengers.

The company have issued notices offering a reward of £10 to any one who will give information as will lead to the conviction of the persons who thus damage the carriages. They also appeal to passengers to assist the company in detecting such offenders in order to preserve their own comfort, as it will really be necessary to withdraw the new carriages from the suburban trains unless such mischievous practices can be stopped. The damage is believed to be done by regular daily passengers.

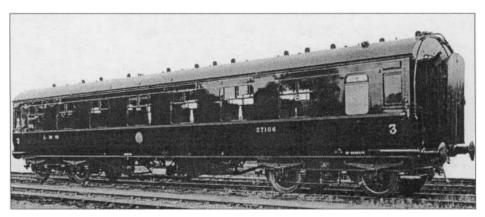
Surely an appeal of this sort will not be made in vain!

I guess there's 'nothing new under the sun' - I was tempted to put this piece into modern parlance and change the name to South West Trains! Care to guess when this article first appeared? The answer is on page 19 (Ed.)

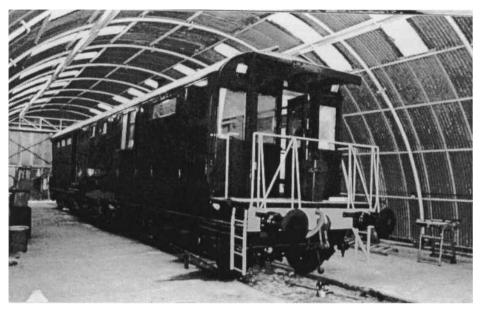


The interior of a post-war Period 3 Third Open to D1999. Reproduction from the original Railway Gazette is not very good, paper was of poor quality at the time. Unlike photos of pre-war versions, no mirrors are visible on the bulkhead.

Railway Gazette



D1999 Period 3 TO 27106. The `3' has a flat top and given the economy drive that was in force during this period it is perhaps surprising that full crests were applied. Railway Gazette



Peak Rail's mess coach DM395923 nearly complete

A lan Taylor

1



 $Mk2\ SO\ 5235\ gets$ the varnish treatment

Alan Taylor

THE NEW SHED PR



Track Recording Coach DM395223 part-way through its repaint

Alan Taylor

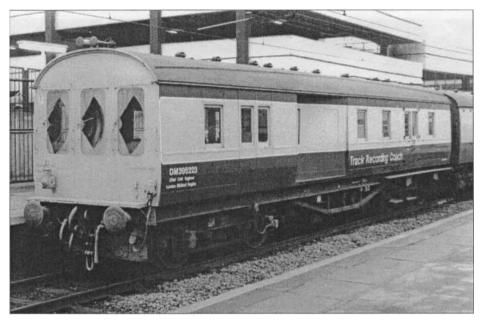


Mike Hancock's Class 108 DMU makes good use of the new staging

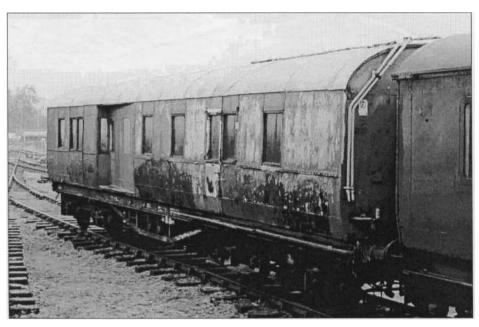
flan Taylor

ROVES ITS WORTH

1 1



DM395223 attached to a service train



The results of vandalism clear to see on first arrival at Rowsley

Alan Taylor

A NEW ARRIVAL AT ROWSLEY

A new arrival at Rowsley during April was the former London Midland Region Track Recording Coach (DM395223) purchased from WARCAW (Winchester and Alton Carriage and Wagon) Group. Located on the Mid-Hants Railway since 1985, they were concerned at the lack of long-term prospects for the coach and its accelerating deterioration following movement to a vulnerable site. The LMSCA would like to thank the WARCAW Group for all their help and assistance with the move and in particular lain Paite who showed us around during our initial visit. We have already received a visit from lain and fellow WARCAW members and we hope to receive more visits in the future.

Built at Derby in 1924, it began its career as a full Kitchen Car BR type code RK (LMS type code KC) and numbered 3286 (30005 post 1933). In total, 73 kitchens in six lots to diagram 1697 were all built at Derby between 1924 and 1932, the final one in 1932 being a replacement for one damaged in the Leighton Buzzard crash.

The LMS inherited many dining/kitchen cars but relatively few kitchen only cars at formation, this situation changed radically after 1924. The Period 1 RKs were high-waisted with all-steel panelling and utilised gas cooking and lighting. Fully lined LMS livery was applied including a waist panel thereby matching the wooden bodied fully beaded Period 1 stock they accompanied. The number of full kitchens constructed in the early years of the LMS and the availability of open carriages suggests the need for more dining places than could be achieved by the normal dining/kitchen car arrangement. In this way the full kitchens were in use until the outset of WW2.

After the war changing commercial requirements resulted in many of the full kitchens being stored out of use for long periods. From Nationalisation, the buffet/cafeteria concept was the new order and to fulfil this many older carriages were converted, our RK though became DM395223 a Track Recording Coach. The conversion, made in 1956, consisted of removing one of the corridor connections and replacing it with three observation style windows. A large pantry and half the kitchen at the same end were removed to enable installation of track geometry recording equipment, some side panelling was also removed and lookouts installed. Further 'improvements' such as LMS to BR droplight replacement have been made but the remainder of the interior remains substantially unchanged. The carriage is currently dual braked, dual heated and its bogies up-rated for 100 mph running in later years, a DMU style speedometer being fitted to the end of one wheelset. In this guise the coach was regularly attached to the rear of normal service trains to monitor the state of the track and this is how it survives today. For further detailed information and actual photographs of DM395223, see 'LMS Coaches' by Jenkinson and Essery.

The RK arrived at Rowsley at the same time as the South Yorkshire Railway shunters. Instead of putting the carriage under tarpaulins it was decided to give it a quick repaint, to seal it from the weather. At the time, Peak Rail's Mess Coach (DM395923) was undergoing the final stages of its refit, so time was made to sort

out the inside of the RK by having a major clear-out with the help of Sid, Dave, John and Alison. Once the Mess Coach was complete the RK was put into the shed to dry out since there were several broken windows and leaks. One of the first jobs was to seal the bodywork. This work was undertaken over a couple of weekends and involved a fair bit of mastic and flash banding! A new member to the LMSCA and also its youngest member, Ben Riley, helped Derek, Harvey and Alan with this. A new(ish) 'Stones' ventilator that had been recovered from Scotland was fitted to replace a smashed one, and the broken windows were reglazed.

It was intended that the coach should be maroon, to standardise with our livery policy, but this meant buying some paint, and as we had done minimal preparation on this coach it wasn't really worth it. Derek could provide some 'Royal Mail Red' but attempts to mix black with this to produce maroon resulted in a rather dubious looking colour. As we also seemed to have a tin of magnolia paint (I wonder where that came from!) a little blue dye in the red produced an approximate carmine, and some yellow dye in the magnolia produce cream! Lee Sharpe and Alison finished the job off. The WARCAW Group were very pleased with the result on their visit!

Harvey Coppock and Alan Taylor

THE MICROSOFT TRAIN SIMULATOR

There is a `new kid on the block' thanks to the personal computer boom. Although good flight simulation programs have been available for some years, railway simulations have been somewhat crude up to now, but Microsoft's Train Simulator (MSTS) has changed all that.

So what does it do? Well, imagine you are on the footplate of Flying Scotsman and ready for the off. You put the reverser into forward gear, release the brakes, open the regulator - not too much - remember to whistle, and your proud locomotive glides out of the platform as you shut the cylinder cocks and look back to check all is well with the train. As you gather speed you shorten the cut-off and make sure the brake handle is in the running position so as not to waste steam with the large ejector. Speed increases, 50mph, 60mph and you are approaching your first stop. Shut the regulator, apply the brake reducing the vacuum to about 15 inches, then put the brake handle in the running position until speed is under control and you enter the station at about 20mph now with the brakes released, applying them again to come to a stop exactly opposite the water column. Easy - no, not at all, especially using the brakes!

MSTS comes with six routes, two American, two Japanese, one Austrian, and our own Settle to Carlisle line. These routes are approximations, especially so with the S&C where much detail is omitted. The trains provided are quite nice 3-D models although 4472 does look a little strange. Several `views' of the action are available - inside cab, head out of the cab, a sort of helicopter view at the front or rear of the train, a lineside view as the train goes past, and with some trains an interior com-

partment view to watch the scenery pass by. Sound effects add to the realism with whistle, brakes, shovelling, injectors etc., unfortunately with the steam engines the beat' does not synchronise very well with the wheel rotation. To get the most out of the game you do need a fairly powerful computer with a good graphics card and a decent sized hard disk, although if you are prepared to accept less good graphics you can still get good performance as a trade-off.

The engine controls can be activated either with the mouse pointer, or by keystrokes, you can have an automatic fireman, or fire the locomotive yourself. I haven't tried the latter yet, but I imagine our esteemed Chairman would have no problems. 'Head-up' displays can be toggled on and off to show the signals and speed limits, engine condition, timetable etc. I have to say though, I would have got tired of it pretty quickly if it had not been for the remarkably rapid growth of the 'trainsim' community. Several websites have been set up where those interested communicate by email forums, and upload their own 3-D models for the simulator. All sorts of rolling stock, road vehicles, buildings, sound effects, activities and complete routes are now available - much of it completely free to download. Route building is especially difficult and time consuming, but already a much improved S&C, Woodhead route, Calder Valley, ECML (part), and the Far North route are available. At the other end of the difficulty scale is 're-skinning' or repainting models with new liveries. Knowledge of file management is very helpful to use these downloads, but instructions are usually available, as is advice from the forums, also tutorials.

I must mention a few of the modellers by name - Ian Morgan who has provided many wagons and BR Mk1 coaches, Terry Thornton who has built many Stanier



D336 on S&C diversion passes 12-wheel diner M117 still in blood and custard livery

David Winti

locos, and David Ball who much to my delight has modelled several LMS Period 3 coaches in LMS and early BR livery, and has recently added a couple of Period 2 Restaurant First 12-wheelers. These are all very realistic with correct oval buffers for instance where the originally fitted, and full roof details.

You could think about MSTS as being a model railway with an extremely long layout. I can't see it ever replacing railway modelling in the traditional sense, but given that you need a decent PC to start with, it is a very cheap way to recreate the railway experience when a Hornby locomotive alone will now set you back £80 plus. The simulator is available at prices varying from £30 to £50, so it pays to shop around. A premium subscription to one of the websites would cost around £20 for a year and would give you anytime access to downloads, as opposed to a time-limited period each day for free access. Some commercially made models are available on CD-Rom, mainly USA prototypes, but UK types, say three locomotives and stock, cost around £25.

So there we have it, it's not photo-realism, it's a game, but it's not bad either. I think I'll head off now to drive the S&C - with a Jubilee and a rake of LMS stock ...

David Winter

HRA SEMINAR

An event was held at the Severn Valley Railway in April that had been jointly organised by the SVR and the Heritage Railway Association. Its purpose was the subject of Carriage Examination and Inspection - a very important and often overlooked aspect of preservation. The day started with an introduction from Alan Rees the General Manager of the SVR who stated the aims of the day and introduced the presenters. Then in turn, each of the presenters, from the SVR Carriage and Wagon Department, gave a short talk covering aspects of carriage maintenance followed by a question and answer session. The topics covered included:

- The carriage maintenance system, procedures and paperwork structure
- Types of exams conducted by guards and fitters
- Asbestos in coaches
- Periodic exams and what is involved
- Carriage overhaul

This took the seminar up to lunch, after which the seminar group was split into two. The first group went to the carriage workshop whilst the second group visited the new carriage shed, later swapping over. In the new carriage shed the work that was undertaken there was explained by the presenters. Apparently the shed is just longer that the Titanic! And I must admit is seemed to go on for ever, with a capacity for over 50 carriages! Demonstrations were given on the sort of checks that are undertaken, especially with the door furniture. A trip down the carriage shed pit

was also undertaken underneath the LMS rake.

In the carriage workshops demonstrations were given on the overhaul of carriage locks and the differences between the railway companies. This also included the slam door test, first with the little finger, through to the good old 'THWAK' test and each time there was the same sound of the 'k-klick' of the door lock! The vacuum test rig was also demonstrated as well as how the machining of new pins and bushes was undertaken for the brake rigging. A Mark 1 BSK was present in the shed on jacks and the process of bogie overhaul was explained.

The final part of the day was a talk given by Phil Jones on the need for documentation and Health and Safety matters. This was a most valuable talk covering the three main principles of the Health & Safety at Work Act. Namely the need for a safe place of work, the need for safe systems to be in place and the requirement for safe persons, i.e. suitably qualified and experienced. Phil also covered the most important need for paperwork and gave an example where it proved invaluable on the SVR. The incident concerned a child falling from the door of a train. When HMRI arrived they asked the SVR for the relevant paperwork to prove that the carriage had been properly maintained. When the SVR proved that the doors had been examined two weeks previously they were put in the clear. The technical seminar ended with a thank you the to SVR and the presenters who had made us all most welcome and had put an awful lot of effort into the days arrangements. There were around 50 carriage restorers present representing about 26 railways, each of which went away wiser for coming. A big thank you to all involved in arranging the event both up front and behind the scenes.

Listed below are carriage maintenance documents that folks may find useful:

CMS 123	Maintenance of Locomotive Hauled Coaching Stock at Out		
	station and Depots		
BR 11819	Regulations for the Guidance of Train Examiners and Oilers		
CEPS 1067	Overhaul of Bogies - BR Types B4 and B5.		
CEPS 1019	Overhaul, Transport & Storage if Vacuum Brake Cylinders		
BR 10906	Coach Repair Manual Regulation & Dimensions Running Gear		
BR 10907	Coach Repair Manual Regulations.		

This information is available from CAR Services and the Railway Document and Drawing Services at Derby. The addresses of which can be found on the railc yahoo groups website.

Alan Taylor

DID YOU KNOW?

The dimensions of a standard BR carriage destination board are 132" x 5" x 5/8".

RAILWAY MAGAZINE CARRIAGE INDEX 1946 - 1955

Compiled by John Leather and Derek Mason

Vo	l.No. Month	Year Page	Subject
92	566 Nov/Dec	1946 334,370/1	LMSR Royal Coaches
93	567 Jan/Feb	1947 iv	Ad for lighting, coach window
93	569 May/Jun	1947 54/181	BTK derailed, Pass of Brander
93	571 Sep/Oct	1947 295	Poster 'The carriage'
94	573 Jan/Feb	1948 3	Night Mails of LMS I O.S.Nock
94	574 Mar/Apr	1948 75	Night Mails of LMS 2 O.S.Nock
		97	Coronation Scot carriage photos
94	575 May/Jun	1948 157	Night Mails of LMS 3 O.S.Nock
95	579 Jan/Feb	1949 ix	Ad for carriage book by C.Hamilton Ellis
95	582 Jul/Aug	1949 212	Steel carriage construction at Derby
		254-6	BR all steel carriages
95	583 Sep/Oct	1949 317/8	New LMR Dynamometer Car
96	586 Feb	1950 127/8	OHLM vehicle for BR
96	588 Apr	1950 216	44658 at Ambergate+LMS coaches
96	589 May/Jun	1950 iii	Metrovick lighting ad for coaches
		viii 289	Ad on book for wood and its uses Shortages of rolling stock
96	590 Jun	1950 361	BR rolling stock costs
		415	New rest. and buffet cars for GNR(1)
96	592 Aug	1950 561	Buffet and dining car for UTA
96	594 Oct	1950 649	BR rolling stock
		682	Irish Mail collision at Penmaenmawr
97	597 Jan	1951 62	BR Standard passenger coaches
97	598 Feb	1951 75	Rolling stock for BR
		1 35	BR 1951 rolling stock programme
97	601 May	1951 289	Standardisation of rolling stock
		326-8	BR standard coaches
	Sep	1951 641	New BR 3rd class sleeping cars
	Feb	1952 85	New 3rd class sleeping cars
	Nov	1952 740	BCK+Black Five photo
	Dec	1952 810/1	Harrow & Wealdstone crash photos
	May	1953 339	New carriage sheds at Willesden
	Jun	1953 363	Royal railway journeys
	Dec	1954 883	Camping coach liveries
	Mar	1955 174	Sutton Coldfield crash photos
		?	Coupling side chains (photo)
	Aug	1955 587	Coupling side chains (text)
	Nov	1955 808	Crosses on LMS service vehicles

ODDS AND ENDS

The LMSCA website has been updated, and is well worth a look if you can get online. The address is www.lmsca.org.uk

Another interesting website is that of the Wolverton Society for Arts and Heritage. They are interested in any aspect of Wolverton Works and the railway as it had such an big impact on the development of the town. It can be found at www.btintemet.com/-wolverton.heritage/

We have received copies of two publications; *Derby Carriage & Wagon Works: What goes on* - a London Midland Region leaflet, from Peter Stanley, and *A Century of Progress* - a history of Derby Carriage and Wagon Works published by British Rail to mark its centenary in 1974, from Derek Mason. Many thanks, we hope to reprint selected parts in a future Droplight.

The June 2002 issue of *BackTrack* had an interesting article on the LNW West Coast `Corridor' trains and took the story into the LMS era. It included some *colour* postcards of interiors of the 1908 set - most rare.

OUT OF ORDER!

On a dining car travelling to Crewe,
Tillie found a large mouse in her stew,
Said the waiter: "Don't shout
And wave it about,
On the root will be wenting one too."

Or the rest will be wanting one too."

The Frenchman had returned to his home town after travelling some hundreds of miles on British railways.

"There are no trains in the world to equal those of Britain," he told his awe-struck listeners. "They have compartments for everybody and everything. I have seen carriages labelled not only 'Smoking,' but 'Reading,' `Bath,' `Sandwich,' and lots of other things!"

* * *

He had blundered into the wrong sleeping-car.

"This isn't your compartment," came a feminine voice from one of the berths.

"That's all right," he said cheerfully. "I'm not myself tonight!"

WILFUL DAMAGE TO RAILWAY CARRIAGES

The article appeared in The Railway News for 3 November 1866!