



'tee LMS

Carriage Association

THE DROPLIGHT

Newsletter of the LMSCA

No.6 Winter 2003

CONTENTS

The Chairman's Ventilator	2
Membership Report	3
Finance	4
Shed Complete	5
LMSCA Makes it Three	6
LMS Coaches in the Late 1960s and Early 1970s	7
Scotland Again	10
New Rolling Stock, L.M.S.R.	10
3031 Not 3030	12
The Carriage Trade	14
An Appealing Venture	22
For the Information of the Company's Servants Only	23
Notes and News	23
Out of Order!	23
The LMSCA Vehicles	24

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

VIEW FROM THE VESTIBULE

Welcome once again.

The introduction to the new LMS Society website poses the question "What was the LMS?" and goes on to offer various scenarios in response. One conclusion is that to a large extent the LMS was a corporate veneer overlaying the old companies. This has eased my conscience somewhat in including in this issue a lengthy but fascinating excerpt from one of Bill West's books, which describes Wolverton Works in the years leading up to 1900. I hope to include similar items about Derby and Newton Heath Carriage Works in due course.

At the other end of the timeline are some of Mick Bond's memories of the last days of LMS coaches in active service - recollections of locomotives are commonplace, carriages much less so, so I would appeal to anyone who has such memories to let me know - if not I may have to resurrect my 12-wheel diner story (groans all round).

Membership of the LMSCA continues to grow, but at nearly 50 we still have a way to go to catch up the LNERCA with about 200. So if you know anyone with an interest in LMS coaching stock, do tell them about us.

The season's greetings to everyone.

David Winter (Editor)

Opinions expressed by contributors are not necessarily those of the LMSCA

© LMSCA 2003

THE CHAIRMAN'S VENTILATOR

The LMSCA has now been a company for more than 6 months although this will not have made a noticeable difference to those of you who have visited or volunteered in our shed

Behind the scenes there has been much discussion on where we go next in restoring our carriages. Whatever happens there will be a need for additional finance. As you will appreciate many aspects of restoration are very expensive and will be beyond our normal fund-raising capabilities. Your directors have therefore been considering what sources of funding are likely to be available to us.

As a Company Limited by Guarantee we qualify to apply for a Heritage Lottery Grant and we are presently preparing to apply for a grant to restore one or more of the carriages owned by the company or by one of the associated groups. No decision has yet been taken as much will depend on the amount of volunteer labour which can be used in carrying out the restoration work.

I am therefore appealing to members to let me know, firstly if you have any particular trade skills which are appropriate to restoration and also if you are an enthusiastic amateur. Everyone is welcome to participate as both skilled and unskilled work will count towards the matching funding which we shall be obliged to make.

In addition a great deal of work will be involved in preparing the bid. It will be necessary to undertake research into the history of the vehicle or vehicles involved and then prepare complete schedules of the work to be carried out which will then have to be fully costed. Not only will all materials require to be priced down to the last nut and bolt but the man-hours will need to be accurately estimated.

So if there are any of our members who have professional skills and experience in historical research or project management and who can assist in these tasks please make contact with me.

Meanwhile the shed is gradually being organised to suit our working arrangements and the container is proving particularly useful for storage of tools and other items.

TK2, now correctly numbered 3031, has progressed further. The glass has been fitted to the windows on the corridor side and work to repair the body framework and stringer on the other side is now well advanced.

We hope that this conservation work and proofing against the weather will soon be complete. The carriage will then be available as an exhibition facility until such time that a full restoration is considered.

John Leather

MEMBERSHIP REPORT

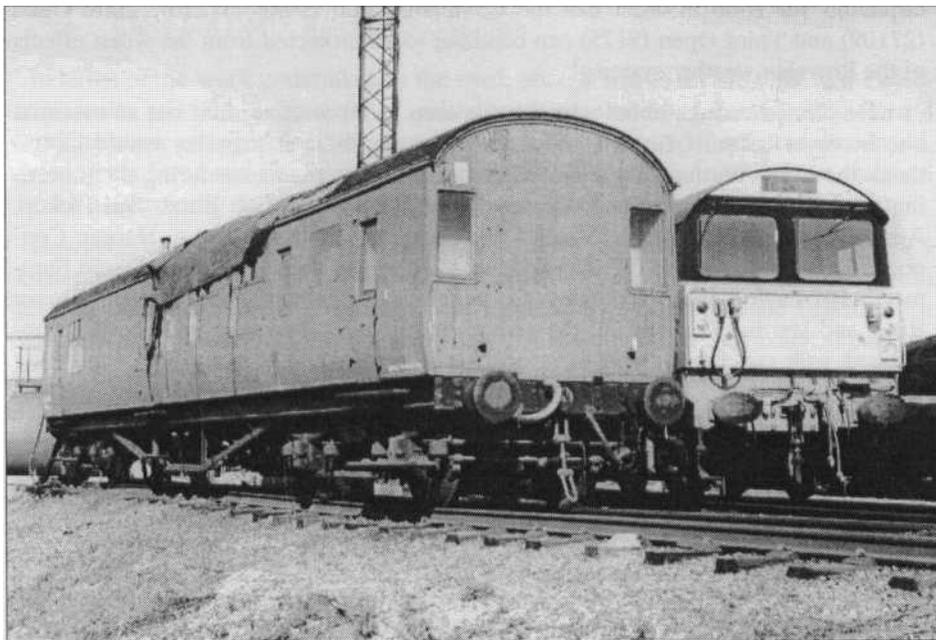
Since the last magazine we have had 12 new members - welcome all. They are Sid Wheldon from Derby, Cliff Frazer from London, Iain Pate from Reading, Stephen Dymott from Northampton, R Doe from Aldershot, John Osborne from Chessington, CI Light from Winchester, MR Knight from Alton, Michael Hancocks from Abbots Langley, Arthur Whitaker from Buxton, David and Geoff Turnock from Cheadle.

We already have two new members for 2003, DPR Pretty from Stone and David Jenkinson from Raskelf - welcome.

Don't forget to renew your membership. I look forward to hearing from you in the New Year.

May I wish you all a very happy Christmas and a prosperous New Year!

Alison Leather



The LMSCA's forgotten coach? Not really, but it never gets any publicity. P1 BCK 6720 is referred to as 'the red coach', and is used for storage purposes. Built to D1704 it was rebuilt to D1704A during WW2 with P3 panelling, but retained its wood and canvas roof. At least one photograph shows the type on Buxton - St Pancras 'through coach' duties. The photo here shows 6720 at Toton, where it was staff coach TDM395845. The tarpaulin-covered portion of the roof, now has a rather odd-looking raised section. The Class 58s of course are now being withdrawn.

Brian

FINANCE

Since the completion of our shed, finances have slowly recovered from a low point at the beginning of the year. The Real Ale Trains, donations and sales of surplus equipment have contributed to financial well being. Significant amongst the newer sources of income has been the sale of surplus equipment, secondhand railway book sales and shed visitor donations, these we will continue to develop in the future, any organisation's progress is ultimately reliant upon its ability to raise an appropriate amount of complimentary funding to the physical voluntary effort so gratefully given and appreciated. The Board is now turning its thoughts toward more substantial sources of funding if we are all to maintain the LMSCA's rate of progress.

I wish to re-emphasise however that all monies contributed from sales/donations etc is directed towards the improvement and care of the carriages and not towards the running of the Company. The website, Droplight, membership, postage etc. and other expenses are all currently funded from donations by Officials. At the moment whilst membership is relatively small, but I emphasise growing steadily, this situation will be maintained. In this respect, the board has sanctioned the purchase of six tarpaulins for £306 in order that the Company's Full Brake (31216), Third Open (27109) and Third Open (9125) can continue to be protected from the worst effects of the Rowsley weather systems!

I have related enough about what can be seen as a boring topic if not an essential one however before I finish I and the regular members at Rowsley would like to thank the following for their financial contributions to the cause during the preceding year: John Akehurst, Peter Stanley, Robert Burgess, Mick Bond, Bill Pickup, Adrian Lewis, John Holden, Vince Kay, Garry Marks, Lee Sharpe, Harvey Coppock, Cliff Fraser, 'the BTK', Derek Mason, John and Alison Leather, David Summer, Alan Taylor, Keith Battersby, Colin and Jane Fearnley, Sid Wheldon, Trevor Riley and last but not least all the visitors to our new shed who have been so impressed with our facility and therefore felt it worthwhile to contribute something towards our future. **THANK YOU ALL VERY MUCH, IT IS APPRECIATED.** (the 'BTK' is 27001 and this money was found during its internal refurbishment!).

I would finally like to wish you all the complements of the season and hope that some of you may find time to come over and see us at Rowsley during the new year.

Derek Mason

DID YOU KNOW?

That the first 'all red' LMS train was the 1.35pm from Wolverhampton to Euston. The *Railway Gazette* of 15th February 1924 reported its recent arrival as a vivid reminder of the pending disappearance of the familiar black and white of LNW carriages. The stock was LNW repainted in the familiar 'Midland Red', "which is to be the universal colour of all the old railways forming the new LMSR".

SHED COMPLETE!

Well the time is fast approaching when it will be a year since we put the last sheet of wriggly tin on, and for the first time ever we were able to work under cover. So is the shed now complete? Well, bar a few custom tweaks, it most certainly is! So far this year we have had no less than five vehicles receive undercover accommodation. The list below gives the vehicles admitted and the work undertaken:

- Peak Rail's Mess Coach, DM395923: In for completion of its body overhaul. This included, replating the sides, fitting of new interior, fixing of roof leaks and complete repaint.
- Mark 2 SO, 5235: Rub-down and re-varnish.
- Mark 1 RMB, 1835: Rub-down and re-varnish.
- Track Recording Coach, DM395223: Sealing and temporary repaint.
- Class 108 DMU, Re-paint and varnish.

In terms of the work undertaken in the shed, once it was made watertight, the electrics, water and sink were installed, raised working platforms erected, cabinets and working areas arranged, walkways marked out and painted, visitor's area developed, flood lights fitted and finally the most important bit of all: our name above the shed which now proudly declares "LMSCA Carriage Shed".

However, there is more! At the back of the shed is our stores in the form of a Mk 1 General Utility Van (GUV). This vehicle, which had some of its bearings stolen in a metal thief raid, is being repainted and repaired by Colin and Jane Fearnley. It now sports a rather Southern looking green! Next to the GUV is a donated caravan which we use for messing in. It is at this point that I ought to mention that for some reason we have started giving things names!

You see it all started with the caravan, which had the name Pearl on it, and so the caravan became known as Pearl. However, to fit in with a certain cinema advertising company we needed a Dean, and so the GUV became Dean. So we now have Pearl & Dean! If that wasn't enough, when we acquired the container following our raid by thieves, we gave her, oops it, the name of Connie! More recently we have finally erected a donated garden shed on a most sturdy foundation prepared by Sid Wheldon. The garden shed is going to house a compressor to supply air to the shed and so it has been named, yes you've guessed it, Compo. Kind of fits doesn't it? The trouble is we don't seem to have come up with a name for the LMSCA Carriage Shed.... (*suggestions on a post card? Ed.*)

As winter approaches flood lights have been installed. There are two at the front of the shed, either side of the track so we don't end up just lighting a carriage roof that

might be parked there. In addition there is a flood light above the fire exit at the back of the shed to help seeing our way to Pearl & Dean.

One of the troubles with winter is the rain and on Rowsley site when it rains there are copious amounts of mud! As the development of Rowsley site progresses with track laying for the South Yorkshire Railway's sidings, the original route to the shed was cut off. Unfortunately, the alternative route to the LMSCA Shed was not prepared for car traffic. So having built a Carriage Shed it ended up being rather difficult to access by those with cars. However, efforts are now being made to improve the access by filling in the pot holes with old bricks followed by a plentiful sprinkling of good old loco ash on the surface.

During the stormy weather of late October one of the trees close to our shed blew over and consequently the remaining trees were cut to prevent the possibility of any trees falling on either a carriage or the shed. One unfortunate result of this was that the ground outside the front of the shed became a bit of a quagmire. Again this prevented car access much to the consternation those who needed access to the shed.

So Harvey and I set about getting some drainage installed. This involved first digging a ditch to drain the rather large puddle, which resembled Lake Windermere, that had formed. Whilst I was getting to grips with the art of irrigation Harvey, with the help of Dave Turnock, gathered some bricks to fill the potholes. Next Harvey got the site JCB to work and proceeded to deepen my trench ready to put the drainage pipe in. Then with the help of Peak Rail volunteers Rob and Sean, we covered the drainage pipe with bricks to prevent it getting swashed. The final touch was filling in the trench with loco ash, which provides excellent drainage.

The day after, the Peak Rail Sunday gang finished the job off and installed a second drainage pipe. Hopefully the front of the shed will no longer be a mud bath and those with cars will be able to drive up to the front door once again.

Alan Taylor

LMSCA MAKES IT 'THREE

Three what, you are asking? Well, remarkably, from a total of nine LMS built or designed vehicles `under the wing' of the LMSCA, three of them are the subject of photographs in the well-known LMS carriage enthusiast's `bible' *The Illustrated History of LMS Standard Coaching Stock*, by David Jenkinson and Bob Essery.

New arrival Track Recording Coach DM395223 is pictured at Wolverton in 1968, Porthole BTK 27001 is shown `under the wires' in blue and grey livery, and perhaps most pleasing of all our P2 TK which we thought was 3030, turns out to be 3031 - also illustrated. Evidence of its correct identity was discovered on all four doors and on other panelling. David Jenkinson himself commented that the official records must be wrong - "not for the first time".

LMS COACHES IN THE LATE 1960s AND EARLY 1970s

This article is the result of showing Colin and Jane Fearnley a list of LMS coaches I saw in the late 1960s. For those who don't know me I've been interested in railways since I was about 3 years old. I blame my Dad and the fact that the Coventry to Rugby line ran along the bottom of our garden. My first memory of LMS coaches is the only one I actually have of riding in one in BR service. This was in the early 1960s when we travelled on a train from Ruabon to Barmouth. I remember this because it had LMS on the ashtray.

To move onto the period when I have more detailed memories. In April 1968 my uncle Bill took me, and a friend called John Warwicker, down from Leicester to a model railway exhibition in London. I think this was the first time either John or I took loco and in my case carriage numbers. On the opposite platform at Leicester London Road was an excursion to Matlock (a bit ironic!) that included a number of LMS coaches. I seem to remember seeing an LMS suburban coach (probably a full third) in the sidings at Cricklewood, but it was too far away to get the number. I was a train spotter on and off until about 1972 and what follows are my memories and some numbers of vehicles I saw. Bear in mind that most of this is over 30 years ago and I know there are some mistakes in the numbers I collected.

GENERAL PICTURE

By early 1968 on the Midland route through Leicester, the cross country line from Derby to Birmingham and the West Coast mainline at Rugby where these observations took place, the days of LMS designed coaches were fading fast. With the exception of the sleeping cars which survived painted blue and grey until the mid 1970s, this stock in common with other pre-nationalisation passenger stock was used on relief and excursion trains or to strengthen sets in the summer. I never actually saw the sleepers in use, there were appreciable numbers in carriage sidings near Euston. The sleepers to and from St Pancras were made up with Mark one coaches on the few occasions I saw them. I actually persuaded my parents to take me to Leicester station to observe the sleepers come through as I had heard LMS stock was still in use. The LMS and other pre nationalisation parcels stock was still pretty common then and used on a common user basis with its later counterparts. One 'prestige' job for an LMS BG was to provide the brake coach for the 'Parcels Express' from Derby to St Pancras. This set was kept clean, and labelled as such. I once heard its presence being advertised over the public address system at Derby, some accolade for a mere parcels train.

THE BLUE AND GREY ISSUE

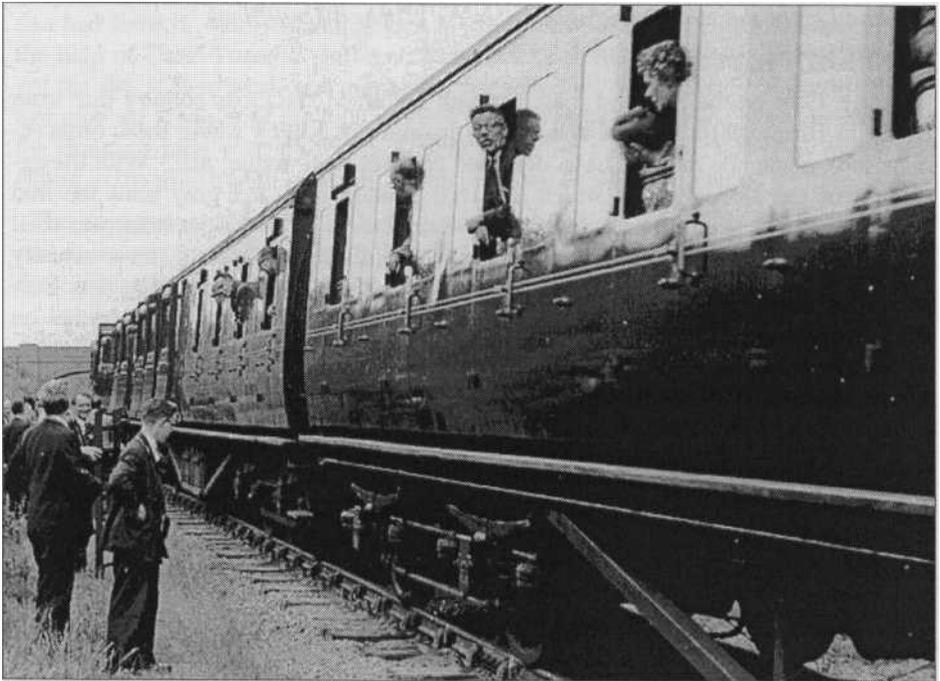
David Jenkinson in his book on LMS coaches notes that the only day coaches to receive this livery were BTKs. I saw several of these and I've also seen a TK in the livery (*BackTrack published a colour photo of M13135M in blue and grey. Ed.*) I remember, but would be grateful to have this corroborated, seeing 2 or 3 TOs in a football special which called at Leicester en route for Wolverhampton. They would

have been in the 27xxx series and I remember them because I hadn't seen any of these coaches in this livery before and did not again.

THE RUGBY DUMP

Just north of Rugby Midland station on the up side were a series of sidings, which were probably exchange sidings for the Midland route to Leicester. There was still track on this route to the 11 arches viaduct at that time and the area held a range of condemned coaches, probably on route to Wolverton for scrapping. My Uncle Bill said sometime in 1967/8 that he had seen some LMS diners there, and knowing something about them I was interested to see what was there. John persuaded his parents to take us down to Rugby in the summer of 1968 and an uncle of his took us to the scrap line. My records of what we saw aren't totally reliable, John took the numbers, and I described to him what we saw. These are the more memorable ones.

- 1) 20610 and 20646, (BTs) quite vandalised and in poor condition on the old Midland Railway tracks.
- 2) One or two BCKs -one possibly 6767, both vandalised
- 3) A wooden panelled corridor coach in maroon, possibly of LNWR origin



"Are we there yet?" This is how it used to be on branch line railtours. The occasion was a Leicester Railway Society tour on the Enderby branch, around 1961, captured by Mick Bond's late father. Notice the chap with the ladder at the ready.

Collection Mick Bond

- 4) My only GWR coach, a Hawksworth composite 2269
- 5) One or two Mark 1 RKs, 80004 was one of them. This was in maroon and vandalised. I was surprised to see this I think it was the first BR corridor coach I saw withdrawn.
- 6) There were a number of other LMS coaches, none that I can identify from my records.
- 7) Possibly on this occasion and on the LNWR line towards Market Harborough about ½ mile short of Clifton was a BR BS painted white all over.
- 8) At the Rugby test site as well as E2001 were two ex-LNWR Euston-Watford EMU coaches in green 8262 and 29027.

I do not think we ever went back to the dump although I train spotted on Rugby Midland station several times seeing quite a few LMS coaches in the process. After seeing this collection of LMS coaches I wrote to David Jenkinson via the Railway Modeller (quite something for a 14 year old to do) to try to identify what I had seen and to find out how what was left running. He wrote back and identified some of the vehicles; this also proved that we had some of the numbers wrong!

THE DERBY LMS RAKE

No numbers here, but in the summer of 1969 (I think) Derby marshalled together a rake of about 12 LMS coaches, all in maroon livery. These were used on the Leicester to Skegness service on at least one occasion and this was the only occasion that I saw an all LMS rake. I remember seeing it leave Leicester behind a class 24 or 25 diesel in green and even then I realised that I was seeing quite a period piece. I did not have the pocket money to travel in them even to Loughborough, the first stop. In the mid 1970s Derby assembled a maroon rake of Mark 1 coaches, probably the last in that livery. The rake was well known and eventually notorious in enthusiast circles. When the set became too run down even for excursion use they were used as a test train.

GENERAL NOTES

I cannot be a lot more specific about working or the use of LMS stock. I recall three TOs being added to a Manchester - St Pancras working for a number of weeks and various other pre nationalisation coaches I saw in use. I did not see 27001, either of the six wheel fish vans or the BG at Peak Rail in BR service. In all I saw just over 170 LMS passenger coaches and many more parcels vehicles, a pity I didn't see more but I am glad I saw and recorded what I did. One thing it might be worth doing is reading the *Railway Observer* for the period, it might be able to add to this information. If anyone knows where I can access copies I'll add to this article. I, and I suspect other readers might be interested in further memories of the stock in use. I suspect that the fact that I tried to see some of the diners and failed is why I've always been interested in them. Unfortunately the works lottery syndicate has disbanded without us winning enough to build one from scratch! (*shame, Ed*)

Mick Bond

SCOTLAND AGAIN

We had another week up in Scotland at the end of this summer, the main purpose of the visit being to follow up an early TK. We had seen this coach before, and had not managed to make contact with the owners, despite letters. The visit also nicely dovetailed with the annual carriage restorer's convention at the Scottish Railway Preservation Society base at Bo'ness. This gave us the opportunity to pay homage to a few of the LMS coaches that they have there, and see some interesting demos about scumbling and brake maintenance. Back to the body hunting though.

For a couple of days before the convention, I spent some time with the LNERCA, and others, dismantling a Gresley TK. After the Bo'ness weekend the team was at full strength. Alison and Derek were appointed Public Relations Officers, not an easy job, going up to farmers, and asking them if you can nosy about in their property. They made contact with the TK owners, only to find it had gone! As has happened to quite a few sites we have returned to, the vehicles have been burnt. Fortunately, the owner had recovered the non ferrous parts of the coach, so although we didn't end up with another four compartment doors, we did get quite a few useful non ferrous fittings, and the fittings off the compartment door that had been in it. A root around in the grass around where the coach had stood revealed quite a few more bits.

We also did a bit more travelling around searching for other coaches, but found very few additional sites. We did return to another LMS coach we had seen before, but had not attempted any recovery of parts. This one took quite a bit of detective work on the public relations officer's parts to locate the owner, his farm being quite a few miles away. He made no objection to us removing anything from it, something like 'Och Aye, I was goin' to burn it soon anyway'. This coach was slightly interesting from a historical point of view, being a former Period 1 TO converted into an ambulance train coach for WW2, then into a full brake afterwards.

The sweet smell of splintered teak soon filled the air anyway, and it gave up eight sets of door furniture, an emergency tool box, an odd droplight, threshold plates, guard's heater, handles and so on. Also a set of the guard's seats and partitions. I'd fancied getting some of these bits from a coach in Scotland for some years for the porthole BTK or the BCK, though we hadn't managed it yet. OK, so they were a bit bulky to bring back, and they are a bit rotten, but at least they will be authentic bits of rotten wood, sooner than replaced material when they get installed!

By the way, it does bother me smashing up something like this. But when it's going to get burnt shortly, there's not a lot to lose. There aren't any coaches of this type preserved, but this was a rotten half coach with no underframe, and there are plenty of complete coaches awaiting restoration so I don't think there is a great deal lost.

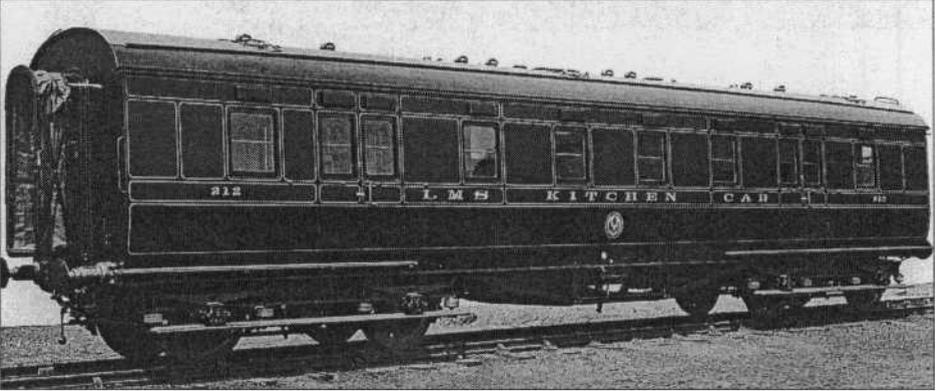
We have yet to see anything up in Scotland worthy of keeping and fitting to another underframe, and believe me, we are optimists!

Harvey Coppock

NEW ROLLING STOCK, L.M.S.R.

**Kitchen Cars intended to run between two Restaurant Cars
have been placed in service.**

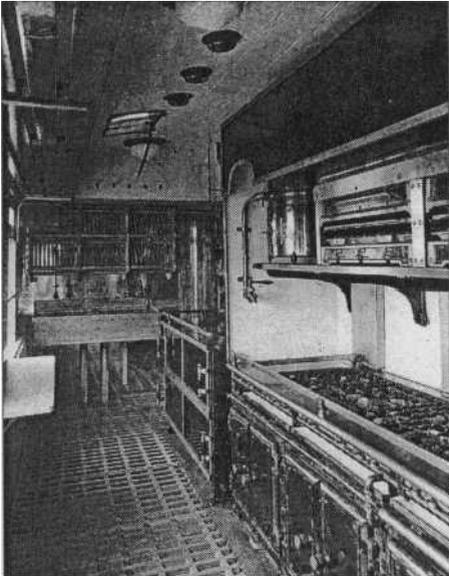
The Railway Gazette of 22 August 1924 announced the introduction of new LMS Kitchen Cars as follows. Our Track Recording Coach was converted from this design. Reproduced by kind permission of Railway Gazette International.



General View of Kitchen Car

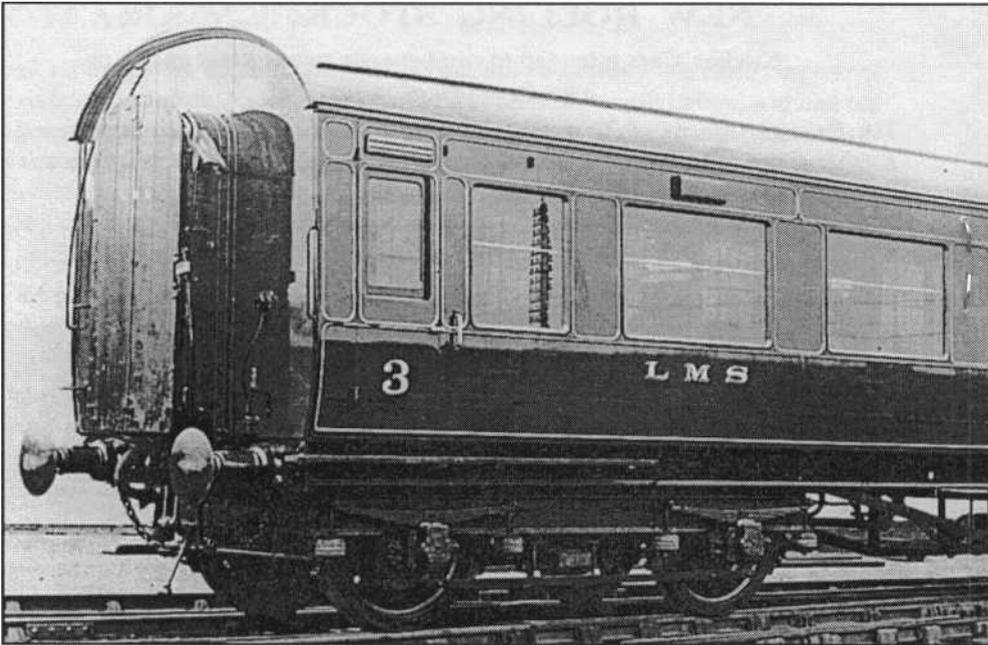
In view of the ever-increasing number of railway travellers who now breakfast, lunch or dine in the restaurant cars of long-distance trains , the London Midland &

Scottish Railway Company have built a fleet of kitchen cars designed to cater for 250 passengers simultaneously. The development is due to the fact that to-day, on almost every long-distance train, three and sometimes four sittings are required before all passengers desirous of taking their meals in the restaurant cars have been served.

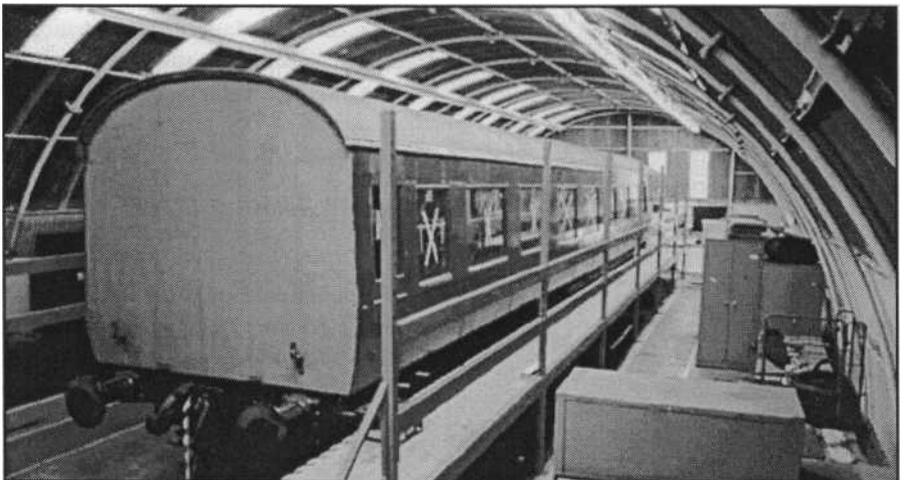


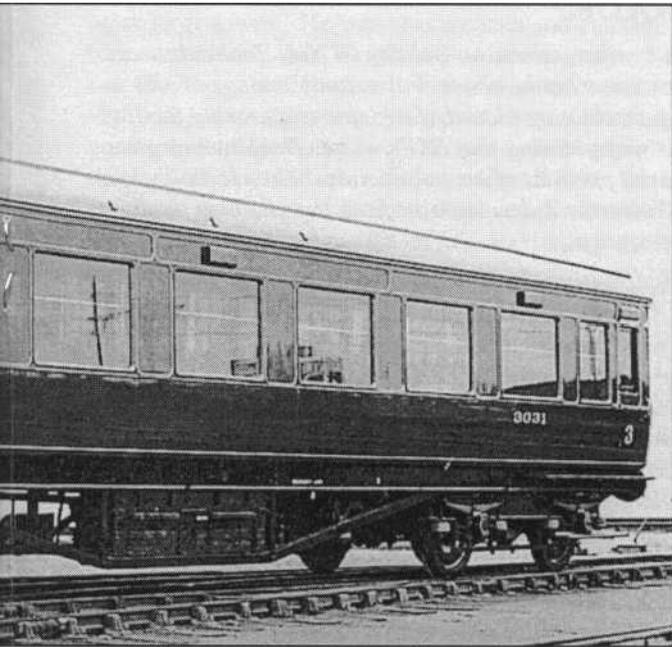
Interior of Kitchen

The new kitchen cars will be placed between two restaurant cars and their interior arrangement is such that a double service of meals can be maintained , one from each side of a central oven. The kitchen cars are equipped with the most up-to-date kitchen appliances , including refrigerators and a special plate-warming cabinet in which 500 plates can be warmed at once.



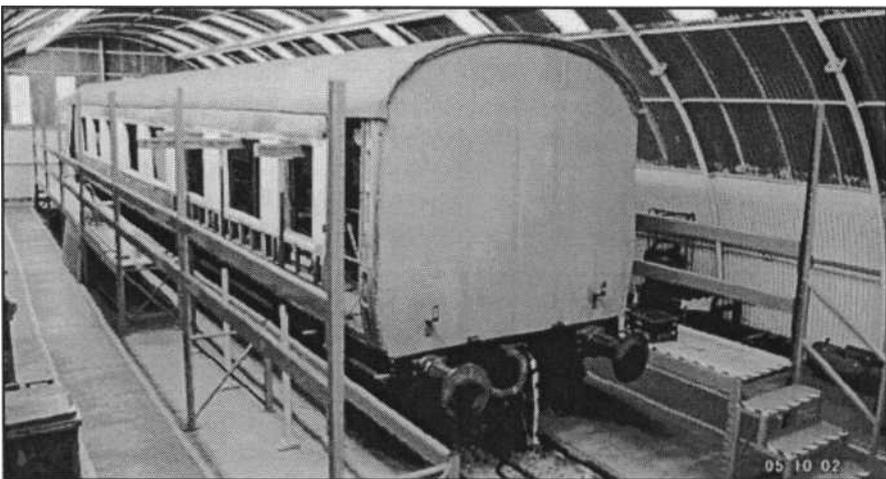
Well the truth will out, as they say, and after thinking for several years that our Perm that was photographed by the LMS official photographer as shown above, and what tion to its exhibition coach role, on the left is the corridor side, nearly complete, and peted. After repanelling and painting, attention will return to the interior.





**3031
NOT
3030**

...eriod 2 TK was No 3030, it turns out to be 3031, which is nice because that's the one
...at a beauty! Alan Taylor's photos below show the progress being made on restora-
...ind on the right the compartment side with stringer repairs taking place, now com-



THE CARRIAGE TRADE

Some time ago Alison and John Leather, whilst on holiday in New Zealand, heard about Bill West, who had written some books about Wolverton Carriage Works in the 1980s. His three books form a fascinating record of a major engineering facility, but are not widely known, so it is very pleasing that Bill's widow Dorothy has given permission for the LMSCA to reprint portions of his publications. The excerpt below from The Train Makers covers Wolverton's development from the 1860s to the turn of the century, a period of great progress.

From 1862, Wolverton lost its independence as a locomotive works and came under the direction of Ramsbottom at Crewe. Most outstanding orders were completed, but two Extra Large Bloomers were cancelled, which would have made a total of five of that class. Men were beginning to move to Crewe, and others further afield. The Loco Department at Wolverton was now under a Mr Peet, who came from Carlisle; Mr Mumford from Crewe was his second-in-command and chief draughtsman. In 1864, the L & NWR Board decided to centralise the Carriage Works at Wolverton. Previously new carriages were built at Saltley, near Birmingham, and repairs were carried out at both Crewe and Euston.

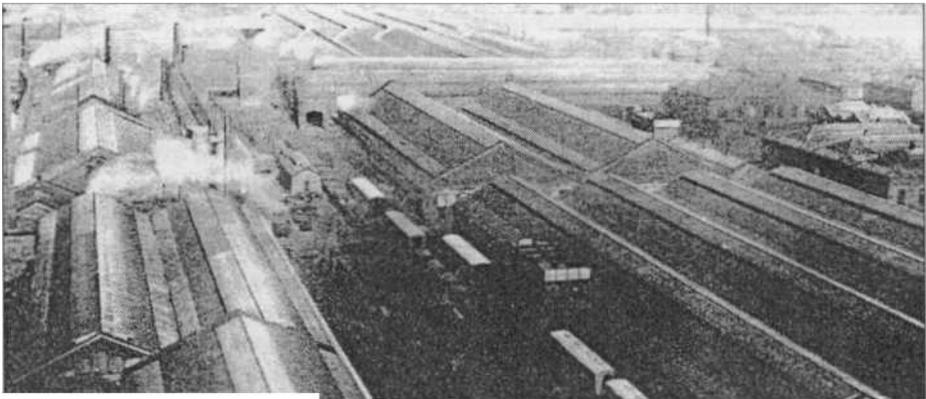
At the time the L & B railway was built there were no railway carriage building firms so that underframes for original stock were constructed at Euston or, as it was then called, Euston Grove Station, while bodies were built by a West End road vehicle builder and carted from his works to the station. This is how the Royal Saloon was built for Queen Adelaide.

On the completion of the L & B line in 1838, the Works at Euston were fully equipped and all vehicles built there. With the absorption of other lines into the system, together with carriage building shops, the number of branch works became too scattered, so they were all amalgamated, and works leased at Saltley, Birmingham. There the work was carried out until the L & B Railway had amalgamated with and leased a number of small lines, notably the Birmingham and Manchester, Liverpool and Manchester, and the South Staffordshire Railways. Wolverton, which had been the seat of the locomotive building industry for the L & B Railway was no longer so convenient as when the northern terminus was at Birmingham. The locomotive works at Crewe now provided engines for the Northern Division and, in 1865, some of the Wolverton Shops were vacated, the Carriage Works at Saltley abandoned, and the whole of the plant removed to Wolverton.

Saltley was recorded in the Birmingham *The New Illustrated Directory* of 1858: 'Saltley, formerly a pleasant little village about two miles out of Birmingham, but now, from the great demand for building sites, virtually a part of the town itself, is remarkable for the immense manufacture of railway carriages, at the works of Messrs. Joseph Wright and Sons. These works were founded by Mr Joseph Wright, who had for many years been intimately connected with what we may call "the system of locomotion", having been a contractor for the conveyance of mails, and the owner of most of the coaches running between the Metropolis and Birmingham, and

other large towns. He was also a coach and carriage builder. When railway traveling commenced, Mr Wright was wiser than many other coach operators. He did not, like them, attempt to enter on a ruinous competition with the new mode of conveyance, but on the contrary adapted himself to changed circumstances, and became a railway carriage builder. At his works in London he built the first carriage used on the L & B line and also the carriages for the Eastern Counties, the London and Brighton, the London & South-Eastern, the London South-Western, the Blackwall Railways. In consequence of the increasing demands of the trade, Mr Wright erected works at Saltley, a locality chosen on account of its central situation and facility of access to some of the most important railways in the kingdom, such for example as the L & NW and the Midland. These works were erected thirteen years ago, and being ultimately leased to the L & NWR Company, the present buildings were erected on a still larger scale. The business is now carried on by the sons of the original proprietor who trade under the name of "Joseph Wright & Sons," and employ from six to seven hundred men. The firm has constructed carriages of various descriptions for almost every railway in the kingdom, and for many lines in other countries - amongst others for Egypt, Sweden, Norway, Denmark, Holland, Spain, India and Australia. For the last eight years, Messrs. Wright & Sons have had the contract for the maintenance and working of the North and South Staffordshire Railways.'

The original Saltley Works built by Joseph Wright in 1845 was let to the L & NWR Company in 1853, and Joseph Wright & Sons continued to manufacture railway rolling stock in new premises on an adjoining site. The LNWR remained in the original section of the Saltley Works, where they built and repaired their own rolling stock until 1865. Then the Metropolitan Railway Carriage and Wagon Company Limited - which the sons of Joseph Wright had formed in 1862 - purchased the unexpired leasehold interest and the Railway Company transferred its activities to Wolverton.



A general view of Wolverton Works in LNWR days.

Collection Bill West

So the L & NWR were building coaches in the same area as Joseph Wright & Sons, at best not a satisfactory arrangement, and a major factor in the decision to transfer this activity to Wolverton. In addition, access would have been over Midland metals, the route being Curzon Street via Exchange Sidings to Washwood Heath, the site of Saltley Works. The LNWR line from Aston junction, to Stetchford, passing Washwood Heath, was not opened until 1888.

During 1865, the Carriage Department completed its move from Saltley, and the company bought twenty more acres adjoining the nine bought in 1858. On it were quickly built two workshops, a sawmill and body shop (no's 14 and 13 on the 1906 map). Mr R. Bore, superintendent of Saltley Works, took charge of carriage building at Wolverton Works, the first carriage superintendent of the L & NWR, all carriage activities all over the system coming under his control.

To give rail access to these new shops and the new Smithy, Boiler and Erecting Shops, built in 1859, a bridge was erected (No 171E) and an entrance curve laid in, containing two sets of track.

Carriage work commenced alongside locomotive work. In 1877, the manufacture and repair of locomotives at Wolverton was given up and the whole of this work was done at Crewe, so that Wolverton became an exclusively carriage building centre.

In the beginning (1838), early carriage department officers were mainly selected from those who had experience in the building of road vehicles, and their efforts resembled road coaches set upon a flat railway wagon. An undercarriage was fitted with two pairs of rail wheels, and two or more road vehicle bodies were fixed on top. The coaches gradually increased in size, length and weight, until overhang at the ends and a sag in the middle necessitated a third set of wheels.

With Moon as Chairman, the Carriage and Loco Departments came under strict financial control. Carriage development at Wolverton was slow by the early 1880s, vehicle size and design remained similar to that of the 1860s. Design was also influenced by the locomotive policies of Ramsbottom and Webb, in particular Webb's vested interests' the chain brake and radial truck. The chain brake could not be applied to stock mounted on bogies, and Moon condoned it, at a Board Meeting in 1879, as 'the most perfect brake that could be devised' - it was also the cheapest.

So the maximum length of a coach on six wheels was 34ft 0in over body. The first six-wheeled coaches were 30ft 6in long, 7ft 9in wide with a total wheel base of 18ft, the distance from centre to centre of the wheels being 9ft and the weight about 11 1/4 tons. The standard length of a third class compartment at that time was 5ft 10in, and a first class compartment 7ft, so that a first-class coach contained four compartments and a third-class, five. But the wheel base continued to increase and, to negotiate curves, it was necessary to allow the centre pair of wheels a certain amount of side play. This was limited and, in order to use a longer vehicle, radial axle-boxes were introduced. These radial coaches, of which the first was built in

1882, were 42ft long over bodies, with a total wheel base of 32ft; the end pair of wheels were 8ft centre to centre and 16ft between the centres of the middle wheels. They were carried on four pairs, of which the two middle ones were fixed, whereas to move sideways in a radial direction when going round a curve, though normally they were held in a straight line with the fixed wheels by a pair of springs in compression. When passing round a curve, one or other of these springs (depending on whether the curve was a right hand or a left hand one) had to be still further compressed.

These 42ft vehicles were sleeping saloons and, after they had been running some little time, some ordinary coaches 34ft in length, carried on six wheels, were built; these had a total wheel base of 22ft, or 11 ft between centres. The centre and one end pair were fixed wheels, while those at the other end were radial. These were followed by 8-wheel coaches 42ft long on the same lines as the sleeping saloons.

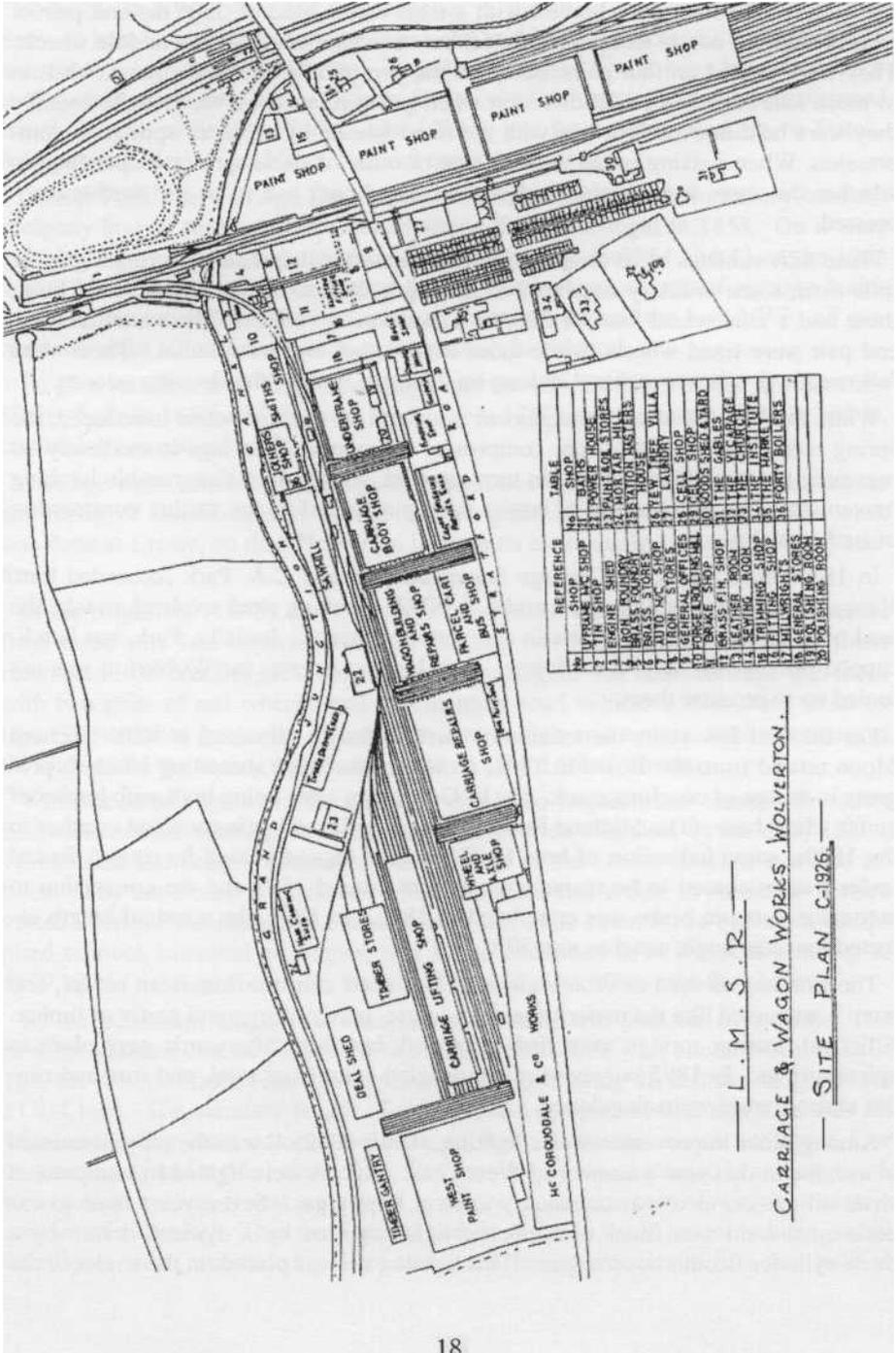
While this type of wheel arrangement answered its purpose when introduced, the spring recoil after compression, compresses the opposing springs immediately on regaining the straight, and these in turn recoiled, setting up a disagreeable lurching movement. The introduction of bogies soon put an end to any further construction of such vehicles.

In 1887, Bore retired as Carriage Superintendent and C.A. Park succeeded him. Henceforth the Works expanded, and L & NWR coaching stock evolved, to take the lead over all rivals in Great Britain and perhaps Europe. Initially, Park was handicapped because the steel underframes were built at Crewe, for Wolverton was not tooled up to produce them.

For the first few years the maximum carriage length remained at 42ft. Richard Moon retired from the Board in 1891, removing the main stumbling block to progress in design of coaching stock. By 1893, coaches were being built with bogies of an 8ft wheel base. (The Midland Railway first introduced bogie-mounted coaches in the 1870s, some indication of how far Wolverton lagged behind its rivals.) Radial under-frames ceased to be manufactured from around 1891 and the conversion to automatic vacuum brake was completed in 1892. In 1897, the standard length selected for most bogie coaches was 50ft.

The first bogies used at Wolverton were designed after the American model, and were constructed like the underframe then in use, partly of iron and partly of timber. Elliptical bearing springs were first employed, but these afterwards gave place to spiral springs. In 1892 bogies were constructed entirely of steel, and iron and timber under-frames were abandoned.

Among other improvements was lighting. Until 1880 oil was the only illuminant in use, but in that year a number of West Coast vehicles were lighted by compressed shale oil gas or, as it was commonly known, Pope's gas. Seven years later an experimental train was fitted with electric light supplied by a dynamo driven by a three-cylinder Brotherhood engine. This lighting set was placed on the tender of the



REFERENCE	TABLE
1	WINDMILL SHOP
2	PAINT SHOP
3	TIN SHOP
4	ENGINE SHED
5	BOILER ROOM
6	BRASS STORES
7	AUTO M/C SHOP
8	TRUCK STORES
9	GENEVA WORKS
10	ENGINE SHOP
11	BRASS F/H SHOP
12	LEATHER ROOM
13	SEWING ROOM
14	WHEEL SHOP
15	WHEELWRIGHTS
16	GENERAL STORES
17	WHEEL SHOP
18	POLISHING ROOM
19	WINDMILL SHOP
20	PAINT SHOP
21	PAINT SHOP
22	PAINT SHOP
23	PAINT SHOP
24	PAINT SHOP
25	PAINT SHOP
26	PAINT SHOP

— L. M. S. R. —
 CARRIAGE & WAGON WORKS, WOLVERTON.
 — SITE PLAN C-1926. —

locomotive and manipulated by the driver. As there were no accumulators on the train the lights went out if the engine uncoupled from the train. This train ran for some time, but was not considered entirely successful. Then Stone's system was introduced in 1895. By 1912, Mr Foale of Wolverton had designed and put in production, the famous 'Wolverton System'.

The Works was described by a Mr V. L. Whitechurch of the *Railway Magazine* in 1897. Mr Park told him 'that his authority extended beyond Wolverton to Crewe also; and then we have repairing sheds at Carlisle and Willesden.' He was also responsible for all cleaning and examination of the coaching department. 'The average number of vehicles passed through the shops for repairs annually is 8,100 there are 3,200 employed at Wolverton, while outside we have 2,000 at Crewe, Carlisle and Willesden, and scattered over the line'. Park explained 'we include brake-vans for passenger trains, horse-boxes, fruit, milk, and luggage vans, and also all the omnibuses, parcel carts and vans, broughams, gigs and soon are made and repaired by us'. Whitechurch was shown the works by Mr G. Coker, chief draughtsman: 'There are two chief ways of seeing the works, either to begin at the finished coach and work backwards to the details, or to go to the beginning first and work upwards, but, at all events, you shall see as much as we can show you in a day'.

Whitechurch wrote: 'The immense timber yard is enough to make one imagine that material had been laid in for building a fleet of a hundred arks after the pattern of Noah's. There are huge logs of mahogany to form panels in the future; long strips of oak - wood everywhere of all shapes and varieties; while undercover are stored up thousands of boards for panels, etc.' He was told.. 'We try to keep the panelling for three years, to get it thoroughly seasoned while other wood is dried artificially if required before it time to get seasoned ... we use chiefly mahogany, oak and walnut, a vast amount of teak - one of the most useful woods in railway construction - sycamore; yellow deal for partitions, roofs and floors; elm we find of very little use, but we are now very partial to Padouk wood [from South Australia], though the workmen don't like it much on account of its toughness'.

Adjoining the timber stores were the saw mills in two large shops. 'I saw a huge mahogany log, over two feet in width and thickness and very long, weighing five tons and worth twenty-five pounds, being sawn into panels by a set of vertical saws. Five boards were sawn off either side and once from end to end, and when these ten, destined for side panelling, were cut, the log was turned, and thirty boards of narrower width sawn for end panels, thus utilising all the wood possible.'

Whitechurch continued: 'Closely adjacent to the sawmills is the Smiths' Shop a large building resounding with the clang of the hammer, and bright with forge-fires and hot iron one hundred forges, while fourteen steam-hammers (of which two weigh three tons), three gas-furnaces, and four gas producers go to swell the machinery. One of the most important of the many articles manufactured in this shop are the steel carriage springs, each of which is submitted to a test quite as severe as that applied to the guns in Woolwich Arsenal, before it is sent out to administer to the

comfort of the travelling public, the test chiefly consisting in the dropping of heavy weights upon the springs.

'An intensely interesting portion of the 25 shops that make up Wolverton Works is before me as I enter the wheel department, for here I have an opportunity of studying in detail the basis of the running of the modern railway-coach. And here I might remark that the chief point that strikes the observer as he goes through this department is the predominance of the bogie - in fact, there is very little else.

'The joiners shop contained scores of carpenters' benches, upon which every species of detail work was to be seen.... door panels, door pillars; ... window frames and skirtings, ... panels, ... ventilators, sashes, rests for water bottles.'

'Entering the body shop, I speedily saw the beginning of the erection of the coach itself. The steel frames are sent down from Crewe. Those for the new carriages, which I shall describe presently, are fifty feet in length.

'We entered the "body" of a corridor coach that was in a state of semi-completion different woods used in various parts of the construction. The framing was of teak the cantrails were oak, and the partitions, roof, and floor of yellow deal. The panels were mahogany, strengthened on the outside with stout canvas glued to the back, and supported to the angles of the framing by glued blocks. Deal was the wood used for seats, with oak for the seat rails. The roof was spanned by curved ribs of channel steel, with an internal lining of wood, for screwing the roof outside and the panels within.'

Whitechurch then saw `one shop where a group of female polishers and varnishers were rubbing seat-arms and panels ... the upholstery department ... a room above, where was a row of sewing machines, worked by steam, and an army of fifty women and girls stitching busily at cushions, and cordings and hand-rests, and the like, while in another room were more of the gentle sex preparing strips of leather for window straps. Next came the "stuffing" department, where seats and backs were being fitted with horsehair.'

'In the paint shops each coach received no less than sixteen coats of paint.' These included three coats of white priming, four coats of filling up, and one coat of red staining; three coats of lead, one coat of Kremnitz white, one coat of enamel and three coats of varnish on the white panels and on the chocolate body, two coats of lead, one coat of brown, one coat of lake (carmine, a very expensive colour), one coat of enamel and three coats of varnish.

'The modern "Mansion House to Broad Street" trains of the L& NW are not painted at all. They are built of the teak, polished and varnished, and are well adapted to the Underground, whereas if ordinary coloured coaches were run they would soon show the dirt - as do the G.W. "And now," -said Mr Coker, "you shall see some of our crack rolling-stock- the finest trains in the Kingdom". Mr Whitechurch described it: "The first train that I went over was the very latest type of West Coast Joint Stock corridor, designed to run from Euston at 11.30 am to Edin-

burgh and Glasgow, returning from Edinburgh at 11.35. This was a reserve duplicate of those now running. It is fitted with the Automatic Vacuum for the L&NW, and the Westinghouse brake for the Caledonian, the pipes running along the sides, under the frames; and Peters & Co's American system of steam heating - an inner tube filled with acetate of soda, and heated by steam from the engine sent through an outer one, the amount of heat being under the control of the guard.

The coaches are fifty-four feet in length from buffer to buffer; the corridors are two feet six inches in width; the doors one and three-eighths inches in thickness. In a third-class carriage there are seven compartments, seating three a side, each fitted with electric bell push for attendant, and a lavatory at either end. The upholstery is brown and black rep with black and red seaming cord and laces, and leather corner arm-rests; the partitions are pine, and the roof covered with white lincrusta. The corridors are fitted with teak pillars and framing, and are roofed with sycamore (veneered). The floor is covered throughout with Kork linoleum. There are two fold-up seats in the corridor, a water filter at one end, and twenty-four gas-burners in all.

The first class coach contains five full and one coupe compartment. The lavatories, one at either end, are fitted with silver-topped basins, and the interior finished with V-jointed American oak, with walnut mouldings and skirtings. The corridors are fitted with walnut framing, sycamore panels relieved with gold, dado of Italian walnut, sycamore roof V-jointed and banded with walnut. For the compartments, black American walnut, highly polished, is used for the framing, while photo prints and mirrors in walnut frames are under the net racks. The panelling is of sycamore, relieved with gold beading, and the roof of Walton lincrusta, in cream relieved with gold. The upholstery is figured moquette of a crushed strawberry-coloured ground, and the floors are covered with figured Kork linoleum and matting. The dining cars on this train are of the newest West Coast pattern, first and third composite on six-wheel bogies. The whole train is made up as follows: EDINBURGH PORTION 1. Composite brake and first class; 2. Composite dining car; 3. Third class coach; GLASGOW PORTION 4. First class coach; 5. Composite dining car; 6. Third class coach; 7. Composite third class brake.

Mr Coker was a forward-looking fellow: "And now", he said, "let me show you the third class coach of the future. This is a sample of four hundred which we are busily engaged in turning out, and a type of railway carriage that in time will succeed nearly all the present main line thirds of our system". Mr Whitechurch was impressed:

'As I looked at the magnificent vehicle I could not help thinking of the historical "Experiment" of the Stockton and Darlington Railway, or of the Exhibition excursions of 1851, when the GW nailed rough boards across their permanent way trucks at Didcot to accommodate their third class passengers! These new examples of modern luxury in railway travelling are fifty feet in length, and mounted on two four-wheel bogies. They are corridor carriages, but differ from those of the "West

Coast joint Stock" above described in that they are slightly narrower, in order to be of uniform width with the present ordinary rolling stock, their actual body width being eight feet. But the seating accommodation is not diminished, the corridors being narrower - to wit, two feet instead of two feet six inches. "But they beat the GW," said my companion "for they only provide a twenty-inch corridor". There are seven compartments in each coach, and a lavatory at each end. The panelling is [similar to](#) the West Coast corridors, but the roofing is white lincrusta.

"Now", said my guide, "you've seen about the finest thing in corridors and new main line coaches' so come and have a look at our new Watford locals, the best locals, bar none, in the Kingdom"

The L & NW may be justly proud of these exquisitely finished trains. They are not corridors, as of course, the exigencies of local traffic scarcely render that sort of coach desirable, but are built specially for the service between Watford and Euston, and Watford and Broad Street. They are 50 foot frames on four wheel bogies. Three are already running and three more will shortly be turned out of Wolverton. Two of those that are now running are fitted up with electric light, more as experiment than anything else.

"Just look inside this third-class compartment", I was asked. "I could mention several local lines that haven't a first to equal it. And you must notice in this new first smoker the seats and backs are fitted with embossed crimson leather. Isn't that good enough for anyone?"

AN APPEALING VENTURE?

Recently set up by Alison Leather, in one corner of the LMSCA shed resides an area dedicated to the raising of funds for our LMS carriage projects. We now have a small collection of donated secondhand railway books and other small items for sale. This initiative is yet another way in which we can all help, and not least one in which we can participate. I believe that we all have some railway volumes tucked away gathering dust at home which we have no intention of ever looking at again.

So our challenge and appeal to you all is for your assistance to enable this venture to continue for the longer term. Please have a critical look around at home and see what you can find, donate those unwanted works to the LMSCA railway book corner. You may even make your partner very appreciative at the sudden increase in house room?

Please bring or send your donated items to Alison at the Membership Secretary's address in Matlock or bring them down to the LMSCA shed any Tuesday, Saturday or Sunday.

Thank you.

Derek Mason

FOR THE INFORMATION OF THE COMPANY'S SERVANTS ONLY

5. Stabling of carriages in sidings on falling gradients. - When stabling carriages in sidings situated on falling gradients, guards and shunters must apply the hand brake where provided at both ends of the train, and must satisfy themselves that the brakes are hard on before closing up to the carriages with other vehicles or an engine.

6. Shunting of coaching stock. - great care must be exercised during frosty weather when shunting coaching stock into sidings to stand. The buffers must not be pushed up but must stand so that brake pipes may be left as nearly as possible in their ordinary or running position. When the buffers are pushed up, the hose pipes are bent, and in frosty weather they often crack and are rendered useless.

from the General Appendix to the Working Time Tables 1937

NOTES AND NEWS

The South East Loco Group, which owns two Class 33s at the East Kent Railway, is putting up for sale their Derby-built LMS P3 BTK 5793, which became DM395903. It is stripped internally but has all its windows. Ian Shonhard 07801-905-705, or [email: ian.shonhard@shiny1.fsnet.co.uk](mailto:ian.shonhard@shiny1.fsnet.co.uk) is the chairman of the group, to whom enquiries should be directed .

The LMS Society has published a website www.lms-society.org.uk which is well worth a look if you can get online. It explains the reasons behind the formation of the society in 1963, poses the question `what was the LMS' and refutes the erroneous view that it is a `closed' society - new members are welcome, but are encouraged to add to the body of knowledge about the LMS through their research efforts.

OUT OF ORDER!

Porter: "This train goes to Reading and points west."

Old Lady: "Well, I want a train that goes to Bristol, and I don't care which way it points."

*

Passenger: "I want to return on a late train."

Porter: "Try the 8.30, it's usually as late as any of them."

* * *

Little boy: "Can I have some fruit, Dad?"

Father: "Certainly son, you can lick the date off my ticket."