

LMSCA

"The LMS
Carriage Association

THE DROPLIGHT Newsletter of the LMSCA

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*Cover design from an Eric Treacy
photograph © NRM, Catalogue No.
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*Front: Let me out! BG 31216 at
Wakefield Kirkgate Alan Taylor*

*Back: Member John Holden's dis-
play stand, complete with LMSCA
publicity John Holden*

VIEW FROM THE VESTIBULE

I've just spent some time in Singa-
pore, and one can't help but be im-
pressed with the way they have pro-
gressed from a country on its knees
when the British pulled out in the
1960's to the thriving modern place it
is now, despite having no natural re-
sources. They did it by putting the in-
frastructure in place and producing a
well educated and adaptable
workforce.

The parallels are there for the
LMSCA, with the infrastructure of the
shed progressing well and the working
members increasing their skills and
knowledge at every turn.

What we need to address now is en-
larging our membership base. There
are plenty of LMS fans out there, not
just preservationists, but modellers
and those interested in the historical
aspects too. I would like to think we
have something to offer everyone.

We have to publicise ourselves at
every opportunity. If someone knows
about us and doesn't want to join
that's fair enough, if they haven't
even heard of the LMSCA ...

Until next time.

David Winter (Editor)

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

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THE CHAIRMAN'S VENTILATOR

Due to the Foot and Mouth crisis another Scotland visit has been postponed. We had hoped to get a few more Period 1 bits for the TK. This postponement was a blessing in disguise as, due to some backroom work, and a lot of tedious preparation, plus a bit more fundraising, the erection of the shed looks imminent at the moment. I must admit at the start of this project I was all for putting up the shed components as they were, as we were supposedly into carriage restoration, not building construction, but due to some intensive work, it should be a new looking building and not a worn out one, and last a lot longer! The TK exhibition coach work has therefore slowed a bit, but the end is in sight for this project also. Plus we have acquired another four vehicles, more of which later.

The vehicle we hoped to get some spares from at the NYMR railway - TK 1782, now looks set to go to the Churnet Valley. This was also fortunate really, saving us from a job we really didn't have time for, particularly as thanks to Dave Turnock of the CVR we became aware of a vehicle from the Buxton Breakdown Train at Boothes scrapyard in Rotherham, which had the bits we wanted. It has to be said though, that we were offered a go at these some time ago, and turned it down!

We've become a bit more aware of work taking place at the Llangollen Railway, on a P3 BTK and P2 CK, which are serving as Santa's Grottos at the moment (or will be at Christmas). This is good news, as both were in a sorry state last time I saw them. We hope to share a bit more information with them soon, and are currently supplying them with a few door hinges. There's also a group at the Gloucestershire and Warwickshire with a small collection, no work seems to be taking place at the moment, but two of the vehicles have recently been sheeted over which shows good intent.

Something that has struck me recently is the balance required with a coach restoration between quick/easy/practical and authentic/long-lasting/as it was built, although not all of these are mutually exclusive. I must admit that I'm a bit more for the former at the moment, in view of the lengthening queue of vehicles awaiting attention, and the fact that we don't want to exhibit them in a museum, but operate them (and allow the public access to damage them and steal fittings, a problem that has unfortunately become an issue for the SVR recently).

We plan to visit the Bluebell in September for the annual gathering of carriage restorers, so I'm sure that we'll gain more of an insight into these issues in discussion with other restorers.

Just a final thought, the four vehicles mentioned above, the 'Wakefield Four', which are now in our possession, were hidden away for twenty years - could there be any more 'hidden gems' out there?

Harvey Coppock

MEMBERSHIP and FINANCE

We now have 25 members and the annual renewal rate is high at 90%. Thank you all very much for your continuing moral and financial support.

I would like to welcome five new members:

John Akehurst a fellow restorer of LMS coaches at the Llangollen Railway, welcome John.

Mr TT Riley of Derby, welcome.

John Holden from Lytham who in his capacity as a member of the EM Gauge Society exhibiting amongst other things, models of LMS carriages, has also exhibited our leaflets and poster to spread the word, welcome John.

Keith Battersby from Manchester, who is working on the Period I Semi-open First at Bury, welcome.

And finally Colin Hughes from Birkdale, Southport, who joined via the online form on our web site.

After a number of successful years running the Real Ale Trains (RATs) on Peak Rail, (started specifically to build a shed) we have now enough saved to begin the re-construction of the Nissen type shed at Rowsley. This will give us our first home. Donations and personal loans continue to be the major source of funding, providing on average nearly 55% of our annual income.

After the shed re-construction our funds will be very tight for some time. Additional sources of finance will have to be considered if we are to progress with improving facilities and achieving a faster rate of carriage repair.

For members unfamiliar with the running of the Association, I can tell you that ALL their donations and membership fees have been allocated to the shed re-construction project. This is because the original 9 members provide the finance to 'run' the Association, advertising and to produce 'Droplight' as well as paying their membership fees! This should continue into the foreseeable future and so be assured that all your money goes into improving the lot of the LMS carriages.

The Association is very grateful to the following members who have made donations since January:

Robert Burgess
Harvey Coppock
Colin and Jane Fearnley
Keith James
Vince Kay
John and Alison Leather
Garry Marks

Derek Mason
Bill Pickup
Peter Stanley
Alan Taylor

All donations, whatever their size, are very much appreciated - cheques should be made out to 'LMSCA Trust' and sent c/o 118 Marsh Lane, Belper, Derbyshire, DE56 1 GT.

Derek Mason

IN THE SHOPS

P11 TK 1501

Work progresses on 1501, our LMS Period 2 Third Corridor, or TK2 as we call her! Although in recent months work has slowed due to the preparation of the LMS Carriage Association's carriage shed.

In order to enable better access to the un-restored side of TK2 the LMS carriages and DMUs in the North Yard at Darley Dale have been shunted around. This has given us better access to the small workshop we set up in one of the carriages. Thanks to Peak Rail employees Alan Wilson and Dave Flint who with the assistance of 0-6-OT 'Zebedee' completed all the complicated shunting movements within the day. This is all the more special as it was the first time 'Zebedee' was used in 'anger' and faultlessly she performed too. Its great shunting with steam even if the rain was incessant for most of the time!

Work completed on TK2 since the last report include Harvey's manufacture and staining of interior panelling on the corridor side, Alison subsequently made a start on varnishing it. Whilst this has been going on the rest of us have concentrated on the exterior. Derek, John and Sid have been working along the length of the compartment side both repairing and renewing the metal panelling. This involved a fair amount of cutting out of the rusted areas and pop-riveting new sheets to make up the new panelling. This was then refitted to the framework, the necessary repairs to which ensured that there was some wood to fix the panelling to!

Alan has produced some superb hardwood beading for the sides and is also manufacturing and replacing the mouldings around the windows. Additional wood has also been purchased to fit the carriage for its intended exhibition use.

It is sad to report that over the last few months the railway has been targeted by a number of trespassers who have broken windows in a number of vehicles. TK2 was broken into, the ropes which hold the tarpaulins down being cut in order to gain ac-



Interior of 1501 showing the new panelling

Alan Taylor

cess. A set of screwdrivers and other hand tools were stolen. The police were called and fingerprints from a leftover beer can and the imprint of the sole of a shoe were taken. It would help If anyone sees anything suspicious at any time would they report it to the police at Matlock. They have quite a file now!

As a result of these incidents members of the LMSCA have purchased several sets of tarpaulins and spent a day covering up and making secure the remaining carriages in an effort to prevent any more windows being smashed. The downside is that the time and money expended could be better employed restoring the carriages. If only those responsible would join us in restoring instead of destroying...

Derek Mason

DID YOU KNOW?

That there appear to have been 4 different types of roof ventilator fitted to LMS stock. According to the SVR's Hugh McQuade, Period I coaches had a sort of flattened torpedo, Period 2 acquired a rounder torpedo, this was also fitted to early period 3, before an economy drive struck, and instead of these nice castings, a fabricated 'shell' vent became the standard period 3 fitting. These, predictably, corroded and got otherwise damaged, so older vents were used for repair. Some late Period 3s, i.e. some Porthole stock, got the ball and hoop type also fitted to Mk1s .

THE WAKEFIELD FOUR

It was about four years ago when a member of Peak Rail who works in the S&T Department of the 'Big Railway' mentioned to Harvey and myself that they were cutting up a number of internal user stores vehicles adjacent to Wakefield Kirkgate Goods shed. He said that some of these were LMS vehicles.

We immediately contacted the scrap merchant responsible and just arrived in time to see one and half LMS BGs still extant. We did recover several useful bits and pieces for the LMS carriages we had in our possession. On completion of our task someone said, "Well there are some more inside you know". Harvey and I asked if we could have a look and we were shown four more vehicles, one of which was a complete LMS Passenger Goods Full Brake then in use as a store for high value S&T components.

The 'Wakefield Four' had been stored in the old goods shed for 20 or so years and consequently are in an excellent state of repair, being in ex-service condition, still bearing the stickers showing the destinations of their loads in the days when parcels and newspapers were transported by rail.

The four vehicles inside the goods shed were an LMS BG (full brake van) M31216M and three Mark 1 CCTs (covered carriage trucks) Nos 94522, 94589 and 94630, full details shown below together with the scrapped vehicles once located outside. We were informed that the whole site was to be vacated and the S&T store was closing sometime in the future resulting in these vehicles becoming surplus to requirements too.

A number of years passed before it was agreed to donate the vehicles to the LMSCA as their removal costs far outweighed their commercial value. Two of the CCTs have some of their buffers removed in order that they fitted into the goods dock within the shed. The vehicles had been used as record stores and literally pushed inside and the door locked and bolted behind them. 20 or so years later and over two weekends members from the Peak Rail P-way and the LMSCA descended on the site to clear a way for the vehicles along the siding leading up to the shed which had become very overgrown with brambles and trees.

The final obstacle to moving the carriages to Rowsley was an awning outside the shed. However by careful measurement and the assistance of Allely's Heavy Haulage this was found to be just high enough for the vehicles to pass underneath and thus they began their short journeys down the M1 motorway arriving at Rowsley over a period of 2 days.

The LMSCA would like to thank Jarvis Rail, Peak Rail S&T Department and management for their help and encouragement with this project. In particular we would like to record the assistance of Steve Ryszka, an 'LMS man', without whose involvement none of this would have been possible.

Full vehicle details

All the vehicles located at the Wakefield Kirkgate S&T depot were transferred direct from service to Eastern Region internal user status and renumbered in the 041xxx series which they all carried.

041541	M3100	NFV ex LMS BG scrapped
041542	M31054	NFV ex LMS BG scrapped
041546	M31216	NFV ex LMS BG donated to LMSCA at Rowsley
041584	M31333	NFV ex LMS BG scrapped
041585	M31932	NFV ex LMS BG scrapped
041638	W94522	NPV ex BR CCT donated to LMSCA at Rowsley
041639	E94496	NPV ex BR CCT scrapped
041640	E94630	NPV ex BR CCT donated to LMSCA at Rowsley
041641	W94589	NPV ex BR CCT donated to LMSCA at Rowsley
041896	M31225	NFV ex LMS BG scrapped

Since their arrival at Rowsley the 'Four' have benefited from a clean-up carried out by Colin Fearnley, which has made a big difference to their appearance.

It is still early days to decide their future, but present thoughts are to use the CCTs for storage purposes, and to restore the BG.

Derek Mason

WEB SITE DEVELOPMENTS

The LMSCA web site (www.lmsca.org.uk) continues to attract attention, in fact we have gained a new member who stumbled across us by accident!

One of the aims of the LMSCA is to disseminate information about LMS vehicles, so we have compiled lists of books and videos which we think may be of interest.

These are currently available on the web site, but we are aware that not everyone has online access, so if you would like a print version of the lists, please let the editor know. Also if you can add any further titles we would be pleased to hear from you.

A future long-term aim is to compile a list of magazine and journal articles.

In his article on "A Virtual Carriage Shed" Alan Taylor briefly mentions an animation sequence. He has already prepared an experimental version of the animation and very good it is too. He hopes to extend the running time and package it to be easily downloaded from the web site - which may be a preservation first!

ENAMELLED STEEL BRAKE VANS, L.M.S.R.

Hard wearing 'two pack' finishing materials are commonly used on railway vehicles now, but long before they were introduced the LMS experimented with an alternative finish. This article is reproduced from the 16th March 1928 issue of Railway Gazette, by kind permission of Railway Gazette International (Ed.).

A New 50-Ft. Passenger Brake Van, with a "Vitreous" Enamelled Steel Body, has recently been placed in Traffic. This is an innovation in Rolling-Stock Construction.

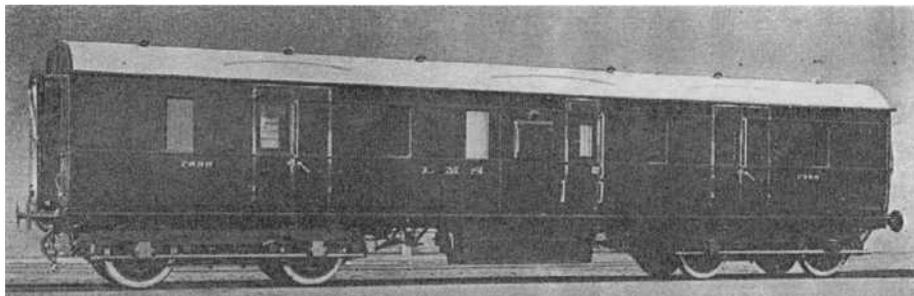
By the courtesy of Mr. R. W. Reid, C.B.E., Vice-President, L.M.S.R., and the Birmingham Railway Carriage & Wagon Co. Ltd., we are able to describe and illustrate a new 50-ft. passenger brake van built by the firm named with a "Vitreous" enamelled steel body, and the enamelling process having been carried out by Mead, McLean & Co. Ltd. London.

The experiment has been undertaken at the request of Mr. Reid, who conceived the idea in order to eliminate much of the time usually expended on the painting of carriages, which is approximately 20 days. It is generally known that many improved methods have been brought about during the last few years, in connection with the actual building of rolling-stock, but hitherto no method has been introduced to avoid the necessity of sending a vehicle into the shops periodically for re-painting, and it is hoped that, by enamelling, these repeated costs will be eliminated. Arrangements were, therefore, made with Mead, McLean & Co. Ltd., on one of a batch of 50 vehicles which the former were building for the L.M.S.R.

Many difficulties were met with in the early stages of the experiment, but these have been satisfactorily overcome and the first vehicle has been placed in traffic. It had been decided to erect the body and fix the roof temporarily, and all the plates were drilled and fixed, allowing for the thickness of the enamel. The difficulty then arose as to how the plates, when enamelled, were to be attached to the body to avoid chipping of the enamel, and various experiments were made with bolts, solid rivets, split rivets and drilled rivets, and finally, the drilled rivets were used with the addition of a lead washer under the head. This method proved to be quite successful.

The plates were then taken down and sent away for enamelling, as it was not known how the enamelling would affect the drilled panels in relation to their position on the pillars, &c., which are not enamelled, it was necessary for great care and foresight to be used to avoid possible difficulties afterwards.

Certain mouldings, exterior pillars, &c., were made from mild steel originally, but these became so twisted and distorted after enamelling that they had to be scrapped, and others were made from "Armco" iron. A further difficulty arose due to the enamel not being sufficiently well cleared out of the rivet holes, and as these would not take the rivets, each hole had to be reamed out. The riveting has been done with special hollow rivets with snap heads vitreous enamelled prior to riveting to match the panelling.



The vitreous enamelled BG 7898 (later 30652) as out-shopped by Birmingham Railway Carriage and Wagon Co. The experiment was not repeated. *Railway Gazette*

The enamelling of the exterior has been carried out in the railway company's standard colours, including lettering and numbering. The fine lining has been omitted, as it was considered impracticable, and no paint has been used above the underframe except round the door margins and gangways. The exterior panelling, mouldings, &c., for sides, ends and roofs have been enamelled by the vitreous process. 14-gauge plates were used for sides and ends, and 16-gauge for roof.

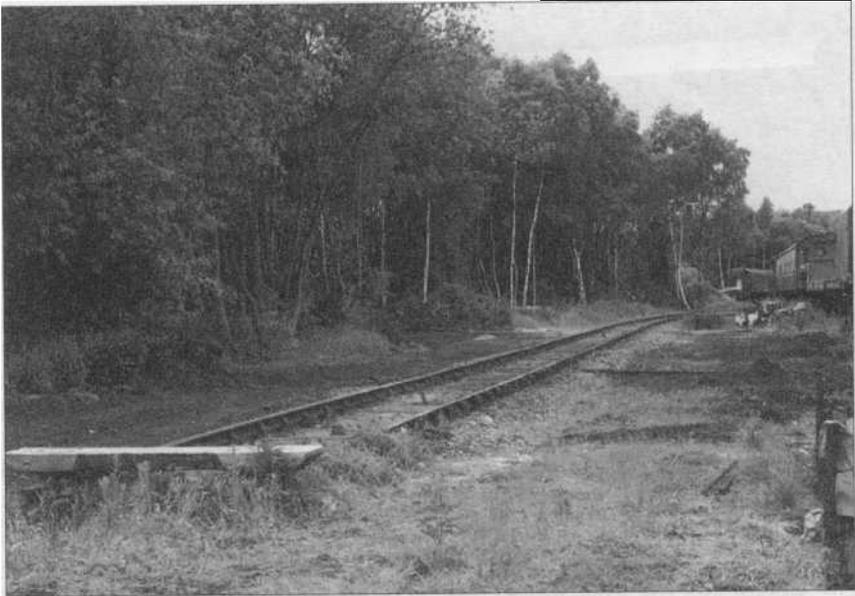
The underframe has been constructed of rolled steel channels, joists and angles riveted together, and the headstocks are reinforced behind the buffers to withstand severe buffer shocks. The vehicle is mounted on four-wheeled bogies of the L.M.S. standard type.

The body framing is constructed of pressed vertical members and rolled-steel longitudinal members, and the pillars at the guard's projection are further strengthened by stays riveted to the underframe. The roof has been stiffened by four steel diaphragm plates suitably spaced, the whole forming a very rigid structure. Brass angle sections, copper oxidised finish, are fitted round the door check to avoid exposure of the non-enamelled screw heads.

The interior is the standard L.M.S.R. finish, except the floor, which is constructed of dovetailed galvanised steel sheets covered with hard quality "Induroleum." Stone's electric lighting system has been installed, and the Westinghouse arrangement of steam heating fitted. The van is equipped with the automatic vacuum brake, hand brake and Westinghouse through pipe.

In order to test the efficiency of the riveting generally, and particularly the roof, a fire hose was used and water played on to the sides and roof at close quarters. Very few leakages were found, and these were finally made satisfactory. The behaviour of the vitreous panels will be watched with considerable interest, as it is claimed that the colours will be permanent and that there will be no necessity for repainting and revarnishing, as in the case of rolling-stock finished with ordinary paint.

The complete vehicle is a striking tribute to the perseverance of the two firms concerned, and if it proves satisfactory in service considerable economy will be effected, as the saving of time and labour in the paint shop will be very considerable.



The shed site after initial clearing

DW



Pretty painted wriggly tin all in a row

DW

LMSCA SHED

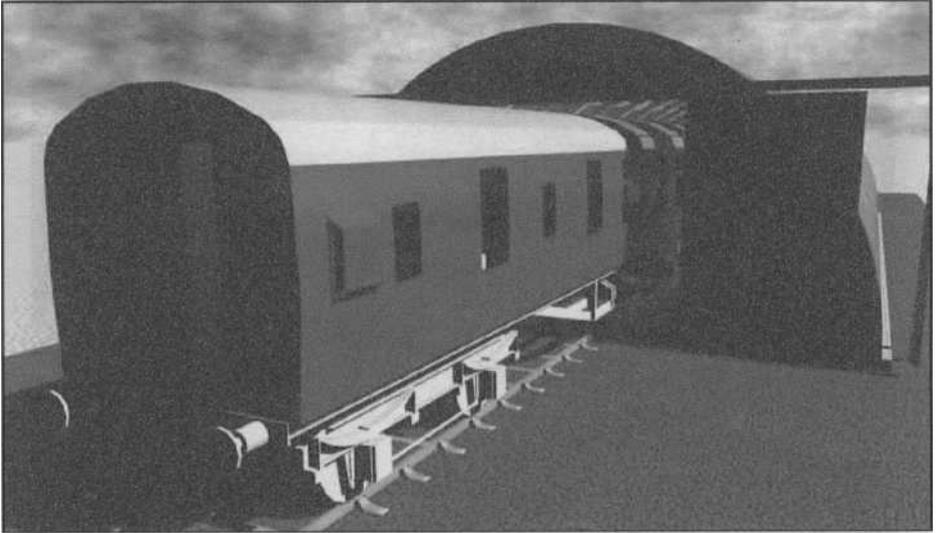


The Chairman also scrapeth! Ably assisted by Alan Taylor

DW



The concrete base with freshly painted shed `ribs'



A virtual BTK enters the shed on a beautiful day

Alan Taylor



A virtual impression of the inside of the shed, highlighting the roof lights

Alan Taylor

A VIRTUAL CARRIAGE SHED

You know, dinner times at work can be sometimes quite boring. That was until there was talk of carriage sheds! Working for an engineering company with CAD machines coming out of its ears I decided to model a carriage with the vague notion of also doing a shed and printing a picture off.

You see a few years ago we had our first thought of putting a carriage shed up in Darley Dale South Yard! Well you have to start somewhere! Consequently measurements of the site were taken and I started playing at work, during dinner time of course!

The only bad thing about doing it at work was that I could only view the images. So I printed off the pictures and did a few illustrations and that was that, as the idea of a carriage shed at Darley Dale died a death — that was until Adrian Lewis happened upon a Nissen hut located on a farm that was to be bulldozed by a quarry located next door. So on behalf of the LMSCA Adrian made inquiries. After a few visits it was decided to go for it and resulted in the LMSCA being the proud owners of a carriage shed for the use of. Albeit as a Meccano set!

With new-found enthusiasm I revisited the computer models I had generated and proceeded to modify them, this time producing a 3D model of the LMS BTK and a Nissen hut. But I was still left with the problem that only I could view them. (I don't think work would approve of me taking a CAD machine home!).

It was about this time that I decided to get my own 3D modelling program for home. As I am also into videoing (I'm a member of a local camcorder club) I thought it would be a good excuse to get a 3D computer animation program. So I ended up with a program called Cinema 4D.

The next problem was to transfer the computer models from work to my computer at home. Fortunately the program at work, called Pro Engineer, was able to export a virtual reality file that Cinema 4D could read.

Consequently, it wasn't long before I had a shed and carriage at home. The next task was to generate some pictures that I could email to various folk to look at. One thing that really astounded me was the program's ability to generate the shadows cast by the light.

Unfortunately the Nissen hut model was not too impressive, so I decided to make a brand new model using Cinema 4D, making it to the same dimensions as the real shed. It basically works by using what are known as primitives, such as cubes, tube, spheres etc, and then you manipulate these objects to create the geometry you want. Next you can generate the materials and textures, which are then applied to the geometry. One of the aspects that I wanted to show was the floor markings for walkways and carriage space. So it was back to work.

This time using a computer program called AutoCAD I generated the floor mark-

ings using the appropriate colours and then printed out a colour copy. Once I got it back at home I scanned it into the computer and then using Adobe Photoshop Deluxe I turned the brightness right down. This turned the white paper to grey, just like concrete you know! This image was imported into Cinema 4D and with the addition of a 'bump map' a concrete textured floor was applied.

The next step was to sort out what is considered the most important part of computer modelling: lighting. After discussing what lighting was required in the shed with Derek, I set about placing 5 florescent tube lights down either side of the shed with two flood lamps at either end. The final bit to add was the sunlight, due to the fact that the shed has top lights in the roof and that will have an affect on the lighting of the shed.

The sunlight is perhaps the most amazing bit of the software. The reason is that if you input your position on the earth (i.e. 51 degrees latitude) the time of year and the time of day it will generate the sunlight for you! So with the model generated and the lights in the right place it was time to generate some pictures, two of which you can see here.

And the next step? Well Cinema 4D is an animation program and this is where the fun starts. However, it won't be long before we can do all this for real, and there is no substitute for the real thing...

Alan Taylor

THE REAL LMSCA CARRIAGE SHED

You may recall last year (Droplight No 1) that the LMS Carriage Association purchased a second-hand Nissen type building from a farm near Wakefield that was due to be demolished by adjacent quarry owners.

This project, organised by Adrian Lewis, resulted in members of the LMSCA spending three days taking the shed down and packing it onto a low loader owned by some very helpful traction engine enthusiasts who had just moved out.

During the summer and autumn of last year much work was carried out in preparing the components for erection on Peak Rail site at Rowsley. Initially this involved the scraping of old paint from the wriggly tin sheets that covered the shed framework.

Work came to a halt during the very wet autumn and winter but work recommenced in the spring when conditions allowed.

At this time the opportunity occurred to talk to the contractor who is erecting the Peak Rail loco shed (BES). As a result a quotation was obtained from them to pro-

This provided a fresh impetus to continue the preparations. The structural steel framework has now been de-rusted and completely re-painted. The wriggly tin still needs a final coat of gloss paint but this should not take too long. As a result 15 months after dismantling and a great deal of hard work by members of the LMSCA the Carriage Shed is almost at the point of being re-erected.

Whilst this has been going on the Peak Rail staff have assisted us with the preparation of the site and with the foundations and floor. Thanks must be extended to Rob Saunders, Derek Ankers, Tim Oaks and last but not least the Wednesday and Sunday gangs. We are also grateful to the management of Peak Rail who have smoothed our path in very many ways.

A big thank you from the LMS Carriage Association to all who have helped.

Meanwhile, behind the scenes, Derek, John and Alison have found themselves coming out of retirement doing the associated paper work. Without their hard work on this, as well as doing scraping and painting on Tuesdays, the erection of the LMSCA Carriage shed would still be a distant prospect.

The carriage shed foundations and concrete floor have been laid and by the time you read this the structural steel framework should, hopefully, be clearly visible to all who visit the Rowsley site. It is planned that LMSCA members and other volunteers will assemble the cladding and with a fair wind the shed will be complete before the winter.

It won't be much longer before we can start equipping the shed with the tools and machinery to enable restoration and repair to be carried out under cover, a state of affairs for which we have been waiting for many years.

John Leather

I feel John has been quite modest here about the sheer amount of work carried out - it has been exhausting, messy, tedious, repetitive, and mind-boggling toil, carried out in all weathers from freezing to scorching by people who would much rather be restoring coaches than buildings! All those involved deserve a big vote of thanks (Ed.).

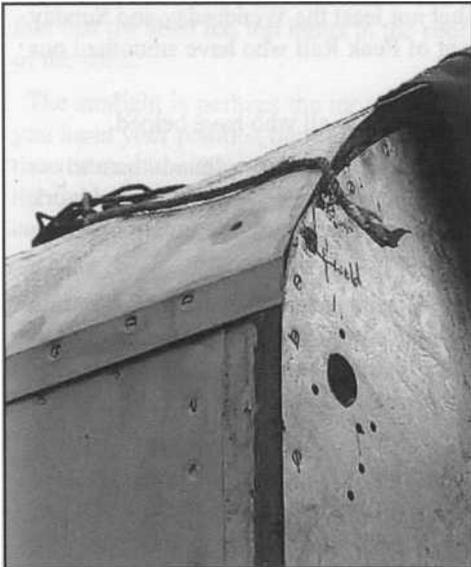
DID YOU KNOW?

That some of the Porthole stock were ETH fitted? Certainly our 27001, which bore blue and grey livery, has evidence of this. Also some LMS loco hauled coaches were air braked, as part of departmental conversions - the ex-Buxton BTU coach DM395919 recently in Booths scrapyard in Rotherham was converted to air brake, another from the same BTU was dual braked, also track recording car DM395223 surviving at the Mid Hants Railway was dual braked, one bogie air braked, the other vacuum.

NOT QUITE PERFECT?

You must be fairly keen on LMS coaches to be reading 'The Droplight', so it may be a bit unsettling to realise that in some respects they were not quite "perfect". Of course the faults that show up nowadays would not have been too worrying when they were in main line service because the vehicles were younger, and subject to periodic major overhauls.

A visit to the Severn Valley Railway by some of the LMSCA boys and girls led to an extended tour of their 65ft P3 First Class Restaurant Open, and illustrated some



P3 RFO 7511 with folded over roof panel DW

of the ways the original design can be improved. The SVR team are going to great lengths to ensure that the restoration work they do does not have to be repeated after a few years in service. They are being very thorough with rust-proofing and are using non-corroding fixings extensively to ensure that the damage and splits caused to the wooden framework in the past by rusting steel screws should be avoided this time around.

The join between the roof and the sides is a weak point. Any ingress of water here causes damage to the cantrail, which the LMS usually made from pine - some would say using this material in itself was a design fault.

To avoid this, the SVR have cut off the lower 10" of the roof panels,

welded in new longer sections of galvanised metal, and folded the edge down to cover the top two inches of the side panel, but hidden by the gutter. By this means any water which seeps through the gutter joins will just run down the outside of the coach instead of getting in and causing rot.

There are plenty of examples of P3 coaches where corrosion has led to the panels having to be part replaced and the subsequent joins have been covered by beading. The SVR have used galvanised sheeting to resist rusting, and in fact had their sheets laser cut for the window openings. Although this was costly, it was felt the time saved was worth it. Also instead of cutting the sheets to coincide with the spacing of the framework, the full width of the sheets as supplied has been used, and vertical pieces of steel inserted between the horizontal framework to which the edges of the sheets are welded. There are thus fewer joints in the bodyside, and less of the sheeting has been wasted.

Another fault, which has been observed on our 'Porthole' Brake Third M27001 M is the way that rain water issuing from the gutter spouts at the ends of the coach falls directly onto the bottom steps and then splashes up under the corners of the body, causing rot if preventative action is not taken.

No doubt as our technical appreciation and understanding of the products of Derby and Wolverton increases, our future restorations will show there are many more faults inherent in LMS coaches - but we still like them!

David Winter

FOR THE INFORMATION OF THE COMPANY'S SERVANTS ONLY

CLOSING OF CARRIAGE WINDOWS

Guards of passenger trains (ordinary and special) and empty coaching stock trains are responsible for the windows of unoccupied compartments being kept closed, and the ventilators open, to prevent the seats, etc., becoming damp. The staff at stations must render all possible assistance.

At stations where trains are stabled for the night, the person in charge will be responsible for the windows of all compartments being lifted before the trains are shunted into the sidings, provided this can be done without causing delay to subsequent trains.

The guards of passenger and empty coaching stock trains must assist the station staff in lifting the carriage windows and closing doors.

In the event of it not being possible at stations where trains are stabled for the night to close the windows of all compartments before a train is shunted into the sidings, arrangements must be made for this to be done afterwards at the earliest opportunity.

from the LMS GENERAL APPENDIX 1937

TELL THE WORLD!

The LMSCA has got off to a good start, but we need to enlarge our member base, this will give us more credibility, help with fund raising, and generally raise our profile in the preservation world. The LNER Coach Association, for instance, has over 200 members.

If you think you could help to publicise the LMSCA, perhaps by distributing leaflets, then please contact one of the officers listed at the front of The Droplight.

IN THE SHOPS (2)

Period I TK 14281 at the Midland Railway Centre

Work has continued at a slow pace during autumn and winter which involved replating with galvanised steel the first section of the corridor side panelling up to the first door.

Then I removed the steel plate that had been fastened over the hole where the gangway door was, with the intention of putting the door back and stripping the paint of the tongue and groove boards that were in good condition and repainting them. Upon removing the steel plate it was found that the end stringer had got severe rot in it and had to be completely replaced which meant that the tongue and groove boards had to be removed and also some of the floor.

The tongue and groove boards were nailed on and could not be removed in one piece so they had to be replaced with new boards. The new bottom stringer was made in two halves as the uprights had tenons in the bottom that held them in place. After the stringer was replaced the entire framework was cleaned off and painted up and the new tongue and groove boards fitted.

I then returned my attention to the corridor side and removed the steel sheeting from the next section of the corridor side which was about 18' in length up to the next door. It was found that apart from that the bottom stringer needing refacing the door pillars at both ends were in a poor state, and one of them was so bad it needed a new bottom half. It was decided that it would be easier to remove the whole section of the framework and repair it in the workshop.

Whilst repairing the framework I decided that I would need to look at making the new bolections that hold the glass in as I wanted to make the coach watertight. A new volunteer joined me in my project and he turned out to be a joiner (dream come true) and after a lengthy chat with him I persuaded the Midland Railway Centre to purchase some new equipment for the carriage and wagon dept.

After the purchase of some second hand wood working machines the rest of the autumn and winter was spent repairing, overhauling and installing the new machinery complete with dust extraction facility. The new machinery will speed up the restoration of 14281 and also help out with the restoration of other carriages on site at Butterley. We now have a circular saw, band saw, planner/thickener, mortise and spindle moulder.

The spindle moulder will be used to make the new bolections and we have had the cutter ground and have done some test pieces. The next step is to make a sample and check it with an original. If the sample works out OK then we may be in the position to supply other people restoring LMS coaches.

The only drawback of this new equipment was the fact that the power cable to the shed was inadequate so more expense and time was taken up replacing the power

cable.

The next job is to finish the framework and remove the layers of old paint. And paint the outside framework, revarnish the inside before it is put back and replat the section and make it watertight.

Lee Sharpe

DID YOU KNOW?

That the third class vehicles built for the LMS Coronation Scot service had three types of wood veneer applied. One of them, Canadian silver elm, was cut from the recovered piling of the old (Rennie) Waterloo Bridge in London. These piles had been in place from 1817 until 1936, when the `new' bridge was built - they must have been well seasoned!

OUT OF ORDER!

Irate motorist: "I say, how long will the damned train be?"

Crossing keeper: "Engine and six coaches, sir."

• * * *

"What on earth is the use of putting trains in the timetable when they are never here on time?"

"Well sir, we have to know how many minutes late the trains are ."

• * *

"Why do they put black engines on goods trains, porter?"

"To pull the wagons, sir."

• * * *

Small boy: "You must have gone through a lot, learning to be an engine driver."

Driver: "Yes son, four red signals, two stop blocks, and a set of level crossing gates!"

• * * *

As the train pulled up at a wayside station the guard noticed smoke pouring from a "No Smoking" compartment. Opening the door he eyed the six guilty-looking passengers inside.

"Gentlemen," he remarked, "there are two rules on the line which are repeatedly broken. First, that smoking is forbidden in carriages not set aside for that purpose. Second, that the company's servants may not accept bribes. You have already broken one of those rules... "

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