

THE DROPLIGHT

No.27 SUMMER 2013



NEWSLETTER OF THE LMS
CARRIAGE ASSOCIATION

LMSCA

The LMS
Carriage Association

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VIEW FROM THE VESTIBULE

It's strange how things work out sometimes. If anyone asks us where to go to sample a complete rake of LMS designed coaches the answer is always "the Severn Valley Railway." But it might not have worked out like that - we had an unexpected visit recently at Rowsley from their carriage supremo Hugh McQuade, and he told us that when they were buying coaches out of service from BR in the late 60s whoever saw the LMS designed ones at Didcot thought they were of GWR Collett design and added them to their carriage shopping list. I've no idea who that person was but 'thank you'.

You will see appeals in this issue for the positions of Chairman and Treasurer. I would urge interested members who feel they could assist the association to consider talking to us about what is involved.

When we visited the NRM at York to discuss 7828 it was during the 'Great Gathering' of the six extant Gresley A4s. I have never seen so many people there, indeed we were told they had 13,000 through the doors on the first Saturday. Way back in 1968 when steam disappeared from BR I thought interest in railways would gradually fade - how wrong can you be? Long live preservation!

David Winter (Editor)

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THE CHAIRMAN'S VENTILATOR

In the last six months we have seen considerable progress in our restoration projects, both at Rowsley and at Wirksworth. Details will be found in this issue of NRM carriage 7828 and the reconstruction of LMS 27162 following the disastrous fire in October 2011.

Restoration is the life blood of the LMSCA and the bulk of our expenditure is for this purpose. At present the work on 7828 at Rowsley is largely funded by the NRM but the cost of tools, consumables and utilities is borne by the charity. In the case of Wirksworth the whole cost of restoration including materials is totally provided by contributions and subscriptions, helped by the contribution from Gift Aid.

You will see that is essential for contributions to keep coming in and I would encourage members to see if you can contribute any further to enable the LMSCA to achieve its aims.

In addition to the finance required we need of course the volunteers to keep the work going. We have been fortunate recently in obtaining the services of several new members who have offered their services, so if you wish to take part in our activities please do not hesitate. You will be warmly welcomed.

Our website has recently been revamped and includes amongst other things a blog which is regularly updated with the latest news. This is accessible from the front page with the title of 'Recent Posts'. The reports normally contains photographs and a summary of progress.

The AGM this year will be held on the 5th October at Rowsley. Full details will be provided later. This will afford an opportunity to see the latest progress on 7828.

Finally...

A personal note concerning my position as Chairman of the LMSCA.

I have held this position for the last 10 years since our inception as a charity and now wish to stand down.

I am therefore looking for someone younger to take over. The job is not arduous but requires someone to take an overall view of our activities, particularly our activities as a charity and as named contact with the Charity Commission. I have had a close liaison on financial matters with the Treasurer. There are other matters with which a Chairman could also become involved. If you feel that this remit is something within your capabilities please contact me for further information.

John Leather

THE LMSCA NEEDS YOU!

Spending two enjoyable Saturdays and a Sunday travelling up and down the Ecclesbourne Valley behind a steam drawn train, has made me think of where my time is best spent supporting the LMSCA.

I normally spend most Saturdays doing mechanical things at Wirksworth on 27001 and the Third Open, but on the above weekends it was decided to open a refreshment bar in the guards van end of Derek Mason's Mk 1 BSK. This needed a quick decision so being one of the few I said I would give it a go, it made a change from getting dirty.

Anyway getting back to the first paragraph I think my time is best served

getting dirty, with the LMSCA getting the advantage that work is progressing on the restorations. This brings me to the point of this missive, there is probably one of you out there, that could quite easily sit or stand behind a bar and let me get back to wielding my 24 inch Stilson's and chain dogs (sorry if you don't know what they are but they are heavy).

One volunteer group I belonged to had one member who by his own admission was useless at anything mechanical, he only knew which end to hold a screwdriver because it had his name on it (Stanley) but he was brilliant with a paint brush, and could make decals the traditional way that were as good as the originals. You may not be able to make decals or wield a paint brush but may be able to serve refreshments and relieve me to do the other things which I enjoy.

The LMSCA needs you!

Mike Denton

COULD YOU BE THE NEXT TREASURER?

Having been treasurer since the inception of LMSCA in 1999, I have come to the view that it is time for me to step aside and allow other, perhaps younger and more skilled hands to take over running the finances of the LMSCA in the years ahead. Therefore I have informed the trustees that I intend to resign as treasurer on and from 1st September 2013.

Treasurer's duties include taking care of donations, income from sales, invoice payments, VAT returns, gift aid claims and cash book updates. The accounts are made up by Dale Accounting but all the data required for their production is the responsibility of the treasurer. Keeping separate accounts for the Wirksworth and Rowsley operations is also an essential part of the job.

So I am making this appeal to all members who may wish to take on this responsibility to contact myself at on 01773-826432 (evenings) or at dmlmsca7@f2s.com.

Best wishes

Derek Mason (Trustee)

MEMBERSHIP

Thank you very much to those of you who have renewed your membership this year. With any luck the remainder of last year's members will shortly follow suit, I do hope so. Your interest and support is very valuable to us.

We have had several new members so far this year and I would like to welcome them all. They are Daniel Smith of Shepshed, Derek Riley of Mansfield, GD Mitchell of Rugely, Bob Matkin of Sheffield, Andy Titcombe of Middleton by Wirksworth, Jack Mills of Buxton and Gavin H Mason of Sheffield.

I am very pleased to say we now getting more working members.

Alison Leather

7828 UPDATE

Perhaps this item should be titled 'Beading - We've nailed it', but more of that later.

In the last report we were having a moan about the cold weather, now we are complaining about how hot it is in the shed at Rowsley! You just can't win with the British weather.

Hot or cold though, progress has been quite impressive with some large segments of the restoration completed or very near completion, plus we have had an interesting visit to the NRM.

In the last report we left 7828 just about ready to have the ceiling panels fitted. This has now been done, and what a big job it turned out to be. The plywood to be used was first painted on the upper side, including fire resistant paint, to protect it against any damp that might find its way into the roof cavity, then when thoroughly dry pinned to the roof sticks. This sounds straightforward but the ply was a little thicker than ideal and took a good deal of persuading to fit the curve of the roof. Additionally the ceilings in the vestibules and toilets are complex shapes which made the job harder. Once the panels were up it was on to beading the panel joins. On later coaches this is a simple strip of wood, but being true to the original design meant much routing work, and in the case of the vestibules and toilets making almost 'hockey stick' shaped pieces to fit. Next came the bases for the ceiling lights, correctly known as pattresses, again specially made. With the ceilings now complete we could cut out the holes for the roof ventilators with a large hole saw then start the



The ceiling during beading. The transverse beads had to be steam-bent.

Dave Winter



The almost impossible to photograph white ceiling. Note the single Millers Dale viaduct in the wall photo, probably taken just before the second was built, also the vent 'pot'. *Dave Winter*

preparation of the ceiling for painting. Some filling of defects was done with 2-part wood filler, while small gaps between panels and beading were resolved with decorators caulk which remains slightly flexible and is easy to apply. The paint job consisted of brush-filler, aluminium wood primer, light grey undercoat, white undercoat, and white gloss - and it looks superb! In fact it is difficult to photograph with a flash. Trial fitting of the decorative side wall panels showed up a few places where a little trimming of the ceiling panels was necessary as they came slightly too low, and this was done with a Dremel type tool with cutting disc.

Steps are now being taken to get the correct light fittings cast, also correct pas-comm fittings as the thicker ceiling beading pushes it further out. We have fortunately received a donation towards the pas-comm items from the Alan Dronsfield Trust.

Having painted the ceiling we could think about the roof ventilators. A steel 'pot' is inserted first from the roof side, these had been painted up a long time ago, then the heavy torpedo vents are fitted on top. However we felt that some sort of mesh should be fitted inside the vents to prevent ash and grit coming into the saloons. A solution was found by cutting out a circle of gauze with two tabs, the tabs were bent ninety degrees and the gauze glued into place using Araldite. A bead of sealant was then run around the edge to firmly secure it in place. We used a chalk line to get the vents lined up on the roof then screwed them on using plenty of sealant to prevent water ingress. Tank ventilators and tank fillers were then fitted meaning that the

centre section of the roof between the rainstrips could be glossed, and the first of two coats has now been done. As far as the roof /ceiling ventilation is concerned the only remaining work is fitting the 'hit and miss' internal covers, and these are being refurbished presently. Speaking of ventilation, the last seven Stone's vents have been now been fitted after refurbishment and very good they look too (see also page 13).

You will realise that most of the aforementioned tasks involve working above your head, and you get rather tired of this after a while, so it was a relief to move outside the coach and start beading the remaining side. We adopted a slightly different approach this time in that all the junction pieces were fitted first, then the long straight sections were adjusted as regards their thickness to match the junctions, this avoids trying to sand or shape pieces once fitted to the coach. This task is going well and may be complete by the time you read this, but is very labour intensive as each piece is painted up to undercoat on the back, has to have plenty of 1.5mm pilot holes drilled, the sheradised pins partially inserted, sealant applied to the back to prevent water ingress, hammered into position, pins punched in, then filler applied to the holes, sanding the filler flush, and cleaning up excess sealant. Perhaps a non-beaded coach next time?

Having the beading in place at eaves level meant we could also start on the remaining gutter and this is partially fitted now after much lining up by eye. Once complete the roof below the rainstrips can be glossed. We are painting the roof in the original style with light grey on top and dark grey below, the actual gutters being black. The knowledgeable among you will realise that this implies fully lining out the coach in early LMS style, however we may adopt the later simple style for the sides until we are convinced we have produced a fully water and weather proof vehicle, then have a go at full livery. By the way if



New working member Bob Matkin hard at it. Bob likes the GWR and Gresley A4s but we still make him welcome!

Dave Winter



The gorgeous but difficult full LMS livery seen on 3rd Class Convertible Sleeper 14241 at York. *Bob Matkin*



Roof vent, tank vent, and tank filler in place, new wooden bases were made for the latter by Harvey. *Dave Winter*

will have to remove the standard type fitted to 7828, but this will only be done at one end so that it can be only be coupled at one end of an existing rake of Mk1s. We can always resort to the Rowsley turntable if turning is required. The gangway bellows and limiters will also have to be changed as the gangway has to be pulled out further than normal to connect properly.

A couple of other items inside the coach are the fitting of the heater pipes, now almost complete, and renewal of the hoses from the toilet tanks - they look all right, but as they are over 30 years old it is better to be safe than sorry.

The 10 year agreement with the NRM expired in May and we went to York to meet up with Anthony Coulls and Stathis Tsohis recently and discuss the future of 7828. The NRM no longer provides 10 year agreements but we are very hopeful of obtaining a 5 year one, the longest they now do. They were pleased with the progress we have made and the standards we are working to, so it was a matter of telling them what the remaining work will cost and the sort of timescales involved. We await their response with interest. After the discussion we were able to have a look inside the LMS 3rd Class Convertible Sleeper



Another new working member, Derek Riley, fettling the gangway adaptor. *Ben Riley*

which was very interesting. One innovation they are pursuing is adapting the normal 24v coach lamps to LEDs. They have had a batch of quite thick-walled globes produced to directly replace the gas-filled ones, the LED is fitted into the bayonet head and the new globe secured in place. A filter can be used to alter the 'colour' of the light produced. They have so far made 240v lamps but the usual carriage 24v supply ones could be made instead. They have the advantage of looking just like a normal carriage bulb, but of course using less energy and producing much less heat.

A piece of late news, out of ticket LMS 4F 0-6-0 44422 has arrived at Rowsley. It is on a five year agreement with Peak Rail and after overhaul will operate on Peak Rail metals. We all know these overhauls can take a long time but there is certainly the prospect in due course of 7828 (Derby 1925) being hauled by 44422 (Derby 1927). Perhaps we will be able to arrange a LMSCA members' special charter.

It just remains to thank those responsible for the last few months' work, namely Harvey Coppock, Michael Fearn, Bob Matkin, Ben Riley, Derek Riley, Trevor Riley, Alan Taylor, David Tillett, James White, and that Droplight editor chap.

Dave Winter



The beading junctions are all in place as is part of the gutter.

When this photo was taken it was so hot that the 2-part filler used to fill the pin holes in the beading was 'going off' almost as soon as it was mixed, even using minimal catalyst.

To try and slow it down a bit the tin of filler was placed in cold water and can just be seen at the bottom right.

If it gets this hot again it's going in the fridge!

Dave Winter

27162 - ITS RISE, FALL, RISE, FALL AND RISE AGAIN

I don't intend to waste any time writing about the relevance of the first four verbs in the title, as far as we are concerned they are all history. It is the last one, together with its adverb that is I believe of much more interest to us all.

Before we get physical - the basis for restoration

Protracted negotiations with our insurers provided us with the resources necessary to restore 27162 to its state before the disastrous fire of 2011. This means we must spend in a controlled way and not without justification. To this aim, an LMSCA member guided us to a standard business related process by which programmes of work are continuously monitored, giving feedback to the LMSCA and its contractor and permitting early correction of any deviation from the overall plan. As you will remember from the Chairman's report in the last issue a contractor has been appointed to restore 27162 to a watertight shell and we procured an estimate from them by agreeing the work to be undertaken and costs incurred for that work. The work was then quantified and costed in terms of materials and labour with an appropriate contingency added. Our contractor is LS Engineering of Ripley in Derbyshire which quoted for fifteen of the seventeen self contained modules required for production of a full watertight shell. The remaining two modules are being undertaken in conjunction with LS Engineering by LMSCA volunteers who are required to produce these to the correct specification and at the correct time in order to dovetail into the main contractor's program of work.



The new bottom rails are fitted to 27162 in the shed at Wirksworth, 18 May.

John Leather



By 8 June Derek Mason is able to admire the new end framing.

John Leather

To get to this stage has taken some considerable time, effort and a little money. We consider however that this is the correct approach especially when consideration is given other restoration projects which have run over budget and consequently never been completed.

Now lets get physical

We have been very grateful to have the help of WyvernRail plc by allowing us to undertake the work required to watertight status in the maintenance shed at Wirksworth. The existing 'charred' frame was finally shunted there in late April a little later than we anticipated but work was soon underway stripping off all the unusable cladding and framing. This resulted in approximately 15 feet of the bodywork at the toilet end being completely removed, propping being necessary to ensure the remaining part did not sag.

Basically major work is required at the toilet end on the floor, doors, end, two sides and the roof. In addition we are taking the opportunity to remove all the window glass and six of the brass window frames (all of which fortunately survived the fire) for refurbishment. We have subsequently decided to re-bush and renew pins on the brakegear as they were all found to have severe wear problems. We are also attending to the external and internal paintwork on the remaining unaffected areas, but I will relate our efforts in this areas another time.

The LMSCA is undertaking refurbishment of two modules, being the corridor connection and all the passenger compartment windows. LS Engineering will complete the remaining fifteen modules under contract, to include feedback for the process of monitoring as described above.

What has been achieved so far?

Briefly the dismantling work is complete, the corridor connection, end, sides, floor and roof have all be removed. New framework made from 'Iroko' has been manufactured and fitted for the floor, and end, floor boarding has been made but not secured to allow better access for brakegear removal at the toilet end bogie. The east side framing is made and will be installed by the time you read this. Window frame refurbishment and re-glazing of opening sliding lights is progressing together with stripping and refurbishment of the corridor connection for which we have 'acquired' two new volunteers.

So are we achieving the plan?

We have so far received three 'feedback reports' and so far all is to the plan, in fact we are slightly ahead of it. The system is providing useful data from which we can make decisions and monitor progress.

Derek Mason



By 22 July the east side framing and gangway mount are in place, such is the rate of progress by L S Engineering. 27162 is truly 'on the rise' again.

John Leather

27001 UPDATE

The North end restoration is now complete with new windows fitted and the gangway re-connected.

The insulation is still progressing and the internal panneling fitted. Most of the window drains need new pipes fitted which is causing some delay but will be completed shortly.

The new windows (to provide 5 seating bays) have been cut and once the weather is warmer the glass will be fitted, they will be glued in instead of using clamp wood.

The prototype heating pipes will be steam tested when the necessary facilities become available.

When the floor was laid it was decided the external doorways would have protection from hardwood being fitted, and work on these has now been started.

Alison Leather



Testing Times - a requirement for improved access steps to 27001 gave John Birkinshaw the impetus to try his skilled hand. Constructed using excess timber from his 'build your own home' project it is designed to current regulations. Before allowing public use there just had to be a static load test. The most 'healthy' members available were used for this purpose as is ably illustrated. Handrails have since been added. The testing team in order from top to bottom are John Birkinshaw, Derek Mason, Alison Leather, Derick Glynn, David Tillet, and resting on the bottom is Andy Titcombe.

John Leather

STONE'S VENTILATORS

Did you get the answer to the quiz photo in the last issue? No doubt some of you did, it was an end-on view of the centre vane of a Stone's ventilator. The centre vane has the actuating handle enabling passengers to direct airflow into or out of the coach, after opening a little hopper window to access it. Having taken several of these devices to pieces to clean it strikes me as amazing that such a complex, quite fragile, and probably costly item was used to aid ventilation. The MR, GER and NER certainly used them, and the LMS up to the early 1930s in the Period 2 designs, then the sliding vents came in with Stanier, and what could be simpler really? However I have to say that they are very attractive when cleaned up.



The name Stone's ventilator seems to be applied across the board but I have not found that J. Stone (Deptford) Ltd took out a patent on the design. Indeed none of the ones we have are made by them, instead being manufactured by A. G. Wild & Co. Ltd of Sheffield who were granted a patent as late as 1930 for the way the glass was held in the brass carriers.

Dave Winter



Where there's brass there's muck - until you clean it up, then it looks great.

Bob Matkin

A PRESENT FROM SCOTLAND

I expect quite a few of you have heard of Keith Miles. Nowadays he is a prolific writer of articles on LMS locomotives in the likes of *British Railways Illustrated*, *Midland Record*, and *LMS Journal*. He has also done several pieces on the Peak Forest route, and an excellent book on the history of Rowsley MPD (*Scenes from the Past 44, Rowsley Motive Power Depot*, Foxline, 2002). He was singularly qualified to pen the latter as he was the Running Foreman there from 1950 to 1955 when it was an extremely busy place due to the large amount of freight and mineral traffic going to the North-West which had to be re-marshalled to enable it to be banked up to Peak Forest.

He started his railway career as an Engineering Apprentice at St. Rollox works in Glasgow, then moved to Willesden, then Crewe, where to quote from his book on Rowsley MPD he was called into the office of the Divisional Motive Power Superintendent C R. Campbell, who motioned him to a chair with a lighted match, and then out of a cloud of pipe tobacco smoke said “you’ve”, *puff*, “got”, *puff*, “Rowsley”, *puff*, *puff*.

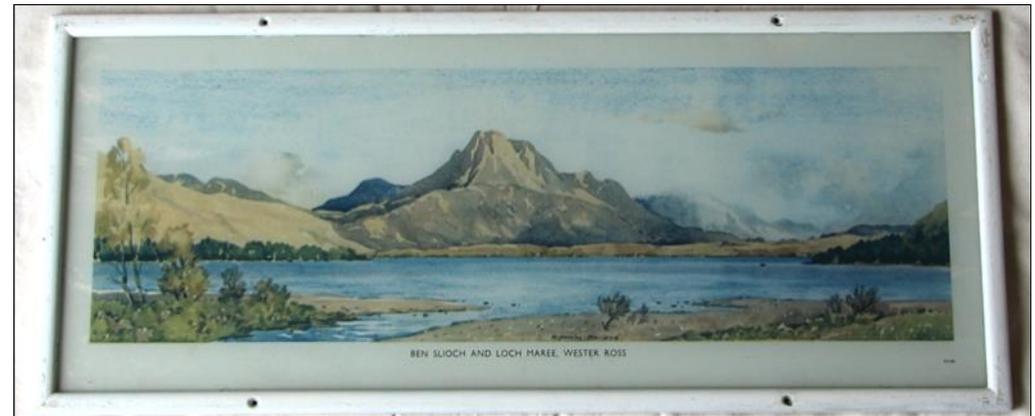
I first had contact with Keith just over ten years ago when he was preparing the Rowsley book and he appealed for photographs, some of which I was able to supply from 1963/4. We have corresponded occasionally since and I was very pleased to receive a letter from him last year saying he had read the 7828 report in Peak Express and would the LMSCA like to have some carriage prints he had had in his possession for some time? Naturally the answer was in the affirmative and I left it to Keith as to when we could meet up.

Fortunately his wife (the daughter of a Rowsley engineman) was attending a school re-union in Matlock Bath in July (Old Bailean 1945 5th Form) and they would be staying with their son in Nottingham overnight which gave us the opportunity of meeting at Rowsley. I was able to give Keith a quick tour of Rowsley site including the engineering workshop where he was informed by Ed in no uncertain terms that GWR locos were superior to anything the LMS had ever turned out, Keith was very polite about it, secure in the knowledge that the LMS could do it without copper-capped chimneys! He was interested to see the progress on 7828 and remembers travelling in the twin-window vehicles.

So it came to the handover of the prints, and the story behind them is that when he was at St. Rollox, he nipped out in his lunch break one day to have a look in some condemned coaches, and took the opportunity to liberate some prints before it was too late. Keith wasn't sure which type of vehicle was involved but it may have been pre-grouping. He has given us three Scottish scenes: Ben Slioch and Loch Maree, Wester Ross; Torridon Hills, Wester Ross; and Western Highlands near Morar, plus a LMS photo of Castle Square Caernarvon, and the LMS Hotels advert. I hope to bring some of them to the agm in October.

So thanks very much Keith on behalf of the LMSCA, I know that the prints will find their way back into a carriage before too long.

Dave Winter



Ben Slioch and Loch Maree, Wester Ross by W. Douglas Macloed



Castle Square, Caernarvon

EXLEY AND HIS COACHES

The name of Edward Exley is well known in the world of model railways as a builder of quality coaches in both '0' and '00' scales.

Today, over 50 years since the last coach left the small Bradford factory they still stand comparison with modern model coaching stock.

All hand built, detailed, finished and close to scale dimensions they were never intended for the mass toy market. In 1949 a standard Exley '0' gauge coach retailed at £3-00 plus 14/- (70p) tax. This was not far off the take home pay of many weekly paid workers of the time.

The coaches were produced from a one piece wrapper over a wooden pattern to form the sides and roof. Windows were then notched out and later fitted with thin glass. The two ends were die-cast and a timber floor completed the body ready for the underframe and bogies. The earliest models were all hand painted but as production rose they became sprayed, lined by hand with stencilled lettering and numbers.

A wide range of coaches were available for the big 4 regions including dining and sleeping cars .Other regions and specials could be commissioned.

The story behind the name began in 1896 with the birth of Edward Exley in Bradford. Born into an engineering family it was only natural that his first job, like his father, was to teach engineering at Bradford Technical College. In 1922 he started his own company producing, to order only, gauge '0' and '1' locomotives in steam, clockwork and electric. A move to larger premises in the early 1930s saw the first '0' gauge coaches produced for general sale, a move that was to set the pattern for the rest of the company's history. By the end of the decade '00' coaches were added, although at first they were sold without bogies. As the coach was deemed incomplete



An example of an Exley LMS Period 3 Corridor.

Bob Matkin



A lovely example of an Exley '0' Gauge GWR Collett 3rd Corridor above, with below a detail of the coach. Shouldn't those axlebox covers be blue Bob?

Bob Matkin



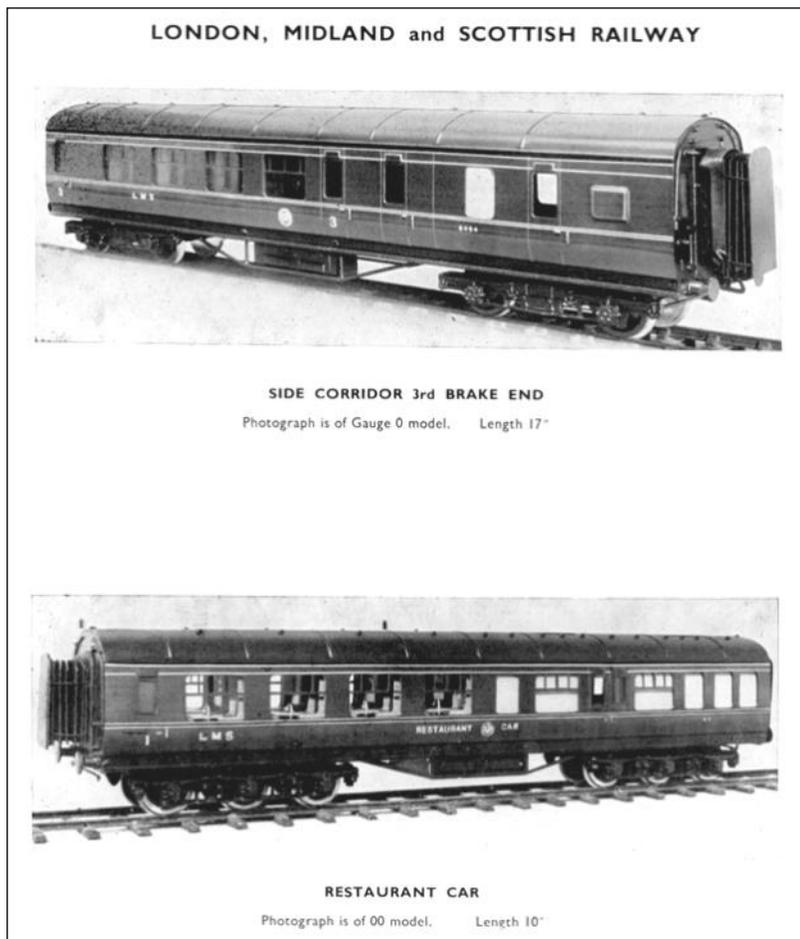
plete it avoided purchase tax, a move the Inland Revenue soon rectified and so bogies were added and sold as complete ready to run models like their '0' gauge counterparts. Coach sales continued to dominate the factory production and most locomotive orders were contracted out. A fire in 1962 destroyed a large part of the factory along with much of the tooling and as Edward Exley had reached retirement

age he decided to close the company.

The name of Edward Exley Ltd as a trading company was carried on by Mr V Boyd-Carpenter of Baslow, Derbyshire and continued until his death in 1995.

Bradford built coaches in good condition still command a high price on the auction sites and are sought after by both collectors and modellers. The coaches in the photographs are in original condition only the wheels have been changed from coarse to fine scale to allow them to run on today's trackwork.

Bob Matkin



A page from the 1954 Exley catalogue. The 'O' Gauge BTK retailed at £3 plus 10s tax, while the 'OO' Gauge 12-wheel Diner was £1 16s. 6d plus 6s 1d tax. This was when the company was trading from Baslow, and even in 1954 the catalogue referred to the nearest stations as Bakewell (LMS) Passenger, and Matlock (LMS) Goods.

OVER THE POINTS BY ELECTRICAL TRACTION*

The LMS wasn't a great exponent of electric traction in the sense that the Southern was but did add the Wirral lines and the Manchester South Junction and Altrincham to the existing LNWR and LYR schemes. There was a plan to electrify the Oldham Loop line, a line eminently suited to electric working, in the early 1930s, but it came to nothing with the economic downturn. Eighty years later you could say it has come to pass with the new Metrolink extension.

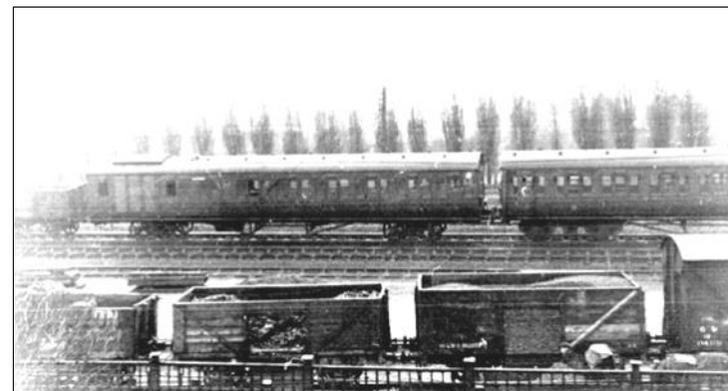
As ever Henry Casserley was ready with his camera and captured these Euston-Watford and Broad Street-Richmond line units, courtesy of Richard Casserley.

Dave Winter

* John Betjeman *Metroland*



Driving Trailer Third 28817 at Watford in July 1945, still showing the full livery without waist panel of the 1933 build. The adjacent coach has the waist panel of the 1927 build. Note the window bars for working through Hampstead Heath tunnel.



Not of great quality but a wartime photo showing Motor Brake Third 28010 on accommodation bogies en route to Wolverton in 1945.

LMSCA VEHICLES

P1 TK No. 1295 built in 1924. Originally 1371. Departmental service number KDM395498. Later internal user number 024744. Constructed as a third class corridor carriage at Derby to D1695. Dimensions 57' 0" x 8' 10½".

P1 TO No. 7828 built 1925. On 10 year loan from the National Railway Museum. Originally numbered 16122 - one of 555 vehicles built at Derby to D1692, the most common LMS Third Open. Became part of a 'Control Train', and was partially restored by the NRM at Derby. Dimensions 57' x 9'3"

P1 BCK No. 6720 built in 1929-30. Originally 9864. Departmental TDM395845. Originally built as a composite corridor brake carriage at Wolverton works to D1704. Rebuilt to P3 outline to D1704A. Dimensions 60' 0" x 9' 0".

P2 TK No. 1501 built in 1930. Originally 3031. Departmental service number DM395801. Originally constructed as a third class corridor carriage at Derby Carriage and Wagon works to D1782. Dimensions 60' 0" x 9' 0".

P3 TO No. 9125 built in 1935. Departmental service number KDM395892. Built as a third class open carriage at Wolverton works to D1915. Dimensions 57' 0" x 9' 0".

P3 TOs No. 27109 & 27162 built in 1945. In departmental service 27109 carried the number 65830, and 27162 became M38746M as an exhibition vehicle. Constructed as third class open carriages at Wolverton works to D1999. Dimensions 57' 0" x 9' 0".

P3 (Porthole) BTK No. 27001 built in 1950. Sold direct out of service to the Manchester Ship Canal. Originally constructed as a third class corridor brake carriage after nationalisation at Wolverton Carriage and Wagon works to D2161. Dimensions 57' 0" x 9' 0".

P3 BG No. 31216 built in 1941. Eastern Region Internal User 041542. Donated to the LMSCA by Jarvis Rail after being stored for 20 years in Wakefield Kirkgate goods shed. Built at Wolverton to D2007. Dimensions 50' 0"x 9' 0".

MEMBERS' VEHICLES

P1 RK No. 30005 built 1924. Originally 3286, constructed as a Full Kitchen Car (RK) at Derby to D1697. After withdrawal from revenue earning service, converted in 1956 to the London Midland Region Track Recording Coach. Renumbered to departmental stock as DM395223. TOPS code: QXX. Dimensions 50' x 9' 3".

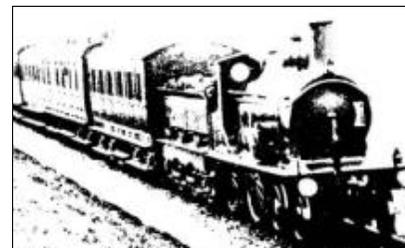
P1 CK No. 3565 built 1925. Originally 9229, constructed as a corridor composite at Wolverton to D1694. It became a departmental dormitory vehicle KDM 395776 in the 1960s, and was acquired by the Aylesbury LMR Staff Association model railway club.

P1 TO No. 7991 built 1926. Originally 5682, 'All-Steel' built to D1745 by the Metropolitan Carriage Wagon and Finance Company. To Manchester Ship Canal in 1958, Severn Valley Railway in 1972 and to Midland Railway Centre 1980, appearing at Rainhill that year. To Rowsley 2011. Dimensions 57' x 9'3"

P1 TO No. 8422 built 1928. Originally 2924 built to D1692 at Derby. Converted to ambulance car WW2, repatriated to National Army Museum, then Long Marston. To Rowsley 2011. Dimensions 57' x 9'3"

P3 BCK No. 6815 built in 1935. Departmental service number DS70247. Built as a composite corridor brake carriage at Wolverton works to D1932. Dimensions 62' 0" x 9' 0".

P3 TK No. 1782 built in 1934. Constructed at Wolverton, renumbered DM395911. At the Churnet Valley Railway until purchased in Nov 2012.



Another little quiz for you - which three pre-group companies painted their locos and carriages the same colour? OK so we all know the Midland, what were the other two?

Back Upper: Nice work by L S Engineering for 27162 *John Leather*
Back Lower: Torpedo vent for 7828 with gauze filter *Dave Winter*



*Thank You for accepting
The Droplight in
electronic form.*

