

THE DROPLIGHT

No.33 SUMMER 2016



**NEWSLETTER OF THE LMS
CARRIAGE ASSOCIATION**

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LMS Carriage Association

The Droplight Newsletter of the LMSCA No.33 Summer 2016

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Front: Saturday 5th March 2016 was the first occasion that an operational LMS coach had run into Matlock station for many years.
Alan Taylor

VIEW FROM THE VESTIBULE

Welcome once again to the world of the LMS coach, although I admit we do stray a bit in this issue.

The official launch of the NRM's Third Open 7828 was a day to remember, enjoyed I'm sure by all who attended, and we got good coverage in the press as well, which helps to keep our profile high. It also led to some sizeable donations, which are always welcome.

As you will read, the 'issue' of toilets discharging onto the track has gained momentum recently. Having recently hosed down the bogies of 7828 to remove 'you know what' I have to say it is an unpleasant business, and what was once acceptable is perhaps no longer so.

John Macnab has once again graced our pages, this time with his record of LMS coaches north of the border, while Ian White has selected some of the entries from the glossary of his notable two volume work on LBSCR coaches. I would make a plea for more articles from you, our members, it's your newsletter after all.

A reminder that that our agm this year is in the Training Room at Wirksworth on Saturday 8th October at 2pm.

See you there!

David Winter (Editor)

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THE CHAIRMAN'S VENTILATOR

I am pleased to report that the change over of Membership Secretary from Alison Leather to Bob Matkin went smoothly. Bob's contact details should be appearing on the contact page inside the cover. I personally thank Bob for taking on this difficult position, and to help, it would make it easier if subscriptions were paid promptly at the due time.

Alison had a hiccup with her health a few weeks ago, but fortunately it was not as bad as first feared, and she now insists that she is on the mend. Best wishes Alison for a speedy return to full health.

An update on progress at Wirksworth - work on 27001 is progressing slowly but well executed by Nick and Derrick, most of the woodwork in the guard/brake compartment is done and painted brilliant white you almost need sun glasses to go through there, and with the heater trial fitted and awaiting final connection. The compartment ends of which the guard's is one have been constructed and new sliding doors have been made and fitted to each compartment end using new modern sliding gear, although the desire to retain the bottom guide has caused a problem (we were one short), but we have found someone who can replicate the old one.

Work is also progressing on the tubular heaters, I have only one more to make for 27001, then I suppose I can move to 27162 and produce six more for that carriage. Progress on them has been slower than I would have liked this summer as the model railway club I belong to has been exhibiting at quite a few model railway exhibitions this year, which with holidays takes up a lot of my time. (How did I find time to run my own business?)

No work has been carried out on 27162 and the summer (what summer?) is running out to get the roof leaks fixed. Not an easy job when it's raining 'Oh' for some covered accommodation.

As before if you need to contact me to offer any help please use email: mike.denton@lmsca.org.uk, I hope to see you at the agm on 8th October.

And finally members' thoughts and best wishes are with Derrick and Linda Glynn at a most difficult time.

Mike Denton

MEMBERSHIP

This is my first report as the new membership secretary and I will start with a big thank you to Alison, who has held the position for some fourteen years. A quick calculation shows me that to equal her term of office I will be 84; assuming I even make it to then, I doubt my carers will allow me down to the carriage shed. On taking over I have acquired some archive material including a full set of "The Drop-light" magazine. The first edition has an article by Derek Mason, who was both membership secretary and treasurer. He reported that the initial membership stood at eight, but by the next edition in September 2000, the figure had risen to

twenty. Whilst we are unlikely ever to see such a dramatic increase again I can report that we have three new members with David Lathrope MBE of Darley Bridge, Rob Murray of Kirkby Stephen, Cumbria, and Paul Scott of Unstone, Chesterfield. It was Paul who kindly loaned us six of his "O" gauge LMS coaches for our Rails @ Rowsley exhibition. A warm welcome to the three of you.

Bob Matkin

TREASURER'S REPORT

Many thanks to those of you who have contributed funds over the last six months. The final push to get 7828 into traffic in the spring was inevitably expensive, as a significant proportion of the finishing touches need to be manufactured to a one off order.

Now that this coach is out of the shed at Rowsley, our resources need to be re-focused toward the next vehicle. Many of you will already be aware that the intended target of our efforts will be Third Open No 9125 to Diagram 1915, which once completed, will be the only one of its type restored to original condition.

Funds have already been allocated to this restoration where they are available, however you will not be surprised to learn that we do not yet have sufficient funds available to take this coach to completion. If anyone reading this wishes to make a contribution to this project, then rest assured, we have the mechanism in place to make good, appropriate use of your donation to benefit 9125.

Since my last report, significant progress has been made in securing monies from HMRC in the form of Gift Aid. Most of the money due is now in the bank, with a regular schedule in place to feed future claims. This makes a real difference to our ability to carry out restoration work into the future.

If you are a UK taxpayer, and have not completed a Gift Aid declaration in favour of LMSCA please do so. Remember, we can claim prior Gift Aid due, for four years previously if you tick the box on the form. If you have previously completed a form, there is no need to repeat it. There is no additional cost to yourself in this process.

David Tillett

DID YOU KNOW

That a "show" train commissioned by The Gramophone Company Ltd. Of Hayes toured the country in 1934?

It was composed of old Great Western stock painted cream and orange, with several large images of the well known dog (Nipper) listening to "His Master's Voice", and the on-board crew demonstrating the new radios and radiograms, that were becoming increasingly popular. It did two tours of England, Wales and Scotland, starting from Paddington on 27th April. The train was described in the June 1934 issue of Railway Magazine.

SOME GLOSSARY ENTRIES

When I co-wrote *LB&SCR Carriages* (Kestrel Books, Vol.1, *4- and 6-wheeled ordinary passenger stock*, 2014; Vol 2, *4- and 6-wheeled saloons, vans and restorations*, 2016) I found it helpful to include a glossary. Some of the definitions were aimed at reducing ambiguity while others ended up comparing modern and ancient uses of the same term. Our *Droplight* editor suggested that I might compile a selection for the LMSCA readership, and that follows. I decided to choose a few entries that might provoke thought, and to highlight some of differences between describing Victorian 4-wheelers and “modern” LMS stock, for example the definition of “open carriage” relevant to Victorian times! I also selected terms which describe materials and methods produced by named companies which are still supplying us today. I have removed all references to sources and a few specifically LB&SCR notes to save space.

Bolection – In architecture this refers to a stepped moulding covering and projecting beyond the joint between two parts having surfaces at different levels. Some definitions simply refer to a moulding that projects beyond the face of a panel or frame, without the stipulation that it should cover the joint. In carriage restoration the term is applied to any projecting moulding which secures fixed glazing, and in most cases it does not also overlap the adjacent panel. They were first used on LB&SCR carriages in 1890 and the contemporary term was light moulding.

Clerestory – This is an architectural term which should be pronounced as “clear-story”. It means a story (level) with clear lights (glazing) to provide daylight illumination. When applied to railway carriages it refers to any raised central section of roof. In some cases the clerestory does have lights along each side but in many cases only louvre ventilators.

Commode handle – The grab handle adjacent to a door. The term was used by the LB&SCR and is still in use by carriage restorers and model makers. The term almost certainly originates from the original meaning of commode, i.e. a storage chest with doors and/or drawers, rather than its later euphemistic use for a close or closet stool. Drawer and cupboard door handles were often similar to the loop handles used on early carriage doors and the term may initially have meant carriage door handles. However, the known uses of the term by the LB&SCR date from 1869 to 1886, by which time most carriage doors had T-handles, so it is a reasonable assumption they were describing the grab handles.

Ducket – A side lookout for a brake vehicle; it would have allowed the guard to view along the side of the train. It is not clear when the word ducket came into use. Contemporary LB&SCR documents had little need to refer to it but they sometimes used the term O.G. (below)

Fourth class – An ambiguous term. Its common use was open sided or roofless Thirds but that was not its LB&SCR meaning. Hamilton Ellis also used



The partly restored ducket on LB&SCR brake Third No.949 at the Bluebell Railway

Fourth Class to mean open sided carriages. However, the LB&SCR regarded such carriages as Thirds, and used the term “Fourth” as an alternative to “Parliamentary”. In an 1860 Shareholder’s Meeting they stated “Fourth class coaches were Parliamentary and much more expensively constructed than Third class”. The NRM have a cast iron carriage plate reading “LB&SC” / “FOURTH CLASS” / “19” (Acc.No.1997-7598).

Hide, russet – A form of cattle hide; vegetable tanned and sometimes called tooling hide; so named because it can turn a reddish russet-red. Used in the 1850s as a roof covering for First class LB&SCR carriages.

Moquette – A carpet-like woollen fabric largely associated with railway upholstery. It has a deeper pile than domestic upholstery fabrics and the pile may be left looped, or it may be cut. From the 1830s carriages were upholstered with fabrics made by John Holdsworth & Co of Halifax, a company still producing moquette today. Contemporary LB&SCR documents specified “cloth” in Firsts and as Holdsworth were the named supplier it may have been moquette. The term moquette was used by the LSWR by 1910.

O.G. – Abbreviation for “ogee” which is an alternative term for a lookout ducket of the form used by the LB&SCR and the term was used by the Company but only in later years. Two LB&SCR documents, namely a 1911 drawing showing how the over-ducket gauge was to be narrowed, and an annotation to the first diagram book presumed to be from a slightly earlier date, referred to “guard’s O.Gs.”. Ogee is an architectural term for a structure with a reverse curved profile, e.g. ogee mouldings, and it aptly describes the shape of the lower section of a Stroudley or Billinton ducket. Sometimes modern writers have used the term for any guard’s lookout even when it is not of the ogee shape.

Open carriage – Any carriage in which the passengers lack wood or glazed weatherproofing. As it could mean either roofless, or merely open sided (but roofed), the terms used here are “open sided carriage” and “roofless carriage”.

Parliamentary class – Weatherproof carriages designed to satisfy the requirements stipulated in the 1844 Regulation of the Railway Act. On some railways these were the first Third class carriages but the LCR and LBR both had Thirds before the Act, so counted these carriages as a separate class. They were initially called “enclosed Thirds”, but from 1846 they were listed as Parliamentary class. In 1863 they were reclassified as Thirds.

Shell moulding – The moulding along the lower edge of a carriage covering the joints between the bottom-side and the bottom quarter panels. Most carriages in this work did not have a shell moulding as the bottom panel was inserted into a rebate in the bottom-side, and the outer face of the bottom-side was shaped to look like a shell moulding. In restoration a shell moulding is used to avoid the bottom panels being held captive, allowing them to be fitted after erection of the frame, and permitting replacement in the event of damage or rot.

Transfer – Transfer printing is a process that allows an image to be printed onto a special paper or carrier film, which is then applied to a solid object that can’t otherwise take a printed image. Heraldic devices (garter marks, coats of arms and the modern logo) can be more easily applied as transfers than by hand painting. The process was initially expensive and specifications as late as 1879 referred to the garter being painted. Tearne & Sons of Birmingham, were established in 1856 and supplying the railway industry by the 1870s. The same company supplies restorers now.

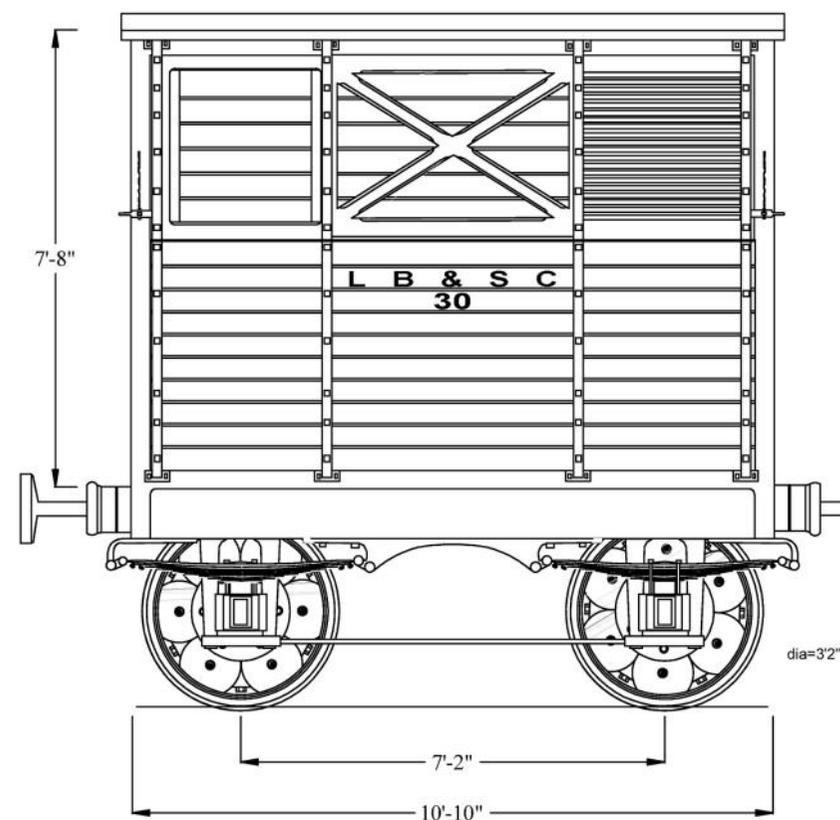
Tumblehome – see Turn-under.

Turn-under - The curve of the carriage side below the waist rail. The term was used in both Victorian and Edwardian times. It is used here in preference to tumblehome, which appears to have been adopted by carriage restorers in later years. Tumblehome was originally a marine term for the narrowing of a

wooden sailing ship above the waist (widest part). Carriages with curved sides may narrow slightly above the waist, as well as having a pronounced curve below the waist. When tumblehome is used for carriages, it normally refers to the below waist curve, that being the reverse of its original meaning. The old term of turn-under avoids any possible ambiguity.

Wharton wheel - Wharton wheels comprised a set of 6 wooden discs around the iron centre, each bolted to the rim, plus wedges bolted to the centre (see drawing of horse box below).

Ian White



WHAT BOB SAID

Not Bob Matkin our new Membership Secretary, but Bob Gwynne from the National Railway Museum where he is Associate Curator of Rail Vehicles. Bob was one of our invited guests for the official launch of Third Open 7828 and a couple of days later he wrote a very complimentary piece on the official NRM blog about the experience. This what he said:

“Visitors to the museum at York enjoying the Flying Scotsman season may be unaware of the vehicles displaced to allow it to take place. The fact is that the national collection of rail vehicles is too large to have just one home and every time a new display takes place, a great deal of organisation, not to say shunting of vehicles, takes place.

Locomotion at Shildon is our other home base, but after that there are trusted locations around the country where national collection items are housed, cared for, and in some cases immeasurably improved. One of these is Rowsley on ‘Peak Rail’ where the London Midland and Scottish Carriage Association have just finished restoring LMS Vestibule Third No 7828. Just after Easter they gave this once humble vehicle its place in the sun at the front of a ‘re-launch’ special over Peak Rail’s rebuilt line to Matlock.

Travellers on board enjoyed the atmosphere of an ‘ex-works’ carriage, as though the clock had been turned back to 1925, when 7828 first emerged from the Derby’s Litchurch Lane works as one of 550 carriages of this type. The restoration had come about through the hard work of the LMSCA, who took over a project which had stalled in the 1980’s in 2003.

Careful work included renewal of a large part of the roof, repair of windows, reupholstery of the seats with a moquette specially woven for it from the original pattern, and installing replica lights to the original design (with its spiky hint of the age of art deco). “A 3rd class carriage but a first class restoration” as my colleague Anthony Coulls put it at the re-launch (although today’s travellers rather marvelled at the interior which they felt was ‘First’ class not ‘Third’).

No 7828 joins a growing list of restored carriages – often the highlight of a visit to a restored railway and to the National Railway Museum. Here in York visitors to ‘Service with Style’ can sample two further examples (part of the nation’s heritage, though not part of the National Railway Museum’s collection) – LNER Brake 3rd No.3669 of 1930 and LNER ‘Thompson’ Buffet car No.1706 of 1947 both examples of long and careful restoration by dedicated volunteers associated with the North Yorkshire Moors Railway and the Llangollen railway respectively.

There seems to be a growing trend within railway preservation for carriage restoration, a good thing surely, for it enfolds the traveller in a past railway environment in the same way as good historic houses do, allowing one to muse on what travel was really like way back then. It also means we have valuable partners to help care for the national collection, including some who have the dedication and skill to deliver restorations as good as that of 7828.”

Thank you Bob, be assured we will carry on the good work!

WENT THE DAY WELL?

Yes it did, I’m talking about the official launch for 7828 at Rowsley on 29 March. It took a lot of planning with a very long list of contacts to invite including all LMSCA members, NRM officials past and present, the press, and Peak Rail and Peak Rail Association directors. Any LMSCA members that we did not have an email address for were contacted by letter and at least this enabled us to update our list of contact details. With just 56 seats available we had to decide who would ride on which train service and inform our visitors appropriately. The catering was done in conjunction with Peak Rail and went down very well.

The current NRM representatives were Anthony Coulls, Bob Gwynne and Chris Binks, with their former colleagues Helen Ashby and Richard Gibbon being invited due to their previous involvement with 7828. They were all impressed with what we have achieved with 7828 and I think Richard in particular was very pleased that his faith in our capability to do the job had not been misplaced – remembering that at the time we had no track record to be judged on.

After two round trips to Matlock in fine weather it was time for the speeches and ‘thank you’s’. I led off with a few reminders of the 1920s when 7828 was built and what a different world it was, and John Leather our previous chairman pointed out that most of the people involved in the restoration were actually present. Anthony Coulls for the NRM said how right we had been to go down the ‘authentic’ route in the restoration, and that they wouldn’t be taking 7828 away from us, which was very reassuring. He concluded by saying that although 7828 was a third class coach it had been a ‘first class restoration’, a comment that was naturally well received by



Some of the launch day revellers at Rowsley South including on the left Chris Binks, Anthony Coulls, and Bob Gwynne from the NRM.
Sheila Rayson



Treasurer David Tillett and valued supporter Alan Dronsfield enjoy the ambience of 7828.
Sheila Rayson

all involved. There were two more trips and all our invitees were able to enjoy travel in true LMS style.

Thankfully 7828 behaved herself and no bits fell off to embarrass the team! Since then a few minor items have had to be attended to but nothing major. The brakes have been taken up after bedding in and the ride height will need to be adjusted at some stage.

The coach has to date been used for Sunday lunch dining, afternoon teas and a wine tasting but we would like to see it opened up for more general use when appropriate. It had also got quite grubby being next to the steam loco, so it's a good job that one of the new gangway covers was fitted. We found that a wash using a good quality wax car shampoo lifted the grime and did a good job of cleaning and leaving a shiny finish so I think that will be a regular task from now on.

The last piece of news is that the hoped for visit to the Midsomer Norton base of the Somerset and Dorset Heritage Railway Trust in September has been postponed as they feel that their site is not secure enough to ensure that 7828 would be sufficiently protected. They are hoping to improve matters so a visit could still be arranged in a couple of years.

Dave Winter

CCT 94630

After a lull during which we carried out body repairs and repainted the Mk2 BSO (see separate item) our full attention is now concentrated on the CCT which will become our upholstery workshop. It is now in the shed, as is Derek and Ben Riley's MR 6-wheel brakevan 1060 which is being dismantled.

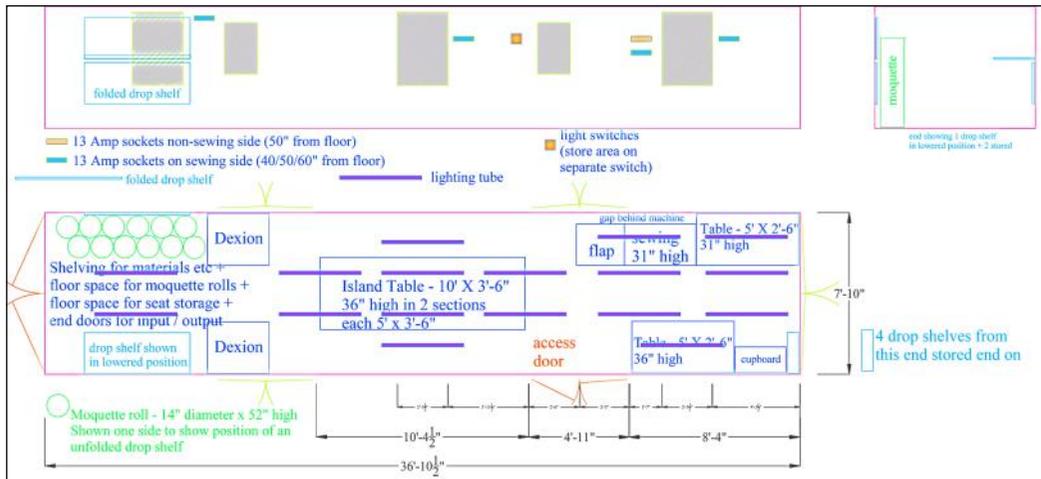
The first thing needing attention was the clearing out of the interior; Dexion racking occupied about two thirds of the interior length and was full of wood, conveyor belting, venetian blinds, and much else. Having removed most of this we started dismantling the racking, but not all of it as Ian White has earmarked some to be incorporated in his plan for the workshop. With a bit of space now freed up Mike Fearn and Ben Riley had a go at seeing if the end doors would open. The answer was 'not easily' but they did relent after much brute force and now that they are open it's much easier to see what you are doing inside. The next move was to uncouple the two vehicles and move them apart a few feet so that the south end headstock and drop-down flap could be needle-gunned by Bob Matkin, this being the last bit of the chassis to finish off.

As the end doors open 180 degrees it's possible to clean up and rub them down while standing on the shed's walkways which is much better than working off a ladder. The intention is to have just the northernmost end doors opening in normal use, also to have just one set of the four double side doors functional. Initial sanding down of one corner has revealed the original maroon finish with lining and sign written data, it looks as if there were two maroon paint jobs and two in Brit-



The original data panel appeared after rubbing down.

Dave Winter



Ian White's plan for the interior layout of CCT 94630

-ish Rail all over blue. Colin Fearnley has measured up the data panels and has offered to recreate them when we have repainted the sides. The end doors also show some maroon, but this may be from the second coat of maroon and I think we will finish the ends in black. There will need to be some welding repairs in some areas apart from the windows, which we had already planned for, but not too much.

CCT's come with hinged drop-down (very heavy) shelves already installed and some of these are being refurbished for the final fit, but not all of them as they block out the light in the upright position. The interior plan has some flexibility built in, necessary for the differing tasks involved in trimming, and good lighting especially in the work area. With the built in shelves, the Dexion, and under bench areas there should be sufficient storage, it's envisaged that the rolls of moquette will be stored on end.

It's anticipated that 94630 will return to its position just south-east of the shed when completed, with wide access steps provided to one set of the double doors, this should ease carrying heavy seats in and out. As mentioned above the northernmost end doors will be kept in openable condition as this could enable seating to be carried directly into an adjacent vehicle without going down to ground level and up again, we will see how this works out as obviously shunting would be involved.

We have decided to remove the bottom layers of the planking which lines the interior of the sides to enable the welding to be carried out safely and then replace it, possibly blanking off some of the rather numerous ventilation grilles.

Although the intention is to produce a useful workshop we are not aiming for a 'Rolls Royce' job, that would take too long, and there are LMS coaches waiting their turn!

Dave Winter



Who are these two hobos riding the rails for free?

Oh no, it's Mike Fearn and Ben Riley after managing to open the end doors.

Dave Winter

MK2 BSO 9404

Well of course BR Mk2 coaches are far too modern for the LMSCA being only 50 years old, but when we were offered the chance to carry out body repairs and do a repaint on Peak Rail's Mk2 BSO as a contract job we agreed, after all extra funds are always welcome.

Although they are nice vehicles, Mk2s come with their own problems, being of monocoque or integral construction i.e. without a separate chassis. Corrosion problems arise from the use of foam insulation at floor level when they were built, a good idea at the time but the foam absorbs moisture which then corrodes the body from the inside. We dealt with this and replaced one of the double-glazed windows which had 'blown'.

Another problem was the fibreglass 'domes' at the roof ends, they both had a lot of cracks and crazing so we rubbed them down and applied two coats of resin before painting. One interesting aside to the repaint was where exactly the grey roof should start (or finish). As built only a few Mk2s received maroon livery (also a few in SR green), the majority including 9404 were in blue and grey livery with the blue on the ends carrying up over the fibreglass dome. As last repainted by Peak Rail the maroon was also taken up at the ends but this time after some research by Colin Fearnley we have aligned the grey with the gutter level, and in my opinion it looks much better and blends in well with the existing Mk1 stock at Peak Rail.

Some interior work was also carried out including repainting the 'cage' area floor and door interiors, and varnishing the wooden table trims.

All of the regular working members at Rowsley were involved, so thanks to all of you, it was a good experience.

Dave Winter



BSO 9404 as repainted has acquired the 'M' prefix.

Dave Winter

LMS COACHES ALLOCATED TO THE SCOTTISH REGION

A full four years of British Railways passed (since 1948) before anything positive was done to create (for both operating purposes and for book stock/accountancy purposes) a separate Scottish Region allocation of passenger carrying rolling stock. A bit of "mumbo-jumbo" had existed for "Scottish" stock since January 1948 as is evident from photos and comments in railway journals of the time, e.g., former LMS coaches might have both an M suffix (correctly) but an M prefix was oft applied rather haphazardly at least in such stock working in Scotland. I can only find a reference in a copy of a 1952 "Trains Illustrated" commenting on British Railways Carriage Numbering (at the dawn of the BR Standard Mk1 age that would, and indeed did, create increased numbering difficulties not the least being further duplications) gives a passing comment regarding the Scottish Region but it seems moves were afoot by the end of the previous year, 1951, to create an allocated list of passenger carrying stock specifically for the Scottish Region.

The other Regions, i.e., LM, ER, WR and SR were operating, primarily, with former company stock with Scotland having an almost balanced mix of LNER and LMSR coaches.

Whoever decided on what individual coaches by type and quantity to be designated SC (as per prefix) stock is unknown to me. Was it a committee? How did they pick and choose? Surely all the previous LNER and LMSR stock physically present in the Scottish Region on any given date in time was not simply acquired because it was "on hand." Did someone decide what was actually required for operating purposes and reject others? In passing, I may comment that in the book "LNER Standard Gresley Carriages" by the late Michael Harris he shows what former LNER individual stock was transferred to the ScR for this purpose. From whence he acquired this and from what source I know not but it is correct to my knowledge.

The persons (unknown) set down to make up the required listings a task that was completed in 1953.

It was well tabulated and in ten headings it showed vehicle type, vehicle no., gangway (whether PG or BS), Diagram no. (of build), Compartments, F or T, Seats, F or T, length over buffers (ft and ins), weight (tons and cwt), year of build and original owner (not just LNE or LMS but that of pre-grouping company stock still to hand in some numbers).

All nicely typed out and totalled 90 pages that gave a figure of around 4450 coaches which comprised approximately 1880 corridor and 2560 or so non-corridors. Plus the dining cars, sleepers, etc.

The lists of LNER and LMSR coaches could be regarded as 50/50 although I doubt this was the actual intention of the compilers.

I came to work in the Coaching Rolling Stock section of Glasgow North DOSO in the spring of 1961 and found myself the custodian of a copy of the 1953 listings (the only one I have ever heard of, not even from colleagues in other Scottish coaching stock sections, e.g. Edinburgh) and found it well thumbed and already a bit

dog-eared. No matter, it was sourced daily for our information. I might just add that we had no records or details of other Regions' stock - ignorance was bliss! By this time and around eight years old by then no printed/typed updates existed with coaches condemned/withdrawn simply 'scored out' with no details of their fate. There was also paucity to add new BR Standard Mk1 stock in as well!

Over the next year or so, off my own back, I compiled (as best I could) updated listings of the stock as this was the era (the mid-60's) of great change with movement/disposal/withdrawal of stock on a virtual daily ever-changing basis. I finally "acquired" the 1953 listings (a bit more tatty now and almost a requirement for white glove treatment) and still have it. A source regularly consulted and browsed over.

For the interests of your LMSCA members I will give a summary (of sorts) of the types of LMSR stock contained therein:

LMS Coaches allocated to the Scottish Region as per 1953 listings

Not comprehensively listed number-by-number (a bit much in types that amounted to numerous examples) but nevertheless will give some idea of what was detailed on the above listings.

Note - the numbers shown are not to be taken as consecutive in sequence.

CO There were six examples 9725/41-4/50

TO The lowest numbered 8593 to 8904 of Period II, and 8927 to 8929 and 9279 to 9310 of Period III

BTO These were eleven in total 9829/46/76/92-99 FK There were only three 1013/6/7

CK A large allocation with the lowest numbered 3512 to 3734 of Period I, 3785 /91/2/3828 of Period II, 3920 to 4291 of pre-war Period III, 4420 to 4854 of post-war Period III and "Porthole" Period I 1124550 to 24719.

TK The largest allocation. The lowest numbered 1262 to 1473 of Period I, 1520 to 2036 of pre-war Period III and 2291 to 2450, 12830 to 13164 of post war Period III.

It was in quite a large number of cases, e.g. 12934, applied to both an LMS TK of 1949 as well as an LNE TK of 1934. All very baffling in these pre-TOPS days! Were any scrapped in error? Just about! In passing are you aware only 10 Period II TK's were ever built? 1497 to 1506.

BFK One only! 5026 of Period I.

BCK Lowest numbered was 6600 to 6732 of Period I and 6736 to 6780 of PII.

BTK Another numerous allocation. The lowest numbered 5202 to 5309 of Period I, 5361 to 5446 of Period II, 5492 to 5956, 26140 to 26320 of pre-War Period III

and 26481 to 27040 of post war Period III.

F The lowest numbered was 10027 to 10105 of Period I thereafter 10117 to 10131 the entire Period III build of 1951. Just why is a good question!

C The lowest numbered was 16040 to 16267 of Period I, 16387 to 16474 of Period II, two odd ones, 16535 and 16651, thence 16570 to 16746 of pre-war Period III and 16785 to 16796 of post-war Period III.

CL These were numbered 19117 to 19170 of Period I build. My comments on the BTUs on the next page regarding "Inter-District" sets also applies. Would be used as "simple" Composites I rather imagine.

T The lowest numbered was 10856 to 11336 of Period I, 11383 to 1604 of Period II, an odd numbered 11675, thence 11960 to 12204 of pre-war Period III and 12258 to 12267 of post-war Period III.

BT The lowest numbered was 20000 to 20386 of Period I, 20387 to 20528 of Period II and 20608 to 20991 of pre-war Period III and 21058 to 21251 of post-war Period III.

BTL 25169 to 25247 of Period I build. So-called to be part of Inter-District sets in LMS terminology. I cannot find any specific Scottish workings of that kind. Doubtless used as "normal" BT's in their lifetime I should imagine. One also imagines that "toilets" would have been long locked out of use!

I have not included the "short" Cathcart Circle sets nor the triple sets we had on allocation. I provided that info to you previously.

Certain non-corridors were built on the shorter 54ft length as opposed to the more standard 57ft variety.

It is puzzling as to just why so many non-corridors (or corridors for that matter) to company designs were built in BR days from 1948. It is noticeable that the final non-corridors (which included examples of both LMS and LNE specific types) given to the ScR almost over-lapped with the first BR Standard Mk 1 examples - not to mention the early DMU's already on the horizon in the mid-50's. We were "awash" with non-corridors!

Much dialogue has been given over to the "999" BR Standard locos built and why - not much on the carriage front (nor in freight stock built in vast numbers).

The allocation was greatly reduced during the 60's - a handful of LMS CK's being the survivors as far as corridors were concerned. Non-corridors, now unloved creations went unheralded, unsung and did not even feature on official condemnation lists at the end.

Preservation has not been too kind on non-corridors either - too many doors to contend with?

All the foregoing gives some indication of what we in the ScR had as LMS stock. One wonders in retrospect just how many supposedly Sc allocated coaches never

saw Scotland? Losing stock in these heady pre-TOPS days was a common feature - for all Regions. My withdrawal listings at a time around 1964 found several of our non-corridors turning up in deepest Wales!

The excellent books on LMS Carriages, as you will know full well, by RJ Essery and David Jenkinson give full details of the stock mentioned. As ever, with my efforts, "E&OE" is my plea!

As a "postscript" I realise I should have added the dining cars/sleepers of LMS build on the ScR allocation.

RF 39 built 1936 to Diagram 1900.

RC 240-3, 250-2 built 1936 and 1937 to Diagram 1938.

RT 101-3, 111-4 built 1933 and 1934 to Diagrams 1861 and 1901.

Of the above, RF 39 was condemned in 11/64 but not disposed of until 1966. It was used as a dumped body in Buchanan Street station sidings in Glasgow for a period of time.

The RC's worked almost to the last on such as Glasgow-Oban services until BR Mk1 RMB's and RB's took over c1963/4. All broken up during 1964 in Scotland except 252 condemned at Wolverton Works. The RT's again worked such as Perth/Inverness/Far North services until replaced by new build BR stock. On withdrawal lists in 1/64 they too were broken up in Scotland.

The 1953 listings also show the former Caledonian Railway Pullman dining cars as LMS stock - not so!

SLC 705/6/7/10 built 1930/31 to Diagram 1781. More or less purely LNWR vintage but officially Period II.

Apart from 707 (condemned c1961) all others remained until c1963. 706 has a claim to "fame" in that it was in the formation of the Perth-Euston sleeper service involved in the accident at Harrow & Wealdstone in October, 1952. It was largely undamaged.

The SLC's were withdrawn c1961 when BR Mk 1 SLC's appeared on what was their long lasting workings. I.e. Glasgow/Edinburgh-Inverness sleeper services.

They were broken up at Shipbreaking Industries at Faslane on the shores of Loch Long that was Military Port No. 1 in WW2 worked off a branch from the West Highland line.

I mention this as several written articles have stated this particular branch was not used after the end of WW2 - that is not so, it remained for many a year after. The firm concerned broke up a good few RN warships and then turned their attention to railway rolling stock - steam locos, carriages and wagons! (Now the home of nuclear subs - some difference!)

John Macnab

FLUSHED?

In Droplight 31 I mentioned that ScotRail intended to ban vehicles dropping toilet waste directly onto the track from 2017 and wondered if this would affect heritage lines. Things have moved on with Network Rail now saying they want retention tanks on all stock running on the network, including charters, by the end of 2019.

Whilst it will be up to the 'big boy' TOCs to sort out the likes of HSTs and Mk4s, most charter stock in use these days is Mk1 or Mk2 which of course were not designed with retention tanks in mind. West Coast Railways has the largest number of such vehicles and has estimated it would cost £2m to comply, but it doesn't stop there as emptying the tanks also has a cost/time element. Even if a charter destination does have a depot with emptying facilities will there be enough time to service perhaps an eleven coach train in the stopover period? Where there is no depot West Coast envisage using road tankers to do the job, in either case there could be an additional cost of £2,000 per charter, this would lead to an unacceptable increase in fares. It's not just the big charter operators who would be affected though, loco owners with a single support coach could also face the estimated £20k cost per vehicle (NR's estimate).

Some operators are grasping the nettle though, and perhaps unsurprisingly they are at the 'better off' end of the market. Jeremy Hosking's Locomotive Services Ltd will have modified its entire fleet (around 20 coaches) by 2018, and Belmond is converting two vehicles a year.

There is the additional situation where heritage stock from preserved lines runs onto Network Rail, notably the North Yorkshire Moors to Whitby, and even Peak Rail running into Matlock. What to do - lock out the toilets while on NR tracks? Not easy to do, nor to explain to passengers.

On the subject of preserved lines it came as a surprise to me when one of the Heritage Railway Association's briefings spelled out that where heritage vehicles discharge toilet waste onto the track the Department of the Environment requires that an exemption is registered with them. The exemption lasts for three years and needs to be kept up to date. As far as I am aware Peak Rail has done this.

So I come back to my original question in Droplight 31, should we continue to provide carriage toilet facilities at all? It's possible to argue that on a short line with sufficient station toilet facilities they are unnecessary, indeed several lines run pre-grouping stock without toilets very successfully, and some have removed them from Mk1 stock to provide 'buggy parks', much appreciated by families. There is a lot to be said from the operator's point of view with not having to fill roof tanks and clean toilets - and avoid frozen and leaking pipes which can cause a lot of damage. There again if the Ffestiniog in the 70s and 80s was able to fit retention tanks to some of its stock in the restricted space available on the narrow gauge...

Perhaps this a case where some serious passengers surveys need to be carried out to see what the public really wants. After all we should bear in mind that ultimately 'the customer is king'.

Dave Winter

MIDLAND HOTEL DERBY

Regular working member Trevor Riley discovered a little bit of Midland Railway history on a day out (Ed.).

On a trip to a local antiques fair I was attracted to a brewery stall. The proprietor told me he didn't have any of my usual breweryana but he had a brown bottle from Derby, it had an inscription saying Midland Hotel Derby. As he only wanted a small amount I bought it.

The Midland Hotel is close to where I lived and worked most of my life, it was built by Francis Thompson opposite Derby station and at the same time, in 1840.

It had 102 rooms for first class passengers only. The Midland railway constructed it as Derby was their main hub. It was the first purpose built railway hotel in the world and was pivotal in much of the railway's commercial activity

It's on a site approximately 100 metres square half containing a garden for patrons to take the air, it is surrounded by railway buildings and the post office but its main claim to fame was that it had the largest cellars in Europe beneath. This became a bonded warehouse for the entire Midland and latterly LMS franchise, daily sending out thousands of bottles of wine and spirits to all outlets from Scotland to London and all between for around 120 years. The cellars were also used during the war as air raid shelters but closed in the early 1960s. This wasn't the end however, the fire brigade used them to train firemen from around the county to extract people from smoke filled rooms for a further few years.

The hotel like most of the buildings belonging to the Midland are Grade 2 listed, this includes The Railway Institute, railway cottages, and a pub The Brunswick Inn, again the first built railway public house in the world. The area was named Castle ward between the station and the town and in the 60s was all subjected to a demolition order, luckily a group was formed to save the cottages and pub, they were upgraded and are now fashionable places to live and drink the ale brewed at the pub after finding the original well reintroducing real ale back to Derby.

The Midland and LMS have long gone from Derby but the legacies remain in a vibrant area, and after 50 years the area is again being returned to housing, all this from a little brown bottle.

Trevor Riley



ANOTHER WAY TO SPEND A PENNY

Nothing to do with retention toilets, this gem of an idea was aired in the Railway Engineer for May 1911 (Ed.)

It seems a remarkable fact, in spite of the interest invariably manifested by railway passengers in the speed at which they are travelling, more especially when in fast trains, that hitherto, as far as we are aware, no company has taken steps to gratify the whims of their customers in this respect. There would be, of course, obvious disadvantages in fitting continuous running speed-indicators in the carriages, but the project concerning which we are now able to give our readers information is of a nature which would commend itself very strongly to those concerned, namely that of equipping the coaches with indicators brought into operation by the insertion of a penny in a slot

The idea is due to and forms the subject of patents applied for by Mr H Waymouth Prance, one of the partners of a firm of consulting automobile engineers well known in the motor world – and who is engineer in charge of engine measurements at Brooklands Racing Track. The argument put forward by Mr Prance is that when travelling in a train the thought is constantly occurring to passengers, "I wonder what speed we are doing?" and that if a passenger could, by inserting a penny in a slot and pressing a knob, see the exact speed at the moment indicated on a dial, great use would be made of this means of gratifying curiosity or interest. Sporting travellers would no doubt empty their pockets of coppers and amuse themselves with mild flutters, and so while away the hours of a long journey.

As will be seen from the following particulars, the apparatus is of a very simple nature and costs practically nothing to run, and as a financial proposition the fitting of coin-operated speed indicators in railway coaches should be a very sound one, whilst it should also serve in its small way to gain popularity for the line whose vehicles were equipped with it.

Turning then to the drawing which we reproduce herewith, it will be seen that the fitting, in the form suggested, consists of a metal case containing levers (which are released upon a coin being inserted in a slot) for making connection between the speed indicator and the carriage axle, the indicator being self-contained in this case. The case is fixed in any part of the compartment or corridor.

Beneath the carriage floor is fixed a clutch mechanism, details of which are shown in the drawing. To the outer portion of this clutch is fixed a belt pulley and another pulley is fixed to the carriage axle, a belt transmitting movement from one to the other. The proper tensioning of the belt is by means of a spring as shown.

The operation of the apparatus is as follows: When a penny is inserted in the slot it releases a catch and thus enables the knob shown in the drawing (inside back cover Ed.) to be pushed in. The effect of this is to pull a Bowden or other wire, which is shown enclosed in a small tube, and thus cause the two parts of the clutch, which are normally held apart by a spring, to gradually engage, so that movement of the

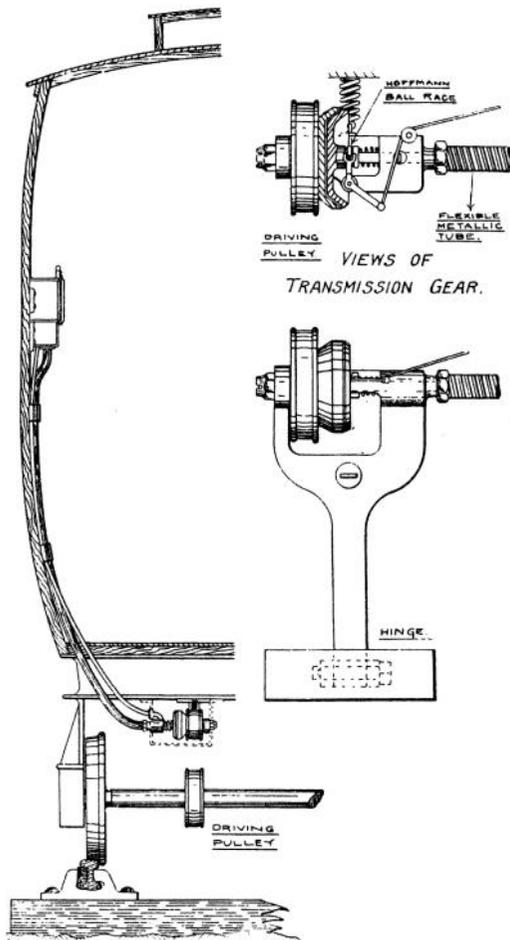
As long as the knob is held in by pressure of the finger the indicator remains connected with the carriage wheels, but immediately the pressure is released the two portions of the clutch separate and the knob returns to its normal position, whence it is locked by a catch inside the case, from which position it cannot be moved without the insertion of another penny in the mechanism.

The indicator is only subject to wear when the apparatus is being used, every part within the carriage being stationary except when the knob is depressed. Thus no noise of any sort is caused. Beneath the carriage the only continually moving part is the belt pulley, and with ample provision for lubrication this should only need very occasional attention. The clutch mechanism and pulley are enclosed in a metal case as shown, to protect them from dust.

The speed indicator proposed is of the type commonly used upon motor cars, operating upon the principle of induced 'eddy' currents, thus avoiding sudden strain against inertia of delicate moving parts, as would be the case in an indicator of the centrifugal principle.

The apparatus is easily fitted, it merely being necessary to attach the indicator case to the wall of the carriage, carry the tubes containing the operating wire and flexible shaft through the floor, fix the clutch mechanism below the floor, and fix a belt pulley to the carriage axle, the pulley being formed in two halves, bolted together, for this purpose.

We may add that Mr Waymouth Prance is in a position to enter into negotiations with railway authorities and automatic machine companies for the adoption of this fitting, and we venture to think that there is a very good future for this latest invention for the convenience and interest of the travelling public.



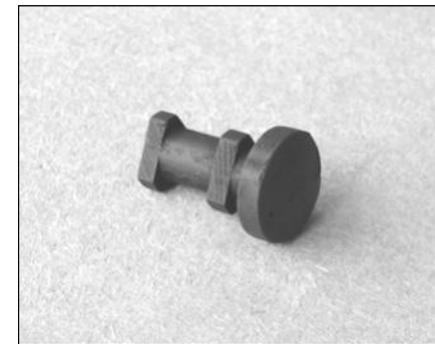
SUNNY SOUTH EXPRESS



In issue 32 I queried the rather short Sunny South Express in Henry Casserley's photograph taken at Bromley. The answer came from Peter Warren who is involved in an 'O' gauge project depicting Kensington Addison Road. He said it's the shortest formation he's come across but is in fact the portion for Ramsgate which the D1 loco will have taken over at Willesden, thank you Peter. (Ed.)

MYSTERY OBJECT

In issue 32 I also asked if you could identify the mystery object below:



There was a clue in my comment about them being used in thousands of steam-age carriages. It is merely a kind of restrictor fitted to the steam inlet in under-seat type heaters. (Ed.)

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".

P3 SLF No. 394 built in 1951. A 12-wheel first class sleeper constructed at Wolverton to D2166 Lot 1584. Located at Strathspey for many years before transfer to Wirksworth.

P3 SLT No. 621 built in 1952. An 8-wheel third class sleeper constructed at Derby works to D2169 Lot. 1628. Also at Strathspey before transfer to Wirksworth.

MEMBERS' VEHICLES

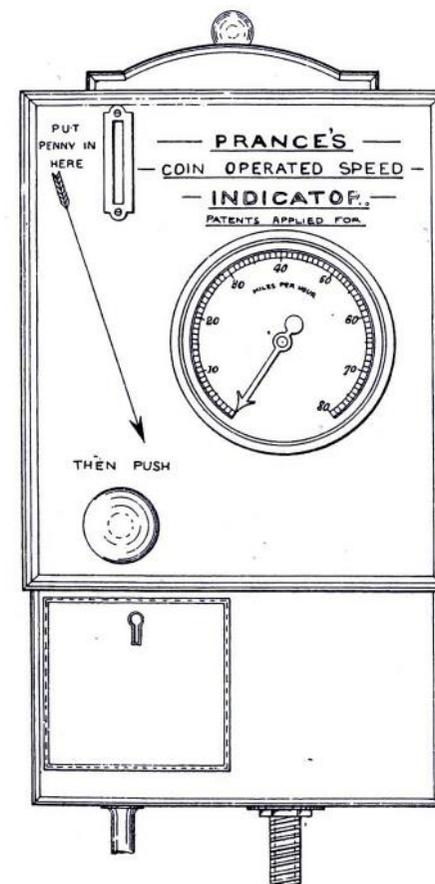
P1 RK No. 30005 built 1924. Originally 3286, constructed as a Full Kitchen Car (RK) at Derby to D1697. After withdrawal from revenue earning service, converted in 1956 to the London Midland Region Track Recording Coach. Renumbered to departmental stock as DM395223. TOPS code: QXX. Dimensions 50' x 9'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



Mr Prance's coin operated speed indicator, did it ever go into production?

Back: Membership Secretary Bob Matkin gives 7828 a well deserved wash and brush up. Dave Winter



**“Thank You
for accepting
The Droplight
in Electronic
Format.”**

