

LNWR LIVERIES, pub HMRS - POSTSCRIPT MK II

(I have just - August 1996 - come across this draft, stored in my computer - isn't technology wonderful? - and should have circulated it years ago. So on the principle of better late than never, I now circulate for any further comment. Profound apologies to all for the incalculable delay. Everything which follows is as compiled long ago.)

The purpose of this postscript is to correct errors in the book and to contain additional information that has come to light since publication, so as to place on record the fullest possible account of the subject. Any information, therefore, however trivial and unimportant it might seem, will be included.

This is draft Mark 2. Items marked * are my proposed final text, which is why I have removed the individual credits or put them on the line below. If there is anything about them you object to, please say so.

Credits for the various correspondents are: CPD - Peter Davis; GD - George Dow; JE - John Edgington; JTH-T - J. T. Howard-Turner; AG - Alan Gettings; AMG - A. M. Gunn; BCL - Barry Lane; JPR - J. P. Richards; ESR - Eric Russell; ET - Edward Talbot; RW - Rodney Weaver; BW/GW/MW - Bob, Geoff & Mike Williams.

Introduction: The Dundalk Newry & Greenore Railway was also a satellite company.*

Page 5: Both the DN&GR illustrations are of the same device ("with very black Irish greyhound"), one in colour and one in black and white.*

Page 18, plate 20 (bottom): The house plate is based on the London & Birmingham Railway design. The number probably follows the L & B series as they had houses in the 980s in Birmingham.*

Page 22: Back shades on signals. In the later period, when standard LNWR corrugated arms were in use, back blinders were sometimes painted black (or red oxide) and sometimes white.*
(Photographic evidence. GW)

Page 22: Strictly, the "green" signal glasses were not green but blue. The yellowish signal lamps made them look green.*
(BW)

Page 22, plate 23: The signal is at Blaenau Festiniog. (Although this is correct, I propose to omit it since it was omitted from the caption in the book deliberately, as not being relevant to the purpose for which the picture was chosen - ie to show details of the signal. Does anyone object? ET)

Page 30, plate 33: The station nameboards read "GLASSON", as here. Officially, in documents such as timetables, the name was "Glasson

Dock". (JE) Was it always "GLASSON DOCK" in documents even in 1900 when the photograph was taken? (CPD)

Page 43: At least some goods engines were lined after the war, including 0-8-4 tanks and some large-boilered 0-8-0s (G2s?). (BW) I have it on good authority (W. L. Harris, who was taking a keen interest at the time) that the first eight 0-8-4 tanks were lined. However, he says that no other goods engines, such as "19in Goods" or "Super Ds", were lined and though I have myself looked through many photographs in the past for information on this particular point, I have never found one showing an engine of these classes lined that can be dated as post 1921. So far as I can see, all the "G2s" were plain black. I believe I also have at home a letter from AMG confirming this. Classes lined after the war were Renowns, Precursors, Princes, Georges, Claughtons, 4-6-2 and 4-4-2 tanks, and 0-8-4 tanks. Evidence, please, Bob? (ET)

Page 51, plate 58: There is a misprint in the date. It should read "in the early 1860s".*

Page 58, plate 65: Does not have more lining on the tender frames, as per caption. The tops of the spring pads appear to shine like the axleboxes. (BW) I will study the original print when I get the chance. (ET)

Page 61: Varnishing. Certain parts were generally left unvarnished, such as the cab roof, the smokebox and the top half of the safety valves of all engines, and the back of the cab of tank engines, as well as the footplating where the men walked. This of course explains the matt finish of these parts in photographs of ex works engines. A distinct line, can be seen, for example, between the varnished and unvarnished parts of smokeboxes. A particularly good example is the photograph of the "A" class 0-8-0. (Which particular photo do you have in mind, GW/MW?) Engines in service often show little difference in these parts, due to the thorough cleaning of smokebox and boiler alike, eg Plates 70, 72 and 79.*

Page 68: A photograph in "Crewe Locomotive Works and its Men" by Brian Reed shows the rear of a "Crewe Goods" crane tank. The side of the engine is lined but the back of the bunker is unlined.*

Page 68, plate 77: The coupling rods of the "Bill Baileys" were not fluted but it is difficult to determine from photographs whether they were painted black or not. Certainly, in "An Illustrated History of LNWR Engines" plates 329 and 330 appear to show polished rods. Other plates might show black-painted rods or simply dirty rods. (BW/ET)

Page 72: Brightwork. Many eight-coupled coal engines, which had unfluted coupling rods, had the rods polished. As well as classes "A", "B" and "E", this also applied to some superheated engines. See "An Illustrated History of LNWR Engines", plates 335, 340, 341, 349, 364, 369, 381, 382 and 387. (BW/ET) It seems to me that once the practice of polishing coupling rods had been introduced with fluted rods (in 1897), all rods, fluted and otherwise, were likely to be polished at the sheds if not in the works too. Anyone disagree? (ET)

Page 73: Lettering. "Superheater Tanks": It seems from photographs that the change in the size of lettering occurred when engines ceased to be lined.*

In early LMS days, engines which were otherwise in pure LNWR livery (ie fully lined), sometimes displayed the LMS power classification number on the upper panel of the cabside.

(GW/MW) Were they repainted at Derby? I have seen an Eades note that Beardmore Prince No. 266 was repainted in 1924 at Derby in LNWR livery and not renumbered at the time (ie with its LMS number). (ET)

Page 73: Is it true that the post-1906 numberplates were of varying length according to the number of digits? They look all the same in photos and I believe it was only the length of the number which varied. (BW)

Page 81. Special Liveries: "Problem" No. 291 Prince of Wales. When this engine first appeared, in February 1862, instead of slotted splashers as were customary at the time, it had solid splashers on which the Prince of Wales' feathers were painted. A retired LNWR painter told C. Williams that the painting was done by a clever artist among the workmen, who had a large canvas screen erected round him in order that his work might be uninterrupted. The decoration lasted for a few years only, and normal slotted splashers were then fitted.*

(CPD suggests this must have occurred when the engine was new. A note in the Eades records, though probably based on the same CW letter, confirms this.)

Page 82, plate 87: The location is Crewe, the usual spot for locomotive photographs on the old Chester line.*

Page 88: The reference, lines 2-4, to the cover of the song sheet is not strictly reliable, as it is the work of an artist in the 1870s.

Page 89: The reference, lines 13-15, to a photograph at Birmingham New Street in the 1850s is also unreliable, strictly, as the photograph cannot be dated accurately although it is certainly very early. The statement, line 32, that the train at Sutton Coldfield is painted lake is also unreliable, in that it is impossible to know what the colours are on a black and white photograph. If the dark colour on the coaches was dark quaker green would it look any different from dark lake? Six lines from the bottom of the page, the reference to carriage '105' should read '125'. Finally, in the same paragraph the phrase 'no evidence of the coat of arms' is clearly mistaken, as the coat of arms can be seen in the photo at Sutton Coldfield and in the one of Sharp 2-2 saddle tank No. 402 at Patricroft.

Page 92, plate 91: There is a misprint in paragraph 3; 463 should read 469.*

Page 104: There is a misprint here. The working of the DNGR was taken over by the GNRI in 1933. The line was closed on 31st December 1951.*

Pages 108 and 114: Were the Palethorpes vans branded "Return to Euston"? Dudley Port is more likely. (Yes, they were. PAM.) Perhaps this is a mistake on the sketch. (No. PAM) Probably too, there was more than one van. Certainly in LMS days there were vans to half a dozen destinations. (Not until after World War I, but I agree about LMS days. PAM) Perhaps Clive Taylor can add something to this, GW/MW? (ET)

Page 109, plate 37: CTT should read CCT.*

Page 112, plate 41: CC1 should read CCT.*

Page 114: Carriage roof boards. The spelling should be "Portmadoc". Current spelling is "Porthmadog". Porthmadoc is neither one thing nor the other. (JE) This may be so, but the LNWR drawing shows PORTHMADOC, although of course the error may have been corrected on the actual boards. (PAM)

The colours of louvres, often disputed, is not mentioned. (GW/MW) Each section was lake, 1/8" white and ochre; the lake and ochre were narrower on cove-roof stock. (JPR)

On the 4-wheel and 6-wheel Fruit and Milk Vans, these were slats of wood, 3 1/2in x 3/4in, set inclined. The 3/4in outerface was painted with a mixture of Venetian Red and Chrome Yellow. The upper and lower sides were painted purple brown, as the main body colour.

If the hood covering the door ventilator on coaches is meant, the painting was as follows, but the hoods were not louvred, the grooves being dummy. (a sketch follows here, ET) (AMG)

The iron bands on Mansell wheels are described as having been black only in reference to special vehicles; nothing is stated about ordinary vehicles, which were the same. (GW/MW) See page 95. (PAM) The wooden parts of Mansell wheels were varnished teak; the cast centre, retaining rings and tyres were black normally but some early corridor, diner and sleeping vehicles, and all Royal Train vehicles, had white tyres. A few odd vehicles received, I think, spare Royal Train bogies with white rims during and after the Great War. (JPR)

All ironwork was black, the boss, retaining rings and tyre. The teak segments were clear varnished when new, painted red oxide of iron when shabby. (AMG)

The following could also have been mentioned:

Corridor connection end blanks had a central panel, perhaps of cloth. It was painted a lighter colour (grey?) than the framework (GW/MW)

Sometimes, in photographs, this panel carries "L & N W R" down the centre. Did they all all have this inscription? When it cannot be seen, is it obscured by dirt? Plate 105 shows the blank. Plate 113 could be just into LMS days. Or were some blanks plain like this in LNWR days? (GW/MW) See drawing enclosed. The central part was indeed of canvas. No drawing shows the lettering mentioned, and I believe that the lettering

was applied only to a few cove-roof corridor set trains about 1906, trains such as London-Manchester and London-Liverpool. (PAM)
 Gangway blanking-off. Wood frame 1 1/4" thick. Canvas centre, rubber impregnated (for lightness; one porter could handle them), giving a dark grey appearance. Wood black. The company's initials were branded in (red-hot iron). I did not see the initials painted on, though on older photos these can be seen. The wood blanking off shown in plate 113 is possibly not meant to be taken down. (AMG)

Page 117: Side lamps - what was the colour of the lenses? (GW/MW) Red. (PAM) One would expect red. (CPD) Clear glass. Red inner glass slides changed the colour as needed. (JPR)

Side lamps on carriage stock. The lenses, corner side outwards, were of clear glass. A red glass slide could be dropped into a slot between the light and the lens to show red to the rear.

The side lamps showed white towards the engines, to enable the driver and fireman to see if the whole of the train was following.

When relief lines ran parallel to the main line, trains (both passenger and goods) were, on certain lines, required to show a white side light to the rear on the side next to the main line, with a red side light furthest from the main line. (AMG)

Page 117: Tail lamp brackets. Early corridor carriages had one either side half-way up the connection. Later (about 1912?) there were two, one above the other on the left-hand side of the connection. The left-hand side headstock bracket was removed then. (CPD)

Page 117: Vacuum pipes - it is believed that the flexible hoses had bands round them (one or two) to denote their length. What were the details? (GW/MW) This is covered on page 117, lines 14-16. It is correct. Precise details are not known by me but they were "long" and "short" types. (PAM)

Pipes for non-corridor carriages were shorter and had one band. Those for corridor carriages were longer and had two. (CPD) Blank. Possibly there were three sorts, since wagon pipes were shorter than coach ones. (JPR)

The alarm gear "flags" on the ends of carriages, it is believed, were red, presumably on both sides and just the flat area. JPR suggests that only the "top" face was red. If so, what was the reasoning behind this? (GW/MW)

I would have thought both faces were red. (PAM) Check at the NRM, York. Possibly, the top was red on one side of the coach and the underneath red on the other. (JPR)

Alarm gear. The 4" x 2 1/2" oval discs were painted black on the LNWR, though I have noted them as red on other lines, such as the GCR, LSWR and CLC. (AMG)

Page 127, plate 114. It could be argued that the last standard open wagon design was D103. (GW/MW) OK. D84 was the last four-plank design. This is a bit pedantic! (PAM) What should the caption actually say? (ET) D84 was 1904, D103 was 1910, D90 was 1905. (GW/MW) OK, but D90 was a coal wagon - ie with bottom doors in the floor; the handle is visible. (JPR) I am completely baffled by all this! What is at issue? What should

the caption in the book have said? What should be said in the Postscript? (ET)

This is not a goods wagon. Coal wagons were not used for other traffic, except for carrying pit props from point of entry to pit. No consignor would permit his valuable packages to be loaded into a coal wagon, which invariably had the floor covered with an inch or so of coal dust. Hence the lettering "Coal Wagon". (AMG)

Page 128 et seq: Some of the wagon photographs show brake gear painted grey rather than black. This was applied at the works for photographic purposes only. In service all ironwork below sole level was painted black.*

(AMG)

Page 135 The "R" in the drawing was drawn to measurements supplied. To assist I used two HMRS photographs (Nos. 508 and 1000) of 10 ton vans No. 76019 and 77018. The drawing is correct for these vans but it turns out that they were built by contractors and so had lettering of lighter proportions, with the centre line of the "R" rather higher than was usual on company-built stock. Agreed. But the LNWR prepared the drawings for the contractors! (PAM)

An "R" more typical of the latter is shown on the enclosed drawing. When doing this, I found that the 3" thickness of strokes was undersize compared with many photographs. I have widened it to 3 1/2" and the result speaks for itself. (If the thickness of the strokes of the "R" was 3 1/2", were not the other letters the same? If so, do we not need a new drawing of all four letters? (ET) No, we are talking only about the horizontal stroke of the "R". (PAM)

I was given the size of the diamond as 5" x 11" and made the drawing accordingly. The text of the book, however, now states that the diamond was 5 1/2" x 11" which is very confusing! (BCL) 5 1/2" appears to be correct. (PAM) Letters and diamonds were marked out roughly on new wagons before painting by knocking nails to mark the salient points on the wood, with the guidance of a wooden stencil. (CPD)

AMG has supplied drawings of initials and other wagon lettering based on his own contemporary measurements. There seems little point in copying out his remarks at this stage but obviously his comments and drawings must be used in the postscript. It also seems equally obvious to me that there is no point in having any more drawings made as these are clearly authentic. (ET)

Page 128, plate 115: Is surely D6. D2 is 6 tons whereas the original print of this photo clearly has 10 tons cast into the label holder on the solebar. This does not correspond with the diagram book number for D6 but such discrepancies appear to have been common. (GW/MW) Don't agree. I think it is D2 uprated to 10 tons. According to the "Ages of Wagons" book at Kew D6 was extinct by 1909, yet the wagon in the plate has an 8/09 repaint date. (PAM) Probably a wagon given 10 ton axle boxes and springs in 8/09 and also new modern brakes on both sides. Wagons were renewed, perhaps after being destroyed in accidents, and put in old diagrams; sometimes even 18ft wagons replaced 16ft ones. (JPR) The

earliest D6s were 12 15ft 6in wagons converted from D2 in 1886. The only differences were new axleboxes, axles and springs to allow a payload of 10 tons. By 1909 only 2 of these remained. However, in 1907 D6s began to be built new to the then standard length of 16ft. As the photo shows a 16ft vehicle, it cannot have been uprated and so must have been built new with a capacity of 10 tons, probably in 1909. (MW) Assuming it is a D6, can someone write a good caption of the type in the book? (ET)

Page 129, plate 116: The wagon behind the engine is D53, as it is lettered "COAL WAGON".*

Can this caption be usefully expanded? If so, will someone suggest a version? (ET)

Page 129: Gunpowder vans. A Werrett drawing appeared in the "Model Railway News" in June 1963, giving the colour as grey and showing the letters "LNWR" flanked by diamonds. Much subsequent correspondence discussed the colour, giving grey or red. In the April 1964 issue E. A. O. Hutchinson finally stated: "There can be no doubt in the minds of those old enough to remember pre-grouping days that these vans were red". He then quotes the red Bassett Lowke model. (JPR)

Page 134, plate 124: Is D30. Why was the top painted white? If the only evidence is from photographs, how can we be sure it was white and not perhaps yellow? (GW/MW) OK. Could be pale pink as well! (PAM)

I did not see any West Cumberland District hoppers with the upper board and capping angle painted anything other than grey like the rest. The lettering on those I recorded was arranged differently (from the one in the photograph) and with the load stated. (AMG) Is it worth asking AMG if he would provide a sketch of the lettering on the WCD wagons he noted? (ET)

Page 134, plate 125: "Our Home Railways" published in 1910 shows what seems to be one of these vehicles at Holyhead painted grey. It is thus possible that the white livery lasted only about three years. (GW/MW) Yes, it is possible. (PAM)

Page 136, plate 127: This appears to be an early rather than a late vehicle. Certainly the strapping on the lower door and the three-bolt buffers indicate a very early example, probably having had its axleboxes replaced and having been repainted at the time of the photograph.

(GW/MW) Agreed. (PAM) Yes, built pre-1910. I noted these, and uninsulated vans and banana vans, all before 1916 with diagonal bands to indicate piped or fully fitted. This one has just had new axleboxes but was built as the one in plate 128 below. (JPR)

Yes, an early example. Later versions had various detail differences. (AMG)

Page 136, plate 128: Steam heating on banana vans was to ripen the bananas, not for use on passenger trains. (JE) Yes, but it was mentioned in the caption to point out that not all passenger stock had been fitted with steam heating at this date. In other words, steam heating was itself still something of an innovation. (PAM)

Steam heating was to avoid frosting of the bananas. Ripe bananas were not required in the fruit market nor by the retailer. The fruit is very tender and easily bruised when ripe. (AMG)

Page 138, plate 129: Is ventilated, not refrigerated. The diagram number is correct. (JE) Built about 1912/14. Note the vacuum pipe colours and diagonal stripe in its original state. (JPR) I do not understand what is meant by "vacuum pipe colours" or how we know what the colours are. ET

Page 140, plate 132. I noted insulated vans with these markings before 1918, perhaps as early as 1915.

Page 140, plate 133: D23-6 were special cattle wagons but only D25-6 had a compartment for men. What colour was the lettering in the earlier livery? (GW/MW) Don't know. (PAM)

The writing was in white on those I saw. (AMG)

Page 143, figure 51: We believe that the diagonals were red and white but cannot find the reference at the moment. (GW/MW)

Page 141: Two Crewe photographs show permanent-way wagons with inscriptions on the ends:

Negative MC262 shows a two-plank drop-side wagon which has, centrally on the end of the wagon, in metal letters screwed on: H F

CREWE

The side is dropped, obscuring whatever is there.

Negative MC264 shows a two-plank drop-side wagon which has, centrally on the end, in painted letters: H O

CREWE

The side has painted on: P = W = D

Both these wagons were photographed during the construction of the goods avoiding lines at Crewe about 1900. "H. F."

perhaps stands for Harry Footner, Assistant Engineer, Permanent Way.

(JE) JE has been asked to supply prints for the postscript. (ET) Records held at Kew show that open wagons lettered "H. F." were built for Mr Fowke. (MW) Can anyone suggest what "H. F." might mean? (ET)

Page 143, figure 51: There were two red diagonals on LNWR wagon sheets. (AMG) There were RCH specs for ropes and sheets for all railways. There used to be a copy in the HMRS library. Possibly the NRM has one too. (MW)

The following could also have been mentioned:

About page 136: Covered vans had their running numbers painted inside the doors, probably because the doors, when hinged open, obscured the numbers on the sides.

About page 143: Clear glass in one, red in one and at one time a green one, to be used when facing rear to distinguish on 4-track sections only. (JPR) This sketch is based on information from G. H. Platt and supplied by MW:

Side lamps on goods brakes. One lens was of red glass, the others of clear glass. The lamp body was mounted on a revolving circular plate, with four notches cast into the edge on the quarters, into the appropriate one of which a securing hook was dropped so that the red light showed to the rear, or a white light on the off-side when on a relief line or siding, parallel to an adjacent main line. The whole mounting, with the lamp could be swung into the verandah when the van was not the last vehicle in the train.*
(AMG)

Page 162: Has anyone got details and drawings of the various types of NLR numberplate? (ET) Will someone please ask M. J. Cox if he has any additional information? (ET)

Pages 164-170: Unfortunately for modellers, the drawings of the NLR carriages are reproduced to a scale of 6mm and 7.5mm to the foot. (BCL)

Page 172: The bufferbeam on HARDWICKE's tender is now black, the engine having been repainted in 1976. Lamp brackets are incorrect; they should be sockets.*

Page 172: PET is a National Collection engine and so is SHANNON.*

Page 173: Also preserved is LION, Liverpool & Manchester Railway 0-4-0.*

Page 173: Observation saloon No. 68 was withdrawn during the half-year ending in November 1902 and was thus not replaced by M50 saloon No. 1503, built on 25th June 1913.*

Page 173: Semi-Royal Saloon No. 806 was rescued from Wolverton by the forerunners of the Birmingham Railway Museum, Tyseley, in 1971 and is still there.*

Page 173: Dining car 76 and brake firsts 5154/5 are in LMS 1937 condition.*

Page 174: TPO No. 20 is not a National Collection vehicle. The 30ft Combination Truck and the Fruit and Milk van were originally claimed by the NRM but their condition was too poor for them to be economically restored and so the 21ft Open Carriage Truck was opted for instead.*

Page 175: The LMS number of the 32ft inspection saloon should be 45024.*

Page 175: Inspection saloon, LMS 45018 - the original length of the WCJS diner was 50ft 6in, not 65ft 6in.*

Page 175: Two of the Liverpool & Manchester coaches are at Merseyside Museum.*

Page 175: Dundalk Newry & Greenore Railway 6-wheel coach No. 1, which was withdrawn when the line was closed on 31st December 1951, is preserved in Belfast Transport Museum. It was built at Wolverton in 1909 (not 1901) and is 30ft 1in long.*

Page 175: The Duke of Sutherland's saloon was built at Wolverton but numbered in the Highland Railway series.*

Page 175: An LNWR 12-ton van is preserved at the NRM; its number is not known. (JE) The LNWR built no 12-ton vans. (GW/MW) So what is at the NRM? (ET) I was unaware that the LNWR had built a 12 ton van. If the vehicle is truly LNWR and has not had its sole-bars renewed, the LNWR number should be found on the inner face of the soles, at the centre of the wagon, incised into the timber in 1" figures. (AMG)

Page 175-6: The Pooley Van has been moved to the Peak Forest Railway, Buxton. Can anyone say which entry in the book this refers to? Or if there is no entry in the book, is this additional information? If so, can the vehicle be better identified? (ET)

Page 176: The NRM has no part of the frames of Chester No. 6 signal box or Crewe "A"; nor was the latter an "overhead" box. The NRM has part of the frame from Erdington and part of the frames from Chester No. 5 and Claydon Crossing. (According to Richard Foster's book LNWR SIGNALLING page 205, this is inaccurate - the Crewe "A" box was an "overhead" box. Does anyone know definitely? ET)

Page 176: PAM has a preserved LNWR signal (two-arm, bi-directional) in his garden. (PAM) Do you want this listing? (ET)

Page 177 The NRM has some London & Birmingham stone sleepers, saved from a wall at Marston Green.*