

706. **Travelling Through, Part 2.** Michael Rutherford continues his look at co-operation between companies to run through services, with 8 pages and 20 photographs – 8 of LNWR/WCJS/L&Y interest. This part includes the development of passenger facilities, both on and off the track, and the impact of the introduction of the Midland Railway's through service to Scotland on the established East and West Coast order. *Backtrack* Vol 23 No 12 (December 2009).

707. **Half a Century at Watford**, by Keith Miles. 13 pages, with 14 photographs from the LMS and BR periods, 3 maps/plans and a table of selected motive power allocations. The title of the article refers to the author's reminiscences from early memories of his childhood to retirement in 1984. There is plenty of LNWR interest, both infrastructure and locomotives. *LMS Journal* No 24.

708. **Willesden Revisited**, by Keith Miles. 5 pages with 6 photographs and a map. This article is based around a quartet of photographs in the author's possession, taken circa. 1930 at the time of the LMS developments – new shed and ash and coaling plants. Again there is plenty of LNWR interest, including a photograph of 'Coal Tank' 27666 taken in 1945. *LMS Journal* No 24.

709. **A Recollection of Railcars**, by Keith Miles. 6 pages, with 9 photographs including 3 of LNWR interest. This article surveys all rail-motors inherited by the LMS, their use and withdrawal. There is much on the ex LNWR vehicles, including LMS 29988, transferred to the Northern Division in 1931 and withdrawn in late 1948. *LMS Journal* No 24.

710. **Northern Train Sheds**, by Steve Burdett. A two page colour photo feature from the blue diesel period, including Manchester Piccadilly and Victoria, and Holyhead. *Backtrack* Vol 24 No 1 (January 2010).

711. **The Nine Days Strike of 1919, Part 1**, by Jeffrey Wells. 6 pages, 7 photographs and 15 references. The author investigates the circumstances surrounding this industrial dispute, which had lasting consequences. There is little specific to the LNWR, but it is noted that in Birmingham the strikers refused to look after the horses which were therefore attended to by the LNWR District Goods Manager and local horse superintendents, aided by volunteers. *Backtrack* Vol 24 No 1 (January 2010).

712. **Travelling Through, Part 3.** The last part of Michael Rutherford's look at co-operation between companies to run through services, with 10 pages, 18 photographs/illustrations and 22 references. This part looks at the development of coaches up to the Edwardian luxury of the 'Corridor', railway centres such as York where the stock of many pre-group companies could be seen together, and specific services including the Ocean Liner Specials, North and West expresses and the 'Sunny South Special'. *Backtrack* Vol 24 No 1 (January 2010).

713. **Rugby's Hidden History**, by Nick Pigott. 4 pages, 10 photographs. Part of the Colas Rail depot was built by the LNWR as the Rugby Works erecting shop. The article contains 7 pictures of the present buildings, one of the inside of the works around 1959, one picture of the LNWR war memorial (1914-1918) including a framed portrait (as part of the memorial) of C.J. Bowen-Cooke and an outside view of the shed. The memorial was moved from the demolished stem shed, has added to it the nameplate from *Patriot* (LMS version) and is set against the wall of the original 1892 works. *The Railway Magazine* Vol 156 No 1,305 (January 2010).

714. **Out of Euston**, by David Idle. A two page feature of 5 colour photographs of steam on the West Coast Main Line in the London suburbs and Hertfordshire in the 1960s. *Backtrack* Vol 24 No 2 (February 2010).

715. **A South East Wales Miscellany**, by Edward A. Evans. This article mostly concerns ex GWR and constituent lines, but includes a nice photograph of 'Super D' 49064 at Llanbradach with a Tredegar to Barry Island excursion in July 1958. *Backtrack* Vol 24 No 2 (February 2010).

716. **An Introduction to Steam Locomotive Testing, Part 3A**, by Adrian Tester. 8 pages, with 7 photographs, diagrams of dynamometer carriages and equipment and 4 references. This part looks at the development of dynamometer carriages from George Stephenson's early work in 1818 through to

the much more sophisticated devices of the LMS and LNER. Frank Webb's 6-wheeled carriage of 1894 and its replacement of 1908 are featured, and there is much for those that like technical detail. *Backtrack* Vol 24 No 2 (February 2010).

717. **LMS Eight-Coupled Part 1: Deep Roots**, by Michael Rutherford. 9 pages, with 20 photographs (6 in colour) and 24 references. The title is very precise, but the article begins with a look at early eight coupled locomotives on the Lambton Waggonway and developments in America before moving on to Mr Webb's compounds and subsequent developments. The author promises to confine illustrations to those of LMS inheritance or design - this part therefore contains a treat of 'Super Ds' with a smattering of Caledonian and L&Y designs. *Backtrack* Vol 24 No 2 (February 2010).

With thanks to Graham Evans and Chris James.

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We would also very much welcome other contributions, for periodicals not currently covered regularly. Please contact Chris James.