



PRESS RELEASE

Long Description

“LB&SCR Carriages, Volume 3, Bogie Stock 1879 - 1907.”

The Historical Model Railway Society (HMRS) is pleased to announce the publication of *"LB&SCR Carriages, Volume 3, Bogie Stock 1879 - 1907"*.

Ian MacCormac who is a long term member of the Brighton Circle and jointly runs the Brighton kit manufacture "E.B. Models" explains:

London Brighton & South Coast Railway Carriages Volume 3 Bogie Stock 1879-1907, Volume 3 refers to the two previously published books by Ian White, Sheina Foulkes and Simon Turner of this series which covered the 4 and 6 wheel stock most effectively, and there is a chapter in this new volume containing some updates since their publication. Royalties from Volume 3, like the previous volumes will be donated to the Bluebell Railway Stroudley Coach Fund.

This new book is divided into nine chapters with eight appendices, full references, some indices and an alphabetical index. It is another extremely well researched document that has gone far beyond anything published on the subject before but, as author, Ian White writes, it is meant to, and does indeed, complement prior publications. It utilises the ability of modern print technologies to allow profuse use of widely sourced illustrative materials, especially drawing on the extensive collection held by the Historical Model Railway Society (HMRS), but also augmented by drawings by the author and others. It is a superb resource for anyone remotely interested in bogie railway carriage design and construction but especially so for those following the LB&SCR and those attempting to model the line as accurately as possible.

Chapter one discusses the general history of bogie carriages of the LB&SCR before commenting upon the wealth and diversity of the HMRS drawings collection. An analysis of the types of drawings that were used by the railway and how they are of use to modellers follows. Next is a section showing the integration of official and other records as well as staff changes, into a historical timeline, which clearly outlines the move to Lancing in a way not presented before. A section on underframes, bogies, axleboxes, dynamos and generators, body and doors, livery and interior fittings, guard's duckets, communications within the train, slip fittings, end fittings, roof profiles and roof fittings follows, all very well illustrated with photographs, diagrams and/or drawings either drawn by the author or from the extensive collections of the HMRS, and from individuals.

Chapter two focuses on the Bogie and other 8 wheeled carriages before 1890 and also includes photos, diagrams and drawings and also illustrating newly discovered

information about a Dia 47/222 leading train of bogie carriages. The photographs, their descriptions and well considered enlargements, convey key information here too. Chapter three describes in a similar manner the arc roofed main line carriages 1894-1905 and includes Main Line Set Train formations for 1908 and 1915 and then splits into several sections dealing in much detail with 48 foot, 50 foot, carriages designed for through running to the LNWR, non-passenger vans and other proposed designs. Many very useful drawings and photographs illustrate these fully. This chapter includes information about the D46/49 First currently running at The Bluebell Railway and the D67/161 Third running at the Isle of Wight Steam Railway, both in Southern Railway livery.

Chapter four describes the arc roofed suburban stock including detailed drawings of the central buffer Billinton used and an analysis on the changeover from the Stroudley-Houghton system of electrical lighting to the Stones system. Select details of a Specification for 1899 Birmingham C&W Co. are also included along with Set train formations. There are then two sections dealing in full detail with 48 foot bodied stock and 50 foot stock, making good use of the HMRS drawings and a number of well captioned photographs.

Chapter five deals with tall carriages with clerestories including the Royal Train, a proposed train as well as the non-passenger vans such as the Bogie Mail Van D68/224. Extensive use of photographs and the HMRS collection drawings add to the knowledge base for these carriages and for modellers.

The sixth chapter covers Standard Elliptical Roofed Carriages 1905-1907. The 'balloon' carriages stood 12 ft 11 in from rail to roof height and were electrically lit using the Stone system. Very few drawings appear to have survived and the author's CAD drawings – so familiar in Volumes 1 and 2 – fill the gaps here. Formations are tabulated and are of much help to the modeller or those just identifying what carriages are what from photographs. Sections include The Newhaven Boat Train, First class carriages, Composite carriages, Second class carriages and Third class carriages. Each section being well furnished with drawings and captioned photographs giving much information to these tall carriages.

Chapter seven is all about the City Limited Carriages 1906 – 1907. The 'stock-brokers special' as it was known, can be traced back to the 1890 6 wheel carriage stock but this deals with the wide-bodied gangway and non-gangway stock. A beautiful looking train for those that were able to use it. Wonderful photos of the interiors show the electrical lighting fittings in the high roof to advantage.

Chapter eight is entitled Motor Trains-1, Elliptical roofed trailers and steam and Petrol Motor Cars, 1905-1907. Again, more is to come in Volume 4. This chapter deals with short and economical trains that could be driven from either end, without the need to run-round. The elliptical roofed trailers are well illustrated with HMRS and Gerry Bixley drawings and many photographs, including a very rare interior photograph of one of the Petrol motor cars.

Chapter nine is a supplement to Volumes 1 and 2 with new information on set trains, buffers, saloons and the Dynamo equipped D47/222 from chapter 2 that has come to light recently.

Appendices to the chapters follow on next with a list of the official drawings cited in the volume, and their collection reference, being the first part; a full specification for a D67/161 third from chapter 3, and tables of diagrams with numbers (LB&SCR and SR), dates, builder, cost etc all included.

References are listed over two pages and show the wide and varied amount of research that Ian has undertaken to provide us with the information presented. Stunning!

Indices to the Diagram Numbers allow us to find the page in the book quickly for a particular diagram, using both DG1 and DG2 as well as SR diagram numbers. A great time saver when looking them up.

A short, alphabetical index completes this volume apart from a taster for Volume 4 with its planned content.

Summarising: Ian White has delivered another amazingly well researched and presented book on the early bogie carriages of the LB&SCR to continue the work of the trio that produced Volumes 1 and 2. Like these previous volumes royalties from this new volume will be donated to the Bluebell Railway Stroudley Coach Fund. It complements David Gould's still in-print *Bogie Carriages of the LB&SCR*.

The Society hopes this publication will be a worthy addition for all those interested in the LB&SCR bogie carriages between 1879 and 1907 and bring new understanding to railway modellers, historians, preservationists and all those interested in the history of transport.

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Book Sales

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Notes:

- HMRS was founded in 1950 with the objects of: to study, recording, publishing and disseminating of information on the railways of Britain, and the construction, operating and public display of accurate models of those railways.
- The HMRS publishes its authoritative magazine, "The Journal" which all members receive free three times a year plus its newsletter, "Points", six times a year.
- HMRS has its own 7,200 square foot Museum and Study Centre at the Midland Railway Centre, Butterley. This is open as advertised for research and study.
- HMRS has tens of thousands of catalogued photographs and drawings and numerous documents available for Society members & bona fide researchers.
- HMRS website: hmrs.org.uk