A REGISTER OF WEST COAST JOINT STOCK

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ADDENDA AND CORRIGENDA

Since this book went to press in the autumn of 1979 a number of documents have been discovered which have thrown additional light on certain matters, particularly the older carriages of the 1870s, which have now been identified in the LNWR list. We have also been able to gather a number of other pieces of information which, although mostly of only marginal significance, we would have included in our text had they been available at the time. In addition, a small number of errors, of which only two or three could be seen as material, crept into this book, and accordingly we are taking the opportunity to correct them together with the addenda listed below.

Page 2 James Smithells was not actually appointed as General Manager of the Caledonian Railway until October 1867. Previously he had been Chief Traffic Manager of the LYR. William Cawkwell also originated on the LYR where he had been Chief Goods Manager until he moved to the LNWR in 1858.

Page 2 From 1890 the LNWR paid the Caledonian Railway a subsidy of £10000 per annum for running the express trains to and from the North. In exchange the Caledonian granted the LNWR running powers from Carlisle to Glasgow, Edinburgh and Aberdeen, although these were never actually exercised. Larger LNWR locomotives could not run over much of the CR due to the more restricted loading gauge of the latter.

Page 3. The traverser referred to by G.P.Neale was located in the Euston carriage shed, and being unsuitable for the longer 32ft 0in carriages was replaced in 1880 by a new and longer traverser. More relevant as a constraint on the length of LNWR carriages was the bodyshop at Wolverton works. Owing to the space between the columns being barely 32ft 0in, carriages of this length had to be got out without their buffers and stepboards, and finished off in the yard outside. To get the 34ft 0in WCJS composites out, it was necessary to make a special opening in the wall of the bodyshop. In 1882 the West end of the bodyshop was rebuilt by making openings with doors in all twelve lines, and following a disastrous fire on 25th November 1882 a completely new bodyshop was erected.

Page 3. The location of Fig.1 is Kenton Road, Harrow, at the site of the present Kenton Station on the Euston – Watford electrified DC lines.

Page 14. The old sunk window frames with rounded corners seems to have been abandoned about 1872, and replaced by a new pattern with square corners and sharply radiused inner corners; the moulding was half-oval in section and resembled a simple picture frame. The moulding sat almost flush with the side but was surrounded by a 3/8in deep recess 5/8in wide. The final type of concave-rebated moulding seems to have been introduced in 1886, most probably when Mr. Park took over the Superintendency.

Page 17. Brake vans of the 1870s had ogees which were 3ft 0in wide, and differently shaped compared with the later 2ft 6in wide pattern which was introduced in 1884. The same applied to carriages with a guard's brake compartment, although none of this description were built on WCJS account until 1887.

Page 23. Although the underframes of early carriages were made of wood, the solebars were strengthened by a 1/2in angle iron with the smaller angle underneath to act as a support for the spring mountings. The upper edge of the plate appears to have had a half-bulb section which projected outwards. In 1884 steel replaced wrought iron for the strengthening plates or angles on the outside of the solebars.

Page 24. In May 1880 it was ordered that all six-wheeled vehicles were to be fitted with centre spring shackles as they passed through the works, and in the following month a detailed design was approved and ordered to be carried out on all WCJS vehicles.

Page 32. The first drawing for the "truss-rod" type of bogie fitted with 5ft 0in springs is dated November 1894, and it seems that all the 45ft 0in carriages were so equipped. 42ft 0in carriages had the shorter 4ft 0in springs, and it was this pattern which was replaced by the 1899 standard type of bogie about 1906.

Page 32. Only the first few trains of LNWR 50ft 0in suburban carriages were built on channel steel frames 6ft 8 3/4in over solebars. In 1897 the design was modified so as to place the solebars 7ft 0in apart to avoid the need for cutting and slotting the solebars. This channel frame continued to be used after 1899 for brake vans and Post Offices, doubtless because of its greater strength. The headstock on arc-roof carriages built with both channel and bulb-iron underframes was the same length, 7ft 9 3/4in, regardless of whether the vehicle was 8ft 0in or 8ft 6in wide.

Page 35. From 1865 continuous wooden lower stepboards with a small vertical extension on the inside were provided, and seem to have been positioned at about 1ft 7 1/2in above rail level. These remained standard until about 1886 (probably at the time continuous upper stepboards were introduced) when a new lower board without the vertical extension was henceforth fitted to all new non-bogie carriages (both six and eight wheeled) at a height 2ft 0in above rail level. Older carriages invariably retained their original lower footboards until they were finally removed.

Page 35. The larger upper stepboards (made to the same width as the carriage door) were ordered to be fitted to new carriages in November 1875, and the instruction was extended to existing vehicles in November 1876.

Page 36. In June 1880 it was ordered that all WCJS brake vans should be fitted with "double gear" at a cost of £38 per vehicle. It is not known how many LNWR vans, if any, were so fitted, but its use does not appear to have been widespread. At that time 863

LNWR vehicles were not equipped with continuous (i.e. Clarke's) brakes, and it was ordered that they were to be fitted up by 30th June 1881. The simple vacuum brake was first tried out by the LNWR on the Irish Mail service in January 1882, and following a report from Mr. Webb on its satisfactory working it was decided in November to extend its use to other LNWR main-line services.

Page 36. The old type of ribbed buffer had a stroke of 12ins. The new type of buffer with 6in stroke was introduced in 1881, existing vehicles being converted as they passed through the works. The conversion often involved replacing ogee-shaped headstocks with new ones, the ends of which were cut square. The drawing for the later "standard" carriage buffer with the step made integral is dated July 1891. The dining saloons of 1892-3 were fitted with elliptical head buffers, of course.

Page 38. Pope and Son's gas lighting system was very similar to that of Messrs. Pintsch but involved "considerably lower cost". In 1880 it was reported that the gas was made from straw(!) and petroleum.

Page 38. A number of experiments with gas heating were also tried out before the Wolverton system of steam heating was adopted.

Pages 40 and 214. WCJS Sleeping Saloons Nos. 147-151 of 1899 were in fact the first WCJS carriages to be built with electric lighting. However, they were also fitted with gas cylinders which heated the water for the wash basins, and these cylinders were renewed in 1904-5 at the same time that the earlier saloons to D.5 (and their LNWR counterparts to D.20) were altered to electric lighting.

Page 40. The reference to the 9ft 6in x 18in diameter gas cylinders applies only to eight-wheeled carriages with or converted to bogies. Radial carriages had two 16ft 0in x 13in gas cylinders spaced at 3ft 0in centres apart.

Page 40. When the earlier 65ft 6in Dining Saloons were converted to electric lighting between 1902 and 1905 one of the two large gas cylinders was removed and replaced by one large and one small cell box. An additional small gas cylinder 5ft 6in x 1ft 6in was fitted on the same side as the remaining large cylinder. The 5ft 0in Post Offices to D.86 were fitted with two gas cylinders each 16ft 0in x 1ft 9in.

Page 43. The curved horizontal rain strip on the roof and modified cornice were introduced in 1887.

Page 44. The dimension plate was 5 1/2in x 4 1/2in with 1in letters. The seating plate was 4in x 4 1/2in, the word "Seats" being in 5/8in high letters and the figures indicating the seating capacity 1 1/4in high. From 1913 onwards, another small plate was fitted to the headstock adjacent to the steam heating hose; this was 4 1/2in x 4in with the words "Close steam / cock before / uncoupling" in 1/2in letters. All these plates had a narrow raised border which was painted white.

Page 51. In Fig.37, the reference to "green" should read "green or blue, to match the upholstery".

Page 58. The third class carriages of Type 5 were 29ft 6in in length, not 27ft 6in as printed. In this design the passenger compartments were 5ft 11in between partitions and the luggage box 5ft 0in.

Page 59. Compartment widths in the 1871 carriages were 6ft 11in in the first class, and 5ft 11in in the inferior classes, each partition being 7/8in and each end 3 3/4in. In all the composite designs the luggage boxes were 4ft 0in between partitions, and were fitted with narrow doors, 3ft 6in wide per pair. Compartments were separated by narrow vertical panels, 3in wide at the ends and where two second/third compartments joined, and 4in wide flanking each first class compartment. Quarterlight panels were 1ft 10 7/8in for the first class and 1ft 6 7/8in for the inferior classes.

Page 60. The following additional details of the "second generation" carriages have been established:-

TYPE 1. Nos. 2, 5, 9, 13, 14, 21, 24, 25 and 33-39 went to the Caledonian after withdrawal. The remainder were transferred to the LNWR, sample LNWR numbers being 181, 249 and 1045. In their later years almost all were downgraded to thirds, brake-thirds or brake-seconds. The carriages altered to end brake vehicles are recorded variously as having one or three passenger compartments, although it is unclear how the latter conversion was achieved in an *end*-brake configuration. Several others are listed as having five passenger compartments and no luggage box – perhaps the luggage cupboard was made into a half compartment.

LNWR composite 335 (ex. WCJS 26) was destroyed in an accident at Poulton on 1st January 1893.

TYPE 2. The WCJS numbers of LNWR 1365, 1371 and 1372 were 4, 61 and 57 respectively. No.1371 was altered into supplementary brake-second No.2323 in 5/00. Other details were as given in the tabulation.

TYPE 3. Three of these went to the LNWR and three to the CR. The LNWR quota were Nos. 49, 52 and 53 which became LNWR Nos.388, 628 and 630 respectively. No further details.

TYPE 4. Nos. 42, 44, 46 and 47 went to the Caledonian. Nos. 41, 43 and 45 became LNWR 1203, 1212 and 1224 respectively, and were broken up between 1904 and1907. By about 1898 all these had three first and one second class compartments.

TYPE 5. The LNWR numbers of the fourteen 29ft 6in thirds WCJS Nos. 62-75 were respectively: 445,662, 978, 441, 833, 56, 568, 655, 657, 397, 58, 376, 802 and 831. Nine of these were transferred to the LNWR in May 1884, and the other five (which had been rejected by the Caledonian) in August. All but three were upgraded to composites in 1895/6, the majority having three first-class and one third-class compartments, and in later years several were reduced to four wheels and some were altered to brake-ends in the same way as the composites of Type 1. They remained in Bangor District sets until withdrawal in 1904-6, over 20 years after they were said to be "worn out". The last survivor was the carriage renewed after the Wigan accident of 1873, which as supplementary composite No.2053 was in Dudley Port No.1 set until 11/07. It latterly had two first-class and two third-class compartments, and was fitted with electric light(!).

PAGE 75. An enigmatic Minute dated 17/05/1878 called for “Mr. Neale and Mr. Bore to see that the ‘star’ is removed from the LNWR carriages lent for the West Coast service between Liverpool, Manchester and Scotland.

PAGE 84. Fig.60. The locomotive is not a ‘Jubilee’ class but an ‘Alfred the Great’, possibly No. 1956.

PAGE 91. 34ft 0in Lavatory Composites to P.19: No.299 (LNWR 3697) was withdrawn c.1919 and the body sold 2/20.

PAGE 100. The upholstery in the 42ft 0in carriage No.490 which was exhibited at Chicago in 1893 was described as follows: First Class – Saladin moquette with silk lace trimmings; Second Class – crimson, black and gold figured velvet; Third Class – green, black and crimson combination rep. Bearing in mind that this carriage was prepared specially for this exhibition, this may not represent the usual upholstery colours of the period.

PAGE 100. Fig.70: “1910” should read “1900”.

PAGE 110. 42ft 0in brake-third to P.29: No.62 (LMS 7601) was withdrawn in 1932, not 1925. 42ft 0in lavatory brake-composite to P.22: Nos. 410-412 (LMS 9883-5) were all withdrawn in 1932.

PAGE 111. 42ft 0in lavatory composites to P.16:
WCJS No.4 (LMS 08045) withdrawn 5/25
WCJS No.8 (LMS 8749) withdrawn 6/27
WCJS No.9 (LMS 08033) withdrawn 8/27
WCJS No.12 (LMS 08031) withdrawn 10/24
WCJS No.32 (LMS 08037) withdrawn 11/25
WCJS No.1 (LMS 08029) withdrawn 1/25 but overlooked in official records and written off 8/37
WCJS 17 (LMS 08024) withdrawn 11/25
PAGE 112. WCJS No.34 (LMS 8731) withdrawn -/32
WCJS No.36 ((LMS 8737) withdrawn /-32

PAGE 114. 45ft 0in lavatory brake composite to P.21G No.403 (LMS No.16158) was allocated 25514 in 1933 but was withdrawn 5/33. No.411 (LMS 9852) was withdrawn in 1932, not 1929.

45ft 0in lavatory composites to P.21B Nos.46-48 (LMS 8580, 8583 and 8603) were all withdrawn in 1932.

PAGE 137. A drawing was prepared on 13/12/04 for a “Proposed WCJS 65ft 6in composite Sleeping Saloon with five first-class single berths and accommodation for 18 ordinary third-class passengers” but the design was of course not built. It is not known whether the design exhibited the same curious “half-and-half” body styling as the conversions which were actually authorised, bit this would seem unlikely.

PAGE 137. 2nd column, 7 lines from the bottom, replace “in accordance with current fashion” by “the first Wolverton-built carriages to be fitted with this feature which completely replaced the hinged corridor doors from this date.”

PAGE 139. 42ft 0in brake-third to D.68 No. 500 (LMS 6872) was damaged at Crewe on 9th January 1924, and withdrawn 3/24.

PAGE 141. 45ft 0in composite to D.31 No.296 (LMS 8447) was withdrawn in 1932 (not R/32).

PAGE 142. 50ft 0in sleeping brake composite to D.41 No. 123 (LMS 9710) was withdrawn in 1932. 50ft 0in thirds to D.52 Nos. 578 and 581 (LMS 4759 and 4762) were both withdrawn in 1932.

PAGE 147. Fig.115 is at Glasgow Central.

PAGE 158. 50ft 0in composite to D.30 No.4 (LMS 4516) became tool van 284617 allocated to Chester, and was withdrawn 5/56. No.183 (LMS 4530) became Ballast Brake 279922 allocated to Watford, and was withdrawn 1/62.

PAGE 161. A drawing was prepared at Wolverton dated 5/7/06 showing the "Proposed WCJS train with 65ft 6in carriages". Another drawing dated 1/2/06 is described as "Diagrams of 65ft 6in and 70ft 0in stock" and may refer to the WCJS train. Neither of these drawings seems to have survived.

PAGE 182. 2nd column, line 11, insert after …. So long. "Records of train formations in the years after the Great War show that older West Coast carriages were in fact widely used on a variety of LNWR services".

PAGE 183. 2nd column, add to the end of the first paragraph: … few years longer. "An interesting drawing dated 1923 of some proposed new sets of electric stock for the Euston-Watford services shows a pair of new motor coaches (one 57ft 0in, the other 50ft 0in) with two corridor composites, one D.29 and the other D.30, between them. Of course, in the event, completely new sets were constructed."

PAGE 187. As built the 47ft 9in diners to P.1 had a luggage storage area and a lavatory in the spaces later occupied by the two butler's pantries. This alteration was made some four months after the introduction of the corridor train.

PAGE 188. The drawing for the alterations to increase the seating capacity in Nos.527 and 528 was dated 13/7/93.

PAGE 188. 2nd column, line 14: replace "appear to have been" by "were".

PAGE 190. A drawing of WCJS composite diner No.530 was prepared on October 1903 showing it mounted on four-wheeled bogies. The 10ft 0in wheelbase bogies seem to have been constructed as an experiment in 1892 and used under LNWR Sleeping saloon No.116 in the interim. These 45ft 0in composite diners were fitted up for steam heating in 1897.

PAGE 191. The LNWR underframe supplied for C.R. No.41 had the bogies set at 36ft 0in centres.

PAGE 191. 1st column, lines 2-3: Delete "coke fired". Add … "and hot water fuelled by gas in some carriages and coke in others."

PAGE 194. Fig 181: "Dining Car to D.10" should read "Sleeping Saloon to D.5".

PAGE 197. The addition of a staff compartment to No.200, for which a drawing existed, was not actually carried out. The plans for the replacement of the loose chairs in the D.9 saloons by fixed seats are dated 10/1/12.

PAGE 200. Dining Saloon to P.2 No.530 (LNWR 5308) was withdrawn circa 1920 and the body sold 1/21.

PAGE 206. Sleeping Saloon No.101 was sent to the Paris Exhibition of 1889, and was shipped via Grimsby and the MSLR, presumably because it was out-of-gauge for the SE&CR or the LB&SCR.

PAGE 207. The conversion of No.268 into a dynamometer car took place early in 1904, immediately after transfer to the LNWR. It was again converted in 1912 into a travelling gas fitter's workshop.

PAGE 207. All the vehicles (both WCJS and LNWR) which were appropriated for use in the Commander-In-Chiefs' train during WW! Were sold in 1921 to Captain Charles Vale for £1,400; Capt. Vale had them transported to Felpham, Bognor Regis, and adapted as seaside bungalows. Most were still there until about 1980, albeit barely recognisable.

PAGE 208. A drawing dated 12/9/93 was made showing designs for 42ft 0in and 48ft 0in *third* class Sleeping Carriages for the WCJS. This suggestion was not, of course, taken up.

PAGE 208. 2nd column, end of first paragraph, add after … Town service. "On 28/12/19 No.5078 was damaged by the jib of a crane at Red Wharf Bay."

PAGE 214. See additions to Page 40.

PAGE 216. A drawing was prepared in May 1909 for "An improved Sleeping Carriage to be run on night express trains between Scotland and England." This would presumably have been 65ft 6in with a high roof, but was not actually built.

PAGE 226. It is now clear that the LNWR 50ft 0in vans to D.378 were 8ft 6in wide and identical with the WCJS version to D.79. In both versions the body height was 7ft 8in and not the 7ft 10in which is usually associated with the 8ft 6in width – this meant that the radius of the roof was flatter than normal.

PAGE 226. All these vans were built on channel section, and not bulb iron, frames and were fitted with five body support brackets on each side. Due to the pitch of the roof sticks, the deck lights on the roof were not arranged precisely symmetrically about the centre line. An accurate drawing appears on page 69 of David Jenkinson's "Illustrated History of LNWR Coaches".

PAGE 228. 50ft 0in brake van to D.79 No.219 (LMS 32427) was withdrawn after a fire at Wolverton works 23/7/33.

PAGE 229. 45ft 0in brake vans to D.80 Nos. 154, 156 and 180 (LMS 2389, 2391 and 2408) were all withdrawn in 1932.

PAGE 230. LNWR Post Offices No. 8 and 9 are confirmed as ex-WCJS 193 and 300 respectively.

PAGE 233. In 1907 Post Office No.211 was altered to the recessed type of continuous receiving net.

PAGE 237. The lengthening of the newspaper sets on the D.87 Post Offices dates from 1900-1.

Page 237. Post Offices 329-332 are recorded as being fitted with four gas cylinders 12ft 6in x 13in (presumably arranged two-in-line).

PAGE 244. One of the brake vans was altered to a Kitchen Van for the St. Helens Stores Train in 1914, while 08859 was fitted with sleet cutting beams in November 1916 for de-icing on the London DC electric lines. Both were still in existence at the grouping.

PAGE 244. The gas cylinders on the 42ft 0in Post Offices were non-standard, and are recorded in the LNWR register as follows:

341 and 232	two cylinders 8ft 2in x 18in
342, 344 and 346	two cylinders 12ft 6in x 13in
345	not recorded

PAGE 248. Paragraph 2, line 5: Add " … and were built; indeed, they are recorded as 'built for LNWR but turned out to West Coast.' A further …"

PAGE 257. Gas cylinders on vehicles built c.1910 with coal gas lighting were 8ft 9in x 1ft 9in.

PAGE 268. The model Post Offices were of No.329 (42ft 0in) and 347 (32ft 0in).

PAGE 269. Post Office No.185 (LMS 30204) was withdrawn after the Wolverton works fire 23/07/33.

PAGE 270. No.343 (LMS 30331) was destroyed in an accident at Winsford 17/04/48.

PAGE 273. A photograph of WCJS 30ft 0in Refrigerator Van No.308 is included in the collection of the National Railway Museum, reference E68A. This reveals that the three special replacements of 1907 were not similar to the Fish Vans, but were constructed in the normal "goods" style of refrigerator vans. The van is painted while, with black underframe, but the gib rail at the bottom of the bodyside appears to be painted in some other dark colour, possibly Indian Red. The number plate on the solebar is oval and not rectangular as on LNWR goods vehicles. The only lettering on the bodyside is the words "Refrigerator Van".

PAGE 274. Details of the four WCJS goods brake vans taken into the LNWR fleet in March 1895 are as follows:-

WCJS No.	LNWR No.	Lettering
1	1458	Edgeley
4	1455	Ordsall Lane
5	1456	Patricroft
6	1457	Edgeley

PAGE 275. A drawing for a 42ft 0in Fish Van was prepared in January 1898 but was not proceeded with.

PAGE 278. As well as 33ft 0in and 32ft 0in designs of Fish Van, drawings were prepared for 27ft 0in and 29ft 6in versions before the 30ft 0in pattern was finally decided on.

PAGE 281. 25ft 0in Fish Vans to D.108: No.478 (LMS 4326) was withdrawn 12/25, not 3/29. Nos, 542, 548, 554, 555 and 557 (LMS 4334, 4340, 4345, 4346 and 4348) were all withdrawn in 1932.

PAGE 281. 30ft 1in Fish Vans to D.106: No.167 (LMS 4212) was withdrawn 10/25. No.172 (LMS 4217) was withdrawn in 1932.

PAGE 282. 30ft 0in Fish Vans to D.107: No.657 became LMS 4300 (not 4282) and 38895. No.675 became LMS 4282 (not 4300) and was withdrawn c/29.

Delete Note P. The following former fish vans became stores vans:-

38885 became 198773, withdrawn 2/63
38887 became 198766, withdrawn 11/58
38892 became 198759, withdrawn 12/64
38898 became 198754, withdrawn 9/53
38899 became 198774, withdrawn 6/53
40398 became 198777, withdrawn 1/51
40405 became 198756, withdrawn 2/54.
40407 became 198755, withdrawal not known
40412 became 198776, withdrawn 10/55
40422 became 198757, withdrawn 10/51
40432 became 198770, withdrawn 2/71

PAGE 293. The 42ft 0in carriage which derailed first at Stafford was LNWR No.855, and was a bogie vehicle, not radial.

PAGE 296. Another incident worth recording occurred on 13th December 1915 when the engine of the 6.40pm down express from Preston “dropped its motion” between Shap and Clifton and Lowther. A total of £237 damage was caused to the vehicles in the train, WCJS Dining Saloon 488, WCJS Composites 2, 43, 141 82, 400 and 536, WCJS Thirds 239, 74 and 584, WCJS Brake Van 158 and LNWR Brake Third 7682 and Brake Van 8099. On 16th December 1916 WCJS Fish Vans 672 and 673 were also extensively damaged at Acton Grange Junction, Warrington when the 11.00pm Camden-Carlisle goods train became divided; the rear portion of the train ran back own the gradient and was derailed in spectacular fashion at catch points. Both vehicles were ultimately repaired and returned to traffic

PAGE 296. As noted in the tabulation, on page 302, WCJS 45ft 0in brake van No.321 was also destroyed in the Wigan accident – it was included in the 10.00pm train which was struck in the rear, and other casualties included LNWR Brake Vans 801, 8192 and Third No.2350, all of which were damaged beyond repair.

Page 296. On 27th January 1922 WCJS carriages 485, 271, 412, 417 and 299 suffered considerable damage when a tender step, weighing more than a hundredweight, fell off the locomotive of the 4.35pm train ex-Euston while it was passing the 10.00am up train from Glasgow near Roade. There are photographs of some of the damaged vehicles in the NRM collection.

At Welton on 25/01/17 LNWR 8130, and WCJS 386 and 410 were badly damaged by fire, but were repaired.

PAGE 297. The program of conversion from gas to electric light was pushed forward with vigour as far As the WCJS is concerned, and of the 276 carriages scheduled for conversion 103 had been dealt with by May 1915 and 191 by November 1916. At that time 84.96% of the WCJS fleet was fitted for electric light. Thereafter the pace of conversion slowed dramatically due to war condition, and by November 1920 only three more had been done. At the time, 433 WCJS passenger vehicles and brake vans, or 89.1%, were lit by electricity and only 53 by gas. There were also 25 Post Offices still awaiting conversion. However, the programme was then in effect abandoned (as most vehicles under 21 years old had already been done) and only 8 more vehicles were altered to electric light after 1920.

PAGE 303. Additional WCJS vehicles destroyed by accident:

No.26 (as LNWR composite 355) destroyed at Poulton-le-Fylde on 01/01/93.

Post OfficeNo.285 was destroyed in the fire at Wolverton works on 23/07/33 as LMS 321**7**.

Composites No.141 of D.30 (as LMS 4529) and brake van No.219 (as LMS 32427) were also destroyed in the fire, and should be added to the tabulation. Presumably none of these carried their 1933 numbers in actual service.

42ft 0in Brake Third no 500 was destroyed at Crewe 01/03/24.

65ft 6in Dining Saloon No.486 (as LMS 276) was destroyed by fire at Edge Hill sidings 28/05/37.

50ft 0in Postal Brake Van no.343 (as LMS 30331) was destroyed at Winsford 17/04/48.

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