

# **Index to the HMRS Journal**

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## VOLUME FIVE

### 1965 - 1967

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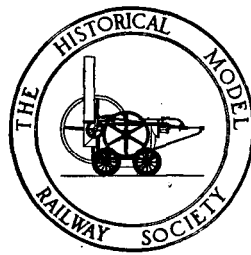
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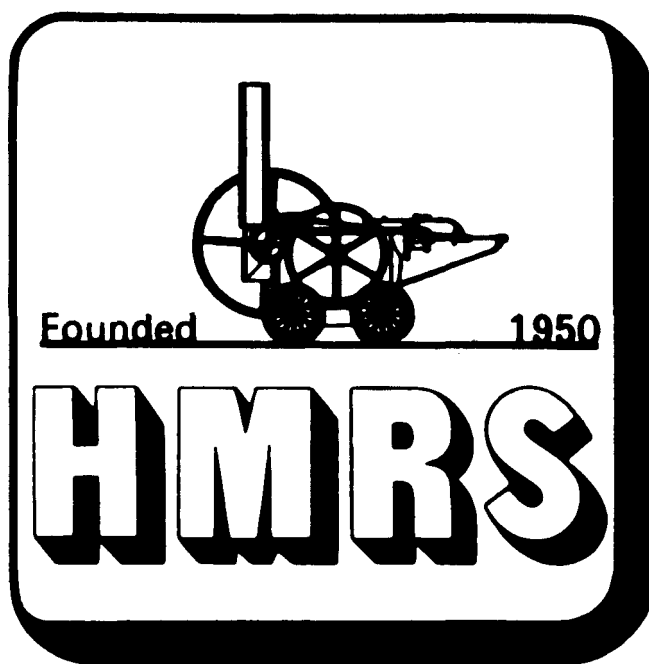
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*(Andrew Nummelin, webmaster 17/7/2006)*

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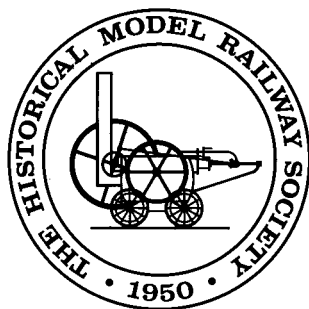
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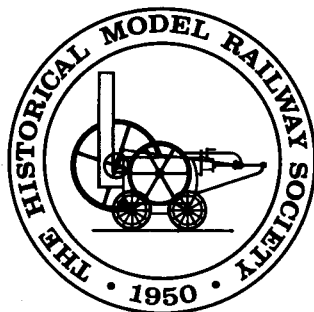
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Prepared by Paul W Bartlett

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#### Cover Photograph

*The renumbering of ex-Private owner mineral wagons on the formation of British Railways and Coke wagons more generally, have been two of the main themes of this volume of the Journal. This has wonderfully illustrated how information is forthcoming from the membership.*

*P106148 was NEW CRANSLEY No 166 originally built by Birmingham C & W Ltd in 1936 and registered by the LMS as No 140410 (see David Larkin page 247).*

*John Greenough drew attention to the white diagonal indicating that the end doors remain openable (see page 391).*

Photograph: Collection of Paul Bartlett, dated after 11/1956

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(Andrew Nummelin, webmaster 6/7/2006)

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On page 48 (part 2) Len Tavender published a drawing RNAD291 from measurements taken at MOD Bedenham on 26 August 1993. The photograph on the front cover, of the same date, shows the unusual features of this van, not least the Duralumin corrugated roof, LNWR axlebox and buffers. Note that the "Lot 13" is a marking in preparation for auctioning the van.  
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On pages 374 - 375 (part 11) R Tourret described some of the USAITC goods wagons that operated, briefly, in Great Britain before being shipped to Europe and Asia towards the end of WW2. Army 46174 USA428839 was probably amongst the 657 20ton opens he lists. A remarkable survivor it was photographed (back page) and measured at Long Marston on 15 April 1992. The body was unlike anything operating normally in Britain, with cupboard opening doors and very flimsy corner posts. Even more unusual was the brake rigging, which had chain linkage from the brake wheel, located at one end on 9, with the brake shoes working on the outside of the wheels. The pipe for the continuous brake had been removed. It was plated as built GAT in 1944. More photographs, including some details are at <http://gallery6801.fotopic.net/c138566.html>  
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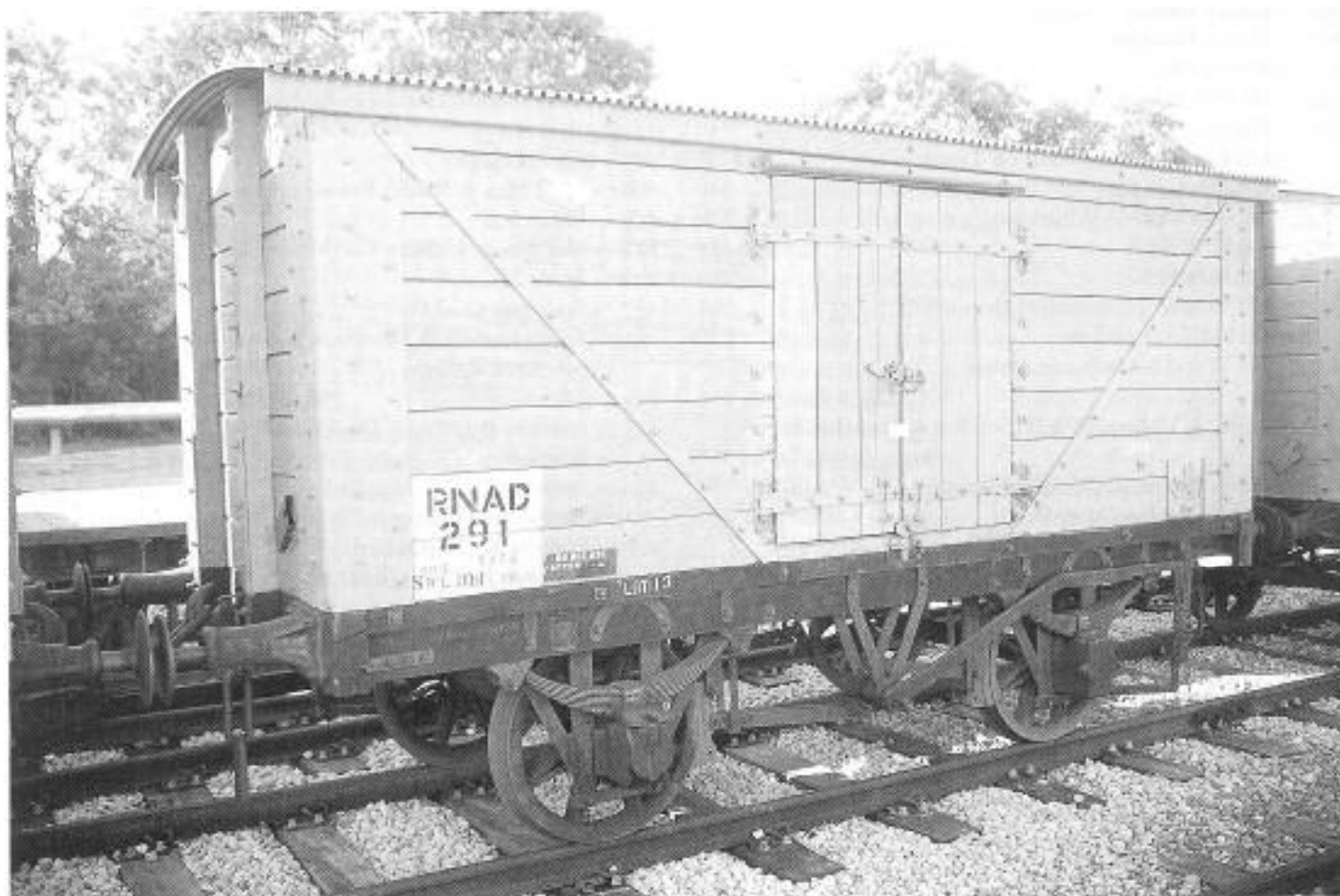
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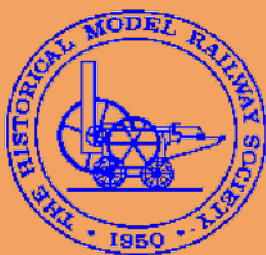
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**THE HISTORICAL MODEL RAILWAY SOCIETY** is an educational charity whose objectives are the study and recording of information relating to all the railways of the British Isles: public education on matters concerning railways of the British Isles and the construction, operation, preservation and public exhibition of models depicting those railways.

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# HIMRS

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Front Cover: Peppercorn K1 62005 complete with Fort William shedplate on Jacobite duties at Fort William on 6.07.2013.

(Photo A Muir)

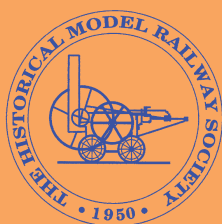
Rear Cover: Downham Market Station on 22.06.2006. Signal Box showing east side and south end elevations.

(Photo AAQ066 P.Godfrey Collection 2006)



# HMRS

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**THE HISTORICAL MODEL RAILWAY SOCIETY** is an educational charity whose objectives are the study and recording of information relating to all the railways of the British Isles: public education on matters concerning railways of the British Isles and the construction, operation, preservation and public exhibition of models depicting those railways.

All views expressed in this Journal are those of the individuals named and do not necessarily reflect the views of the Society or its Executive Committee.

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153362 at Pembrey & Burry Port Station.  
(AAP697)  
(Philip Godfrey collection)



Wigan Wallgate Station. Main station frontage (south east facing) and side (south west facing). Looking north, north, west.  
(AAR371)  
(Philip Godfrey Collection 2007)



# HMRS

## Journal



Front Cover: Builders Plate on Stanier Class 5 No. 45407 '*The Lancashire Fusilier*' at Fort William on 25.10.2014  
(Photo A Muir)

Rear Cover: Dullingham Station. Taken on platform 1 looking due east at east end of platform 1 (including signal DH5 two aspect colour light) and 2, level crossing gates and south west end (locking room partly obscured by a building) and north west front facing elevations of Dullingham station signal box.  
(P.Godfrey Collection 2013)