

WHICH JOURNAL SHOULD YOU PICK?

The quick answer is that if your priority is a historically authentic Journal, you should choose the original version. If you are merely after a reading copy, the one re-set in more modern font is probably the better one for you to choose.

EXPLANATION

The text of the first 26 Journals was typed then duplicated. A few printed sheets, mostly of photographs, were interspersed.

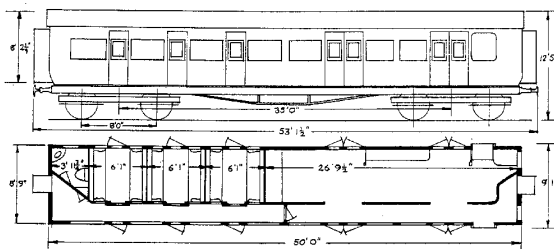
If you opt for an **original** of those Journals, you will receive scans of this original production. A sample page appears lower down.

Much more recently, their entire text was re-typed (or in some cases optical character recognition was used) to make it all available in digital format. This was done initially in order to be able to compile a single file containing the text of all the Journals, so they could be word-searched.

The opportunity was taken to set out Journals 1 to 26 afresh. The photographs and drawings were all scanned and added to this digital text in a completely new layout. Everything is still there, but the new page numbers may not correspond *exactly* to those in the Contents List or the Journals Index.

If you choose a Journal **re-set in more modern font**, you will get one of these. They look like this, where the drawings were now set into their related article:-

ORIGINAL



GER 10ton Permanent Way Brake

The brake van illustrated was built in 1892 to a design that originated in the latter 1870's. It was easily distinguished from the contemporary goods brake in having deep outside framing and a single veranda. The left hand elevation shows the veranda end. The tongued and grooved boarding used throughout the body is 2in thick, recessed 2 1/2in at the veranda and either side of the door. The windows in this end are of the conventional fixed type with wooden beading to retain the glass. The door has thin beading over the joints and swings inwards with the hinges on the right hand side.

At each corner of the body the outside framing projects beyond the headstock 4in, while along the side elevation the projection is 2in. The windows in the side and the end were arranged to slide horizontally in a frame inside the van, the end stanchions either side of the drawhook, shown on the right hand elevation, tapered in thickness from 4in at the top, where

they were flush with the horizontal member, to 5in at headstock level.

Inside, flat topped lockers ran down either side and across the end, the latter being allocated for lamps. The stove was the centre piece, although this may not have been original equipment, or the prominent Laycock's Patent Torpedo Vents.

The underframe, like contemporary coaching stock, was of wood, with the selenars plated or flitched with tin plate.

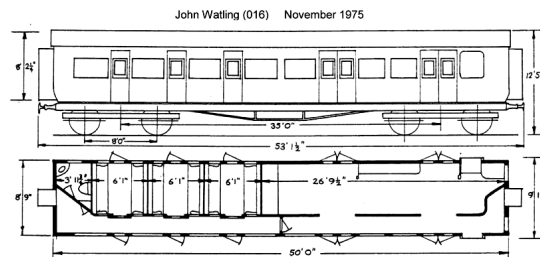
The GER painted its permanent way brakes a deep shade of red, the ironwork below solebar level was black in addition to the couplings, drawhook and plate and the buffers. The continuous handrails were probably white. The roof and its fittings could vary when painted from white to grey and lettering was unshaded black.

The style of lettering is for the period up to 1902. Thereafter the large initials GE, 24in deep replaced the small GER and brake number, which then appeared one plank below "Leyton".

This van was measured up in 1960 and had undergone some modifications not shown

MORE MODERN FONT AND LAYOUT

STILL WITH US, Part 5: BRAKE THIRD No. 295



Of the coaches dealt with so far in this series No. 295 probably has the most tangible associations to the ordinary fare paying passenger as it was from the renowned Norfolk Coast Express set built in 1907.

The early 1900's saw a number of body lengths and styles for both set trains and ordinary main line stock and in 1907 the GER finally settled on a length of 50ft, doors flush with body sides and elliptical roof as a standard for future main line stock.

The Norfolk Coast Express was the first complete set built to this design and comprised, from locomotive or Country End at Liverpool Street - brake third / third / third / open third / kitchen car / open first / first / brake / composite / brake third / composite / brake third. The last four vehicles were detached at North Walsham, a pair for Mundesley and a pair for Sheringham. Two complete sets were built and hence six brake thirds to diagram 527 were constructed; Nos.274 and 295 to 300, all in June 1907 to order G62.

Internally a through corridor gave access to a toilet, three compartments, each seating 8 passengers, and a large luggage and guards compartment occupying over half the length of the carriage. At the far end the guard had a seat in the ductet, or lookout, with a hand brake column close by. Corridor connections were provided at each end.

In common with all GER coaching stock, Westinghouse brakes were fitted and also electric light, as gas lighting was usually provided for brake vehicles. In addition the tail lamps were electric, but sadly these were blanked off by the LNER in preference for the conventional oil lamp. Steam heating came a few years later.

The Norfolk Coast Express set probably remained intact until the 1920's for the Cromer set. The LNER

renumbered the series of brake thirds 62375/77-81, No.295 becoming 62377. In line with the adoption by the LNER of the vacuum brake for main line stock 62377 was fitted in the early 1930's.

During the 1940's all but one of the class, 62375, were converted for conductor guard trains. The lavatory was stripped and sealed off and steps provided on the left hand side. In this form they were used on such services as the Bury St. Edmunds - Ipsford line.

At the ripe old age of 48, No.295 was withdrawn in January 1955, displaced, not before its time, by the increasing pace of modernisation and, more specifically, by the introduction of lightweight diesel railcars in East Anglia. Instead of being broken up it was sent to Stratford for adaptation for the Civil Engineer's Department, Norwich, being renumbered DE 320325 in April 1955. The coach, in company with a 4-wheel van, toured the Norwich district as a base for a gang of painters.

By 1966 the coach was out of action and Dereham, due mainly to weak suspension springs in the bogies. Negotiations were commenced for its purchase for preservation. This was effected in 1966, being a joint acquisition by the Railway Preservation Society, M&GN Preservation Society and the Great Eastern Railway Group. It was transferred to Wymondham from whence, in company with the M&GN Society's quad-art set, LNWR Directors Saloon and L&YR Directors Saloon, its last journey to Sheringham was made.

Since then No.295 has been used for storage and works purposes and latterly its appearance has been improved by the application of teal paint. Previously it had been in a light grey livery, an example of a non-standard departmental colour, presumably applied by the Civil Engineers' painters on a slack day!

This seemed to be appreciated, so the same was then done for more of the early Journals, from No. 27 to No.58, but only for the out-of-print ones. Where these new editions are available, again you will be

offered a choice. The **original** will now be in early printer's font rather than typescript, as shown below, but you can still opt for the one **re-set in more modern font** instead:-

ORIGINAL

scale of the drawing and its size. On the left hand side are details of the content of the drawing, plus any notes that will aid the researcher.

The procedure adopted is for each member of the team to withdraw a roll for indexing and to fill in a card for each drawing as far as his knowledge will allow. The roll and cards are then circulated around the other two members to 'fill in the blanks'. In addition, separate subject indexes are being compiled, on paper at present. For example, as far as locomotives are concerned I am compiling indexes under component headings such as 'Boiler Mountings', 'Axles' and so on, as well as headings for each locomotive or tender type. This work is now being done on a word-processor in order to keep the drawings listed in numerical order under each heading.

We do not know precisely how the drawings will essentially be filed, but we envisage that anyone wishing to look up drawings on a specific subject will first refer to the subject index. This will refer him to the numbers of the drawings available and, upon examining the drawing index cards he will be able to tell if the drawings have the information required without having to inspect each and every drawing. This will not only save time, but will also reduce damage to the drawings themselves due to over-handling.

The assistance of John Welling in this project has been indispensable. His knowledge of rolling stock is encyclopaedic, whilst his output of catalogued drawings far exceeds anyone else's.

In addition, John carried out a good deal of research at the Stratford Drawing Office in the final months of the Works' existence, and his knowledge of its operation and systems has been of great value. John is also compiling a master numerical list of all drawings which will be of use in a number of ways. When the indexing is complete it will enable us to gauge how the eventual filing system will be arranged, and its physical size. It will also enable us to identify the missing drawings, or at least their numbers. Many of the drawings carry cross-references to other drawings such as "For details of brake arrangement see drawing X", or perhaps "Cancelled, see drawing Y". These cross-references are all noted on the index cards, and they are also entered in pencil on the master numerical list, if it has not already come to light. If the drawing turns up subsequently full details can be inked in. By this means, at the end of the indexing we will have a good idea of the contents of many of the missing drawings.

Drawing office practice
The procedure of producing a drawing at Stratford was similar to that in any drawing office. The drawing would first be prepared in pencil on paper and was then traced in indistinct ink onto tracing linen. This is a translucent waxy substance on a linen backing, and was used for several reasons. Firstly, it was resistant to changes in temperature and humidity and did not appreciably stretch or shrink, and the drawing therefore remained accurate. Secondly, the linen made the drawing resistant to tearing, giving it a long life. Indeed, some of the less well-used

TITLE <i>Boogie Wheel</i>	DRAWING No. 17234
SUBJECT <i>Plan and elevations of wheel, and full size sections of tyre</i>	DATE <i>March 1911</i>
NOTES <i>X-ref: 17284: Profile of tyre Drawing Cancelled - new tracing, same number, January 1982 Drawing torn on R.H.S.</i>	CLASS/DIAGRAM <i>S69 4-6-0 (B-12)</i>
	SCALES <i>6": 1 foot + Full Size</i>
	SIZE <i>42" x 23"</i>

An example of an index card for 'Locomotives'; cards for 'Carriage Stock', 'Wagons' and 'Miscellaneous Items' have similar layouts.

MORE MODERN FONT AND LAYOUT

STRATFORD DRAWINGS

Lyn D. Brooks (018) February 1988

Members will be aware that a few years ago the Society was given several thousand original tracings from the Stratford Works Drawing Office. It was not possible at that time to do any more than to place them in the care of the Passmore Edwards Museum, as we were then heavily involved in setting up the North Woodwich Station Museum. However, two years ago we were able to make a start on cataloguing and indexing them and, as we are now approximately one third of the way through this task, we feel that members may be interested to read a progress report.

The Stratford Drawing Office was chiefly concerned with producing drawings for locomotive, carriage and wagon construction and maintenance, and must have been established by the Eastern Counties Railway at about the same time as they took over the old Northern & Eastern Railway workshops at Stratford, in 1847. When the Works were closed at the end of 1963 the drawings were initially moved to Doncaster, where the more important ones were extracted and saved for the National Collection. These then went to Darlington North Road Works and, upon closure of those works in 1966, they were transferred to the BTC Museum at Clapham in London. A Mr Peter Depon was visiting Doncaster Works around this time and saw the residue of the drawings lying there. Upon making enquiries he was told that they were awaiting incineration as they were no longer required. Peter is an accomplished model engineer, and was then working on a live-steam GER V4 class 0-6-0 which he has recently finished, taking a Gold Medal and two cups at the 1988 Model Engineering Exhibition. Thinking that the drawings would come in useful, and with the invaluable assistance of the late George Dow, he arranged to purchase them from British Railways. In due course of time the GERS was formed. Peter became a member, and later most generously donated the drawings to the Society's Collection. Peter has been through all of the drawings but there are no 'General Arrangements' for complete locomotives or items of rolling stock, as these were all extracted for the National Collection.

During the time that the selected drawings were at Clapham they were never catalogued, nor have they been since their last removal to the National Railway Museum at York, and they are therefore still inaccessible to the general public. However, during the move to the NRM the opportunity was taken to microfilm some of them, and copies are available from BR Railprint at Euston House. Inspection of the published lists indicate that only part of the drawings retained for the National Collection were microfilmed, as a large number of general arrangements of rolling stock, and G.A.s and 'Rod and Pipe' drawings of locomotives do not appear, although they are known to have existed when at Darlington. It remains to be seen whether all of the drawings selected for the National Collection have successfully survived being moved to these different locations.

The NRM is known to have at least part of the once comprehensive card index to the Stratford Drawing Office, but this is of little use in identifying the drawings that the Society now has. We have therefore embarked upon compiling our own index. The drawings were acquired in rolls of anything between fifty and two hundred drawings, and these rolls bore no relation to the drawing numbers, dates, class types or the Stratford 'Roll Number' - the method of filing used in the

drawing office. However, during the time that they have been stored at North Woodwich most were arranged in rolls of one hundred drawings each by the Museum Staff. This exercise at least enabled us to establish that there were in the region of eight thousand drawings, although this is now beginning to look like an under-estimate. We set ourselves a target of cataloguing 2000 drawings a year, starting at the beginning of 1986 and now, two years later, we have processed over 3000 and are therefore almost on target as far as our initial estimate is concerned, with completion envisaged for the beginning of 1991.

Organisation of the project:

Indexing the drawings calls for detailed knowledge of GER locomotives and rolling stock in order to be able to compile the record cards in such a way that they will be of use to researchers of the future. For this reason the team consists of three members, John Welling and Brian McCarthy dealing with carriages and wagons, and myself covering the locomotives. Each drawing is catalogued on an index card which is coloured according to subject: pink for locomotives, green for carriage stock, and blue for wagons, whilst white cards are used for miscellaneous subjects. A sample card is illustrated, and it can be seen that the drawing's title is entered at the top. In a column on the right are entered the date of the drawing, the classes of locomotive to which it refers, the scale of the drawing and its size. On the left hand side are details of the content of the drawing, plus any notes that will aid the researcher.

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