The London, Midland and Scottish Railway was the largest of the Big Four railway companies to emerge from the 1923 grouping. It was the only one to operate in England, Scotland, Wales and Northern Ireland, as well as having two short stretches in the Republic of Ireland. It was the work of its longest reigning chief engineer, Sir William Stanier, that influenced the first locomotive and carriage designs for the nationalised British Railways. Packed with facts and figures as well as historical narrative, this second volume covers the routes of the following companies: London & North Western Railway, Caledonian Railway and Highland Railway. Fascinating selection of photographs exploring the history of the LMSR during its long and distinguished life.

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companies to emerge from the 1923 grouping. It was the only one to operate in England, Scotland, Wales, and Northern Ireland, as well as having two short stretches of line in the Irish Republic, and was also the world’s largest owner of railway hotels and railway shipping operator. Mainly a freight railway, it still boasted the best railway carriages, and the work of chief engineer Sir William Stanier influenced the first locomotive and carriage designs for the nationalized British Railways. Packed with facts and figures as well as historical narrative, this extensively illustrated book is a superb reference source that will be of interest to all railway enthusiasts. “It is possible that in the history of British steam locomotives no class of engine was ever more universally popular than the Stanier 5MT 4-6-0 class, which were generally referred to as Black Fives. This informative book includes numerous images of the class at work, many of which are published for the first time. Introduced by the London Midland & Scottish Railway (LMS) in 1934 the building of the 842-strong class was shared between the locomotive works at Crewe, Horwich and Derby and also by the private builders Armstrong Whitworth Ltd. and Vulcan Foundry Ltd. With the exception of a pause in production during the war time years Black Five locomotives continued to be built until May 1951, when the last example was out-shopped from BR Horwich Works. Only four examples of the class were named, but a fifth locomotive was allocated a name which it reportedly never carried. They were often referred to as the finest mixed-traffic locomotives ever to run in Britain. William Arthur Stanier joined the LMS in 1932 having previously served the Great Western Railway (GWR) at Swindon Works, doubtless his LMS 2-cylinder tapered boiler Class 5 4-6-0 design reflected his Swindon experiences. This highly efficient and reliable general-purpose design (in several variants) could generally be seen at work over all of the former LMS network, from Thurso in the north of Scotland to Bournemouth (Somerset & Dorset Joint Railway) in the south of England. They became the ultimate go everywhere steam locomotives, working all manner of trains from slow goods to express passenger services. In 1967 just prior to the end of steam, British Railways remarkably listed 151 Stanier Black Fives as serviceable locomotives. A total of 18 Stanier Black Five locomotives survived into preservation, with the majority of those having been returned to steam. The LNWR had a vigorous naming policy and the Midland Railway an equally determined anti-naming stance. The 1923 grouping set the stage for an absorbing battle within the management teams over naming policy with Derby’s early policy success followed by Crewe’s ultimate victory. Author John Goodman’s absorbing read presents the full story of the LMS and its constituent companies’ naming policies and the history of each named engine owned by the LMS, a total of 812. TheLNWR contributed 668 of these and a complete presentation of its complex re-naming system is an invaluable inclusion. In 1923, the multitude of British railway companies merged into four large groups; two of these had lines in Scotland. They, the LMS and the LNER, were to have a profound affect on transport north of the border. The two “super companies” provided the Scottish public with rail services through the violence of the 1926 General Strike, the streamlined glamour of the 1930s, and the bombs and blackout of the Second World War. Whether you are interested in railway history, industrial archaeology or just strolling in the English countryside, Railway Walks: LMS will provide you with a day out that is both informative and enjoyable. For over 150 years Britain’s railways have relied on a system of semaphore signalling, but by 2020, all semaphore signals and lineside signal boxes will be gone. In his previous book, author Allen Jackson covered the GWR lines; here, he continues his journey by providing a pictorial record of the last operational signalling and infrastructure on Britain’s railway network, as it applied to the former London, Midland and Scottish Railway (and lines owned jointly with other companies). This first volume covers the routes of the following companies: Midland Railway; Lancashire and Yorkshire Railway; Furness Railway; Glasgow and South Western Railway, and North Staffordshire Railway. Beautifully illustrated with over 400 contemporary images and with detailed information from a 2003–2014 survey, this is an essential resource for anyone with an interest in the traditional signalling systems of railways in Britain.