



Six-wheeled carriages

Albert Kiernan's completed Lanky Kits (ex Four Track Models) 7mm scale carriages

Prototype information by Barry C. Lane

The photographs show completed models now marketed by Lanky Kits, including the Diagram 8 carriage, the construction of which was featured in *Magazine No. 236*. All were painted using Phoenix Precision Paints and my old Badger 350 air brush. (I have just bought a new, more expensive air brush, so that will be one less excuse for a poor paint job.) The lining was done using a bow pen for the straight lines, and a Bob Moore lining pen for the beading. Transfers are HMRS "Methfix" but I must admit that these I have found harder to use than those marketed by Barry Lane, in that the white outline around the "3rds" tended to break away, a problem I did not get with Barry's water slide type. These are the product of Society member, Ian Norman in Australia, and are just the LYR letters and carriage door numbers, produced before the HMRS made their more comprehensive larger sheets. The price is £8.50 per sheet plus 50p postage. A sheet includes enough characters to complete up to twenty standard carriages. (Order form in *Society Shopping Supplement*)



Diagram 5 – Composite with luggage locker and lavatory

There were just six of this type, built in 1888 at a cost of £454-5-11 each. They were 33ft long and carried the numbers 271, 291, 307, 375, 412 and 466 suggesting they were charged to the replacement account. All lasted in to LMS days when the bodies were sold off as dwellings, a few surviving until recent years.

Diagram 8 – Full third

The earliest examples (pre 1882) were 31ft and 32ft long. The diagram book confusingly also includes a few four wheelers and third class carriages under Diagram 8 absorbed from other railways, being 30ft 6in long. There were 253 of the shorter ones before the 33ft long ones were constructed (from 1892), adding another 236 to the total. Many were built to the Capital account, thus having blocks of running numbers, amongst which were 2022 to 2050 and 2465 to 2495. Renewals were allotted scattered numbers from withdrawn stock, 102, 103, 120 to 123 and 218 to 220.

Diagram 10 – 'Birdcage'

The common brake/third of the 1880s, built to the 32ft length. Twenty three were dual fitted for running on to the NER and Caledonian which were 'Westinghouse' systems. Known numbers included 571, 1781 to 1789, 1800 to 1885 and 2350. Six were sold to the Barry Railway in 1916, of which one has been restored to the GWR livery, as its last owner. Notice on Albert's model, the correct placing of the guard's door handle, which was a reversal of normal 'hinges to the left' practice, on this side. A guard's door was always the nearest one of the doubles to the look-out.

Diagram 10 – 'Low roof'

There were nominally 114 built measuring 33ft long over the body. Known numbers include 1476, 1941 to 45, 1952/3/5 and 2051. By 1921 only 52 remained. The use of six wheeled carriages continued well in to the LMS period but such 'excursion' sets had a bogie brake third at either end, which led to these being withdrawn well ahead of the other carriages. However, a number of them continued in 'service stock' and breakdown crane sets until BR days, outliving everything else!

Diagram 10B – Luggage Van

There were 20 of these converted from passenger carriages by gutting the interior, 'fixing' two passenger doors each side and making double doors to the centre, as shown. Unlike normal 'double' doors, these were the standard 2ft 2in width. Van doors were generally just 2ft in width. In the beginning they were intended for the conveyance of pigeons and lettered **FRUIT TRUCK**. They became useful general service passenger train vans. Many found extended use all over the LMS system until the mid 1930s. LYR numbers – 36 to 55. Final LMS numbers – 38492 to 38499

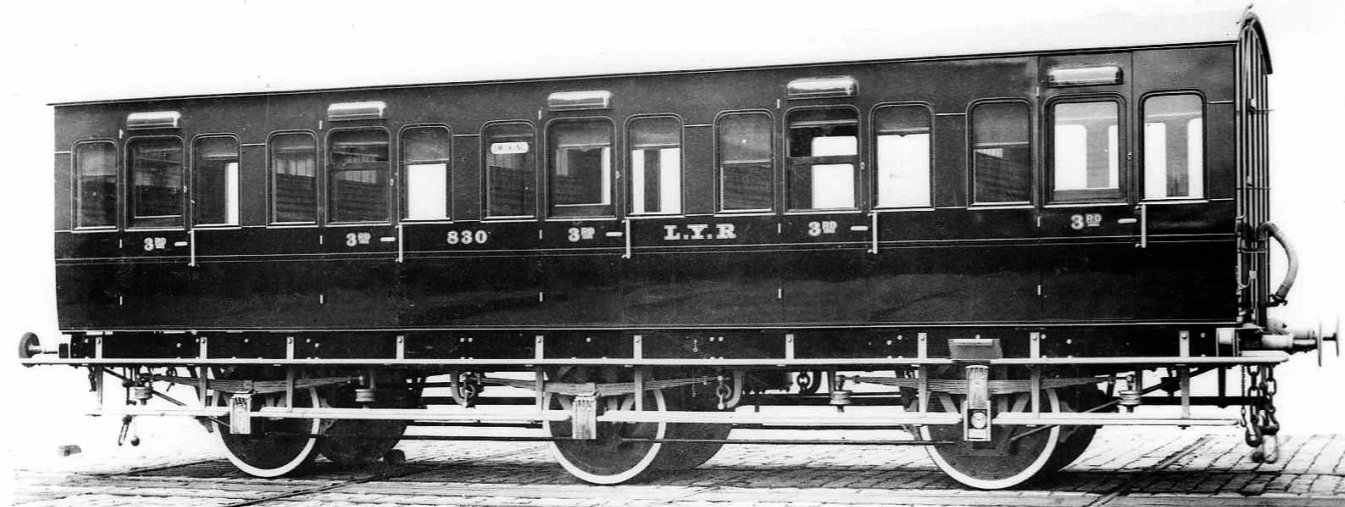


Opposite page:
Top: Diagram 5 – Composite with luggage locker and lavatory
Bottom: Diagram 8 – Full third

This page
Top: Diagram 10 – 'Birdcage' brake/third
Centre: Diagram 10 – 'Low roof' brake/third
Bottom: Diagram 10B – Luggage Van

Photographs by Albert Kiernan





L&YR six-wheeled carriages

Barry C. Lane describes the development of Attock's six-wheeled carriages...

The Lancashire & Yorkshire Railway commenced building carriages on six wheels at the end of the 1870s. The first ones were 32ft long but the length was extended to 33ft on some first class examples in 1885 and all third class carriages became 33ft over body from 1890. The 'birdcage' roof end of brake thirds belongs to the 32ft length of the 1880s and had been discontinued long before the longer body was adopted. The available kits are of the 1890 size but the discrepancy of being one scale foot too long for the 'birdcage' type is not at all obvious on models.

All features of the body design had been standardised before the first six-wheelers were introduced and so such details as window and door sizes remained the same through to the introduction of elliptical roof coaches in 1905 and well after the last six-wheelers had entered service in 1899.

Popes gas lamps were introduced generally in the early 1890s replacing oil lamps and later, first class compartments were provided with the better Coligny lamps.

The earlier carriages had shorter buffers mounted on circular wooden pads, but examples from around 1894 had full length 15 inch cast buffers, approximating to the size of the previous buffer/pad measure.

The 1880s carriages had door ventilation bonnets formed from solid wood. Pressed metal cowls took over around 1890. Both types were shallow in depth and the same basic profile allowing air to enter/exit from underneath the lower area. The metal ones were screwed in place and the visible flange and screw fastening are the give away on photographs.

In the mid 1890s, the railway adopted the patent Anderson ventilation bonnet which had an opening in either end rather than underneath. They were routed out of solid timber and much deeper in depth.

They were applied to all Attock bogie carriages from that period as well.

Although considerable numbers of six-wheelers had been withdrawn or disposed of by 1921, half the third class variety were still in service at that date. Although allocated LMS numbers, many never carried them and none of the six-wheelers in passenger service are known to have carried crimson livery. Rakes of six-wheelers remained in use in early LMS days for seasonal special use with a bogie brake third at either end.

Twenty of the Diagram 10 third class brakes were altered to pigeon vans by 1905 becoming Diag.10B and lettered FRUIT TRUCK. They lasted well into LMS days as general luggage vans. The eight still extant in 1933 received numbers 38492 - 9 and the last was withdrawn in September 1935... probably the last L&YR

six-wheeler in general service.

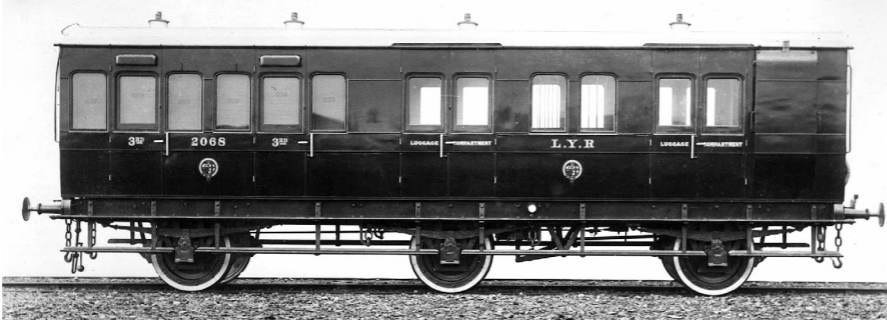
The L&YR livery varied only slightly through the years when six-wheelers were in service. The lining of the bottom moulding on the body side and on the door ventilation bonnets was dropped by the early 1900s, but the light reflected on rounded surfaces and gives the impression of lining even when it isn't there.

Roofs were white when ex-works and the lamps were painted black when new. Repaints often painted everything white in later years. Torpedo vents were late additions and only then on smoking compartments, usually the end one of a carriage.

Further details of livery will be found on the centre page photograph and accompanying notes in *Focus 63*. The differing door vents are well illustrated on that photograph too.

Above: The official photograph shows number 830 which was one of the 1880s examples and 32 feet long. 400 were built before a further 236, which were 33 feet long, were added. Although the carriage body is portrayed in the carmine lake and tan livery, which is just discernible, the under frame has been picked out in lighter shades to show the patent Attock grease axle boxes and springs. This was the period before the company crest had been introduced, lighting was by oil lamps and shorter buffers on wooden pads were the norm.

Below: There were several variations amongst the brake/3rds. Most of them had three compartments but this is one of 19 with a larger van space. A few of these were also included in the conversions to 'Fruit Vans' as diagram 10B and this vehicle was allocated LMS number 27758 but possibly never carried it. In common with other 1890s period carriages, it has the longer buffers, Popes gas lamps and Anderson bonnets on the doors. Both photographs author's collection



ASK ASPINALL PROBLEM PAGE

Contact Gladys via: Don Westerman, 14 Easington Road, St. Helens, WA9 5LW t: 01744 813638 e: assistant.editor@lyrs.org.uk

Ballast train liveries

I am proposing to build a ballast train consisting of 2 plank ballast wagons to drawing number 5247, sleeper wagons to diagram 26A and two 18 feet 6 inches ballast brakes using the artist's impression in L&Y Wagons Volume 2.

There appears to be a lack of information regarding the livery of these vehicles. The ballast wagons might have been in red oxide, sleeper wagons grey, the ballast brakes grey or black.

I should be obliged if someone could give me, and I am sure others, who have the Dragon Models kits, their best guess as to the livery, colour, position of the insignia and any plates or other distinguishing features these vehicles might have had.

Albert Kiernan, Bodmin

Dear Albert,

Thank you for your enquiry about ballast train stock. I took the opportunity, on your behalf, of arranging a meeting with the wagon man - Noel Coates. Over a pint of Moorhouses' Blond Witch (which sums me up perfectly) he explained:

"Ballast Wagons, the only reason that red oxide is mentioned as their body colour in Wagons 2 was correspondence I had with the late Arthur Gunn. He went round collecting livery details about L&Y

stock in the mid 1920s as these were changing and disappearing before his eyes and it was he who disclosed it in some copious notes he sent me. By the time I came to write up the section he had died so I wasn't able to confirm things with him. As to lettering, I believe that what I wrote in Wagons 2 is accurate and the picture used is a great guide, before that it was 'illiterate' symbols of course; when you study the background of the gang at Bolton, Plate 254, you get confirmation of the lettering on the ballast wagons in the background.

"Sleeper wagons, these could have been grey but if the ordinary ballast wagons were red oxide then these would be that colour too. I have no idea where the letters went though, on the fixed sided ones it's pretty easy to guess it more or less right but some would still be carrying illiterate symbols. For the drop sided wagons, did the letters go on the fixed part or, as per LMS, the top dropflap? Since Newton Heath was doing the repairs and repaints they may well have followed previous practice in putting them high up so the initials were always up there. All in all, Albert could make up a nice, non-grey train with Ls and Ys down the side.

"Ballast breaks, much easier...

they would have been black as per the ordinary break vans. With the design having metal plates you have to cover those with something to prevent rust. Most ironwork on 19th Century wagons was 'japanned' i.e. given a coat of thick black varnish and these breaks would have received the same treatment, though whether the planked ends got covered as well is open to debate. It was only in the 20th Century that real paint would have been used and that would have been all over, so the shorter stock might have got a total repaint when overhauled.

Again the illiterate symbol was used and replaced with initials after 1903, only the last two built would always have had initials. If Albert's interested in 'japanning' he could try the recipe given on the Wikipedia page 'Pontypool Japan', it makes an industrial size quantity I'm afraid always assuming you can get the ingredients these days, but there must be some corrugated iron on hand locally to get rid of the remainder if he takes it up."

I thanked Mr Coates with the purchase of another pint and we continued our chat, moving on to other L&Y matters, though he did say "don't forget all the little plates on the sides of the wagons and the break". Have fun Albert.

Yours Gladys



Diagram 53 16-foot ballast wagon Noel Coates collection

LANCASHIRE & YORKSHIRE WAGONS Volume Two by Noel Coates is still available to members at the special price of £30.00 (RRP £35.95)

It has 260 pages with 177 plates and 144 figures

Please use the order form in the Shopping Supplement and send it to Alex Hodson, Society Sales Officer

