

LSWR Bogie Coaches

Instructions

Safety

This product is intended for adult modellers with reasonable skill in handling etched components. Brass components are sharp and often very small. They are not suitable for models handled by children. When cutting, gluing or soldering brass components take care to follow the instructions and safety guidance for your tools. Burned fingers and cuts can take much of the fun out of model building.

Variants

There are four variants of the diagram 791 fruit luggage van. Originally built in 1899, fifteen of these vehicles were built, five of which were converted into war department ambulance carriages in 1900. Five replacements were built with additional guards compartment (diagram 932) and the others were converted with a guards compartment.

Three had side gangways fitted in 1915 for use on mail trains and this can be modelled by building the diagram 932 van and adding a gangway casting (such as those from Ultima). Six were converted to aeroplane carriers in 1918 with the ends replaced with doors.

The kits are:

- Diagram 791: As originally built
- Diagram 932: Rebuilt as a brake
- Hospital Coach
- Aeroplane Carrier

Construction

The main shell of the coach is a single fold up etch. Fold over the tabs at the top of the coach sides. Clamp the window side of the coach firmly when using bending bars, or if using pliers push outwards as you bend them to keep the windows from bending outwards.

Curve the bottom of the sides gently (look at the ends to gauge the profile). Fold the main coach body up into a rectangular shell and adjust until the parts sit well. Check the coach is sitting flat and then solder the corners.

Roof

If you are using ventilators or oil lamp mouldings with pegs that stick into the roof then drill out the roof holes and check the fit before rolling the roof. Roll the roof until it rests neatly on the body without needing holding down.

The ventilator layout is as follows:

Diagram 791: Oil lamp over each door, two ventilators between each oil lamp

Ambulance: Each group of three vents is ventilator, gas lamp, ventilator

Diagram 932: Oil lamp, gas lamp, ventilator, oil lamp, ventilator, gas lamp, ventilator, oil lamp, ventilator gas lamp, oil lamp. The drawings record only gas lamps but photographs show oil lamps.

Duckets

Diagram 932 variants were fitted with guards duckets. Fold the sides of the etch around and then curve the main part of the etch to fit the curve of the duckets. If you are proficient soldering you may wish to solder them together and sweat them onto the coach body (the flat rectangle on each side is where they attach). If not then it works almost as well to fill all but the window area with evostick impact or similar adhesive, then position the duckets and allow plenty of time for all the glue to set.

Droplights

The droplights can be fitted before or after painting. In many pictures they appear to have remained a teak colour so are best painted and fitted after the main coach shell has been painted up. They fit the double doors, and on the diagram 932 brake an additional pair of small droplights are provided for the guards doors

Underframe

Plastic Z shaped rod is provided for forming the solebars. Glue sections of this to the underframe on either side with the top of the Z glued to the body and the bottom (sticking outwards) forming the bottom of the solebar. Drill out the buffer beams and fit the buffers to them. Glue the resulting assembly onto the solebars. The coaches were fitted with round buffers.

Fold up the truss rods assembly and fit centrally to the underside of the coach.

Bogies

The coaches were fitted with LSWR 8' bogies. If you are building a 2mm vehicle then suitable coach bogie etches and Mansell wheels are available from the 2mm society.

For N scale the closest bogies are the 101 DMU bogie frames which can be obtained as spares from BR Lines. It is possible to use the Farish Mark 1 bogies although as they are too long you will need to adjust the truss rods. Other less accurate options include some of the Greenmax bogies, or the Dapol 7ft GWR bogies which are available as spares from the Dapol shop and DCC supplies. Finally it is possible to cut down Farish bogies to fit.

If using the Dapol B set bogies pull the pin out of the centre of the bogie, invert it and push it back through. You can now fit a rectangle of plasticard onto the underframe as a spacer and glue the top of the pin to the underframe to hold the bogie in place. You will probably also want to shorten the coupling a bit.

Aeroplane Carrier

Fit the nickel silver overlays over the ends aligned with the door detail etched on the end body.

Other Detail

The coaches were fitted with through brakes so brake pipes can be fitted to the centre each end, and brake cylinders were fitted centred 17' from the right hand end and about 1'3" in on both sides. A 5' gas cylinder was fitted 8' from the left hand end of the coach, centred about 1'6" in.

In the variants with a guards compartment the guards compartment had compartment dividers starting level with the edge of the double doors on either side (the double doors open into a large open space). On the aeroplane carrier these compartments were knocked through.

Livery

When first built the coaches were painted in the LSWR brown salmon pink and brown livery. Paints for this are available from Precision Paints. There is some doubt about the exact colours and the Precision salmon appears to be more saturated and less 'teaky' than in period paintings and cigarette cards. This can be toned down with white if desired. In practice coaches would fade and the colour recipes of the time were not precise. In particular varnishes were not clear and each revarnish would slightly yellow the vehicle. This can be simulated by adding spots of Precision teak base coat to the paint mix.

Droplights appear to have been a teak colour and can be painted in weathered teak to get a nice effect. It is not clear if they remained in teak colour later on.

The LSWR roof was painted white but faded to shades of grey. Black and white pictures of the time show that passenger stock tender to have brighter coloured roofs than the vans and was presumably repainted more often.

The underframe colours are a source of some debate. Photographs consistently show the body as darker than the underframe. While this could be a matter of materials contemporary paintings back up this distinction. LSWR wagon chassis were painted a brown colour (also available from Precision Paints), and this gives a look which agrees with the paintings.

In Southern ownership the vehicles received were repainted into standard southern livery. All are believed scrapped by 1939 so none would have received British Rail colours.

The exception to the livery scheme are the ambulance coaches. These were painted in khaki with French Blue window areas. Red crosses on white circles and a crest completed the livery.