

Caley Coaches

'True Line' kits in etched brass

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Caledonian Railway Pickersgill 6-wheel Passenger Brake Van

CC9 Prototype Notes

General

C.R. Number	1st L.M.S. Number	2nd L.M.S. Number
13	6309	34221
50	6339	34222
67	6353	34223
94	6376	34224
173	6437	34225
207	6460	34226

The first van, number 173, entered service in the half-year ending 06/21 followed by the other five over the next six months or so. All of them were in service by the end of the next half-year. The Caledonian didn't believe in wasting diagram book pages on vans just because of differences in body style and so these vans were allocated to diagram 18 along with other, older but functionally equivalent, 8'6" wide passenger brake vans.

These vans were electrically lit and steam heated when new but despite these seeming comforts they were disliked by the guards since the concrete floor made them chilly and rough riding. All were dual westinghouse and vacuum brake fitted to allow them to work through onto other lines.

C.R. Livery

Although these vans do not have panel mouldings above the window line, it was C.R. practice to 'paint on' the mouldings. i.e. the edges of the upper panels were painted purple brown to match the waist panels. The edges of all the mouldings (including those painted on) were lined with a single yellow line, while the outside edges of the coach sides and bottom were given a thin red line.

Lettering was gold, shaded to the right and below in red, with white highlights. The van number was placed in the waist panel of the ducket with **C.R.** centrally in the panel above it. The small panel in the waist moulding between the centre and double doors was grey slate.

When new the roofs were white. This, of course, would quickly weather to a grey/black in service. Underframes and bogies were black.

LMS Livery

Soon after its inception the LMS adopted the old Midland colour of crimson-lake for its coach livery. All raised beadings were painted black and edged in a $\frac{3}{8}$ " pale yellow line. It is thought that the LMS carried on the C.R. tradition of painting on the panels above the window line. Ends were crimson-lake with steps etc. picked out in black. Roofs were generally painted lead grey above the rainstrips and black between the rainstrips and cantrail but again this would soon assume an overall muddy grey colour in service.

The insignia was applied in gold leaf transfers with the letters LMS (3" high) in the waist panel as near to the coach centre line as possible, probably on the ducket in this case. The number appeared twice in the waist panel towards each end of the van.

The foregoing describes the initial LMS livery but many changes took place before the demise of the LMS and are tabulated below. Remember, however, that coaches and van were only due for repaint about every 7 years and that in the late 30's and during the war it was quite usual only to 'touch up and revarnish'. Therefore each individual van would not sport every change and it is quite possible that some vans ended the war still fully lined out.

- 1923-8 As described.
- 1928 LMS now placed towards the left-hand end and the number towards the right-hand end.
- 1933 Coaches renumbered using plain gold transfers. Roof colour specified as metallic aluminium.
- 1934 Full lining discontinued. Coaches lined with a single $\frac{1}{2}$ " yellow line just below the cantrail and $\frac{1}{2}$ " yellow line just above the top of the windows. The top section of the waist moulding would be painted black and edged with $\frac{1}{2}$ " yellow lines. Note that the yellow for both lining and insignia is now a chrome yellow.
- 1936 End colour specified as black.
- Wartime Roof colour specified as grey and lining discontinued.
- 1946 Simple lining reinstated but in straw yellow.

P.C. Models make an excellent range of LMS transfers which are recommended.

Reference: LMS Coaches, an illustrated history. Jenkinson & Essery (OPC, 1977)

BR Livery

The only information about how B.R. treated these vans comes from a photograph in the collection of H.C. Casserley taken on 05/07/57 of M34223 at St. Rollox. This van has had much of its original panelling replaced by tounge and groove boarding. It looks to be in all over crimson and it is certainly devoid of lining. The only visible lettering is the number about 3" high at the right hand end just below where the waist panel used to be (!). Immediately below this is the word "STOVE" in about 2" lettering.

It is worth noting that both upper and lower footboards are intact in this view unlike so many coaches which were stripped of footboards by the L.M.S.