

Etched Brass Coaches Roxey

X2 kits 90-94 Set 5 [RX3-7] GWR 'Metro' 4 Wheel Coaches c1887- with castings
 R3D vacuum cylinder, B1CA buffer, R1M gas tank [*this may be a bit thin*] RP1 gas lamps, BR26 axlebox & springs.
 Diagram T8 3 compartment Brake Third, 26' BTY
 Diagram S18 5 compartment Third, 26' TY
 Diagram R5 4 compartment First, 26' FY
 Diagram S16 4 compartment Second, 23' 10" SY
 Diagram T7 3 compartment Brake Second, 25' 10" BSY

[Any lasting long enough to get BR style Carriage codes would have been TY or BTY where the Y suffix denotes 4 wheels, Firsts and Seconds would have been downgraded by 1948. This group of stock, comprising 5 types of vehicle, was built c.1887 for the Middle Circle service between Mansion House and Aldgate via Westbourne Park. This service originated in 1864 with a service from Kensington (Addison Road) and Farringdon Street, and was progressively extended to Mansion House and Aldgate by 1876. By this time, trains ran every half hour, on weekdays only, between 8 a.m. and midnight. The service operated thus until July 1900, when it was cut back to Earls Court, and later to Addison Road in 1905. Steam operation lasted until 1907, when the Metropolitan's electric trains took over.

The stock which had been built for these services originally ran in close-coupled sets of 8 or 9 vehicles, each set providing for all three. Because much of the route was in the District and Metropolitan Railway's tunnels, all the stock used had the distinctive round topped doors more usually associated with these two railways' stock to avoid contact with the curving top of the tunnel wall if opened between stations. A second distinctive feature of this stock was its width, which at 8' 6" was wider than all the other non-main-line stock built by the GWR.

Close coupled coaches in fixed sets had short buffers at one end which bear against a rectangular block on the adjacent coach. Thus all centre coaches have short buffers at one end and blocks at the other. The two brake coaches in the set both had long buffers at the outer (Brake Van) end, one had short buffers at the other end whereas the other had blocks. Loose coupled coaches had long buffers at both ends.

The stock represented by these kits was built between 1887 and 1889, there being 12 complete trams as follows:-

*Lots 394-396 2 sets, formed Br.2/2/1/1/3/3/3/Br.3 completed 11/87
 Lots 426-428 6 sets, formed Br.2/2/1/1/3/3/3/Br.3 completed 1/89
 Lots 479-481 2 sets, formed Br.2/2/1/1/3/3/3/Rr.3 completed 6/89
 Lots 501-503 2 sets, formed Br.2/2/1/1/3/3/3/Br.3 completed 11/89*

First Class carriages, Diagram R5

*Lot 394 170, 171, 173, 174
 Lot 426* 12, 25, 61, 63, 65, 68, 70, 71, 72, 129, 132, 137*

**Demoted to Composite*

Lot 479 124, 134, 259, 285*

Second Class 4 compartment carriages, Diagram S16

Lot 501 128, 270, 271, 278*

Second Class Brake carriages, Diagram T7

Lot 395 9, 11, 28, 31, 32, 35

These would have been reclassified as third in 1907 with 5000 added to their numbers

Lot 427 12, 14-17, 24, 26, 27, 29, 38

Third Class 5 compartment carriages, Diagram S18

Lot 480 19, 21, 33, 34

Third Class 3 compartment Brake carriages, Diagram T8

Lot 502 36, 37, 39, 40

Lot 396 210, 235, 245, 520, 704, 710, 755, 777

Lot 428 54, 138, 291, 295, 421, 536, 545, 787, 792, 860, 1043, 1049, 1271, 1313, 1321, 1327, 1334, 1348, 1365, 1669-1673

Lot 481 155, 426, 467, 909, 1033, 1196, 1197, 1200

Lot 503 25, 272, 387, 391, 399, 448, 797, 995

As the brakes are numbered in with the non-brakes of the same class, it isn't practical to distinguish between the numbers of S16/T7 or S18/T8.

The numbering information in Great Western Coaches from 1890, Michael Harris, Thomas and Lochar, 1993 (and in the earlier edition, Great Western Coaches 1890-1954, Michael Harris, David & Charles, 1966) comes at the end of 4 wheel coach construction, 3 years after the batches described above in Roxey's instructions, and shortly before the end of second class in 1907 at which point the seconds were renumbered by adding 5000 and reclassified as third. Consequently, coaches to these diagrams built before 1890 are omitted from Harris. Some more coaches to some of the Roxey kit diagrams are in Harris's tables, including Seconds on the Third diagrams. First Class carriages, Diagram R5

Third or Second Class 3 compartment Brake carriages, Diagram T8

Lot 717 2628, of 2/1894

Lot 721 Second [50]80 of 2/1894

Third or Second Class 5 compartment carriages, Diagram S18

Lot 685 302 of 11/1893

Lot 718 2732-4 of 2/1894

Lot 754 323 of 8/1895

Seconds

Lot 687 [50]41-43 of 11/1893

Lot 699 [50]45-53, [50]75-77 of 2/1894, for Middle Circle (probably strengthening earlier sets)

Lot 720 [50]78/79 of 2/1894

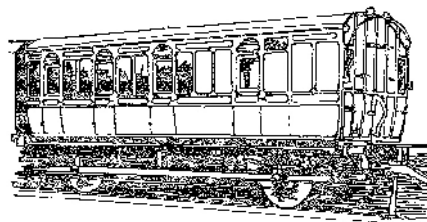
Lot 756 [50]82-84 of 1895

Lot 685-7 were built with T17 BTY/BSY

Lot 754-6 were built with T17 BTY/BSY as Main Line & City set 8

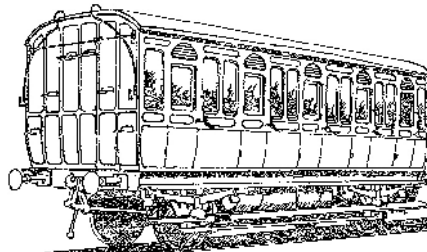
A Pictorial Record of Great Western Coaches Part 1, 1838-1913, Jim H. Russell, OPC, 1972 has a limited amount on the 4 wheel coaches. NPJ

RX3 GWR diagram T8 Holden 26' 'Metro' 4 wheel Brake Third Coach
Roxey C90



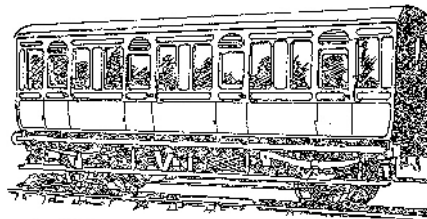
90 GWR T8 26ft BRAKE THIRD

RX4 GWR diagram S18 Holden 26' 'Metro' 4 wheel Third
Roxey C91



91 GWR S18 26ft THIRD

RX5 GWR diagram R5 Holden 26' 'Metro' 4 wheel First Coach
Roxey C92



92 GWR R5 26ft FIRST

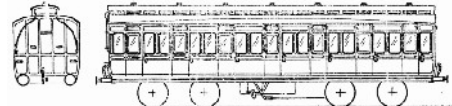
RX6 GWR diagram S16 Holden 'Metro' 4 wheel Second Coach
Roxey C93

RX7 GWR diagram T7 Holden 'Metro' 4 wheel Brake Second Coach
Roxey C94

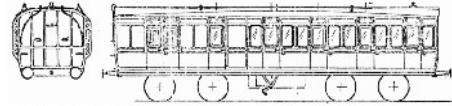
Etched Brass Coaches Mallard

[I think these are all now etch only, no castings. NS]

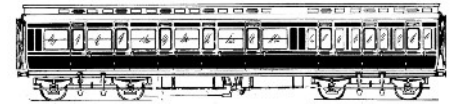
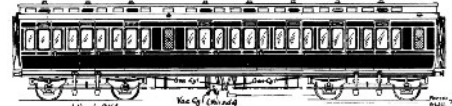
M3 Mallard GWR diagram C4 40' 0" T, Third, Clerestory, RL1 etched Dean 6'
11002 4" bogie [Mallard 41053] (and fittings B1C buffers, RP1 lamp tops, R3D vacuum cylinder and R1M gas tanks, plus scroll irons with volute springs)



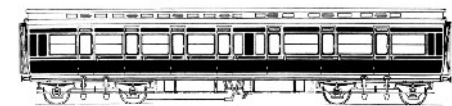
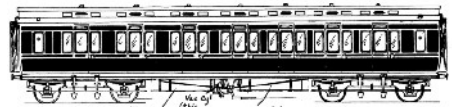
M4 Mallard GWR diagram D15 38' 6" BT, Brake Third, RL1 etched Dean 6'
11001 bogie [Mallard 41053] (and fittings B1C buffers, RP1 lamp tops, R3D vacuum cylinder and R1M gas tanks, plus scroll irons with volute springs)



M8 Mallard GWR diagram C17 54' Clerestory Corridor Third coach
11003 Requires RF2 Dean Bogie shortened to 8' 6", Vacuum fittings, B1C buffers and either gas cylinders and lamp tops or battery boxes



M9 Mallard GWR diagram E73 55' Clerestory Corridor First + Third (built as
11004 First Second) Composite coach
 Requires RF2 Dean Bogie shortened to 8' 6", Vacuum fittings, B1C buffers and either gas cylinders and lamp tops or battery boxes



Etched Brass Coaches Mallard

*[These Society originated Mallard/Blacksmith kits are mostly available from Cove Models, all etch only, no castings
 The Society has stocks of some. NS]*

M5 Mallard GWR Toplight Full third
11012? Perhaps GWR 57' Toplight Full Third Diagram C31

[M5 not listed by Cove either, NP]

BM9 SR diagram 422 ex SE&CR diagram 2303/2 46' 0" x 8' 0" BC,
Blacksmith Birdcage Brake Tri-Composite (2/2/2) with under frame
14008 Requires RM2 Fox's Patent Heavyweight pressed steel 8' Coach Bogie



121 SR diagram 147 ex SE&CR diagram S2332/2 50' 1" x 8' 0" BT, Brake
M1 Mallard Third (5) Birdcage.
14001 Requires RM2 Fox's Patent Heavyweight pressed steel 8' Coach Bogie



M2 Mallard SR diagram 306 (or diagram 307) ex SE&CR diagram S205 (or 1905
14002 boat train B) 51' 0" x 8' 0" C, Composite, to go with M1
 Requires RM2 Fox's Patent Heavyweight pressed steel 8' Coach Bogie

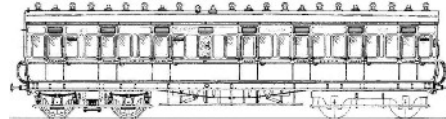
[M2 not listed by Cove either, NS]



BM1 Blacksmith 2002 S&DJR 46' 0" TL, Lavatory Third with under frame & etched 8' Fox lightweight bogie (uses RS3+RS4 springs). Supplied with RS3 bolster springs, RS4 bogie axlebox & springs [albeit only half what it needed], 2 off RS5 gas tank, RS2 MR oval buffers and instructions - but no lamps or vents. Gordon R. Weddell drawing in Model Railways June 1984.



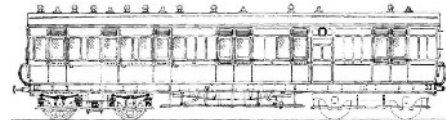
© Chris Shaw



BM2 Blacksmith 2001 S&DJR 46' 0" BT, Brake Third with under frame & etched 8' Fox lightweight bogie (uses RS3 +RS4 springs). Etch only though an uncoded set of castings was sold separately with RS3 bolster springs, RS4 bogie axlebox & springs [albeit only half what it needed], 2 off RS5 gas tank, RS2 MR oval buffers and instructions - but no lamps or vents. Gordon R. Weddell drawing in Model Railways Nov 1983.



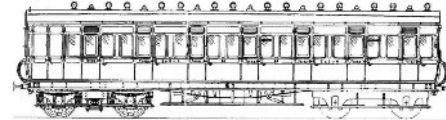
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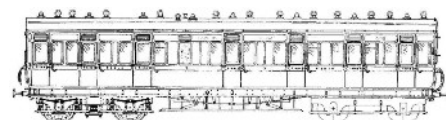
BM7 Blacksmith 2006 S&DJR 46' 0" VT, Luggage Van Third with under frame & etched 8' Fox lightweight bogie (uses RS3+RS4 springs). Etch only though an uncoded set of castings was sold separately with RS3 bolster springs, RS4 bogie axlebox & springs [albeit only half what it needed], 2 off RS5 gas tank, RS2 MR oval buffers - but no lamps or vents, nor instructions. Gordon R. Weddell drawing in Model Railways Sep 1987.



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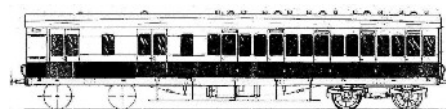
BM8 Blacksmith 2003 S&DJR 46' 0" C, Lavatory Composite Coupe with under frame & etched 8' Fox lightweight bogie (uses RS3+RS4 springs). Etch only though an uncoded set of castings was sold separately with RS3 bolster springs, RS4 bogie axlebox & springs [albeit only half what it needed NP], 2 off RS5 gas tank, RS2 MR oval buffers - but no lamps or vents, nor instructions. Gordon R. Weddell drawing in Model Railways Dec 1985.



BM3 Blacksmith 12014 L&Y diagram 130 56' 0" CL, Lavatory Composite with under frame. [Leeds-Bradford-Liverpool LBL 3 coach set] with etched 10' inside sprung bogie (uses RS11 & 13 springs). Supplied with RS17 & 18 gas tanks, RS16 buffers, RS14 & RS15 Gas lamps [RS15 was probably enough], not supplied with torpedo vents though it needs HE5 or RJ1.



BM4 Blacksmith 12013 L&Y diagram 94 54' BT, Brake Third (5) with under frame. [Leeds-Bradford-Liverpool LBL 3 coach set] with etched 8' bogie (uses RS12 springs). Supplied with RS17 & 18 gas tanks, RS16 buffers, RS14 & RS15 Gas lamps [RS15 was probably enough], not supplied with torpedo vents though it needs HE5 or RJ1.



Discontinued Haywood etched coaches (almost - limited stock remains of GH1/GH4. NS)

GH1 LNWR diagram 125 57' 0" x 9' 0" BFK, Corridor Brake First (4) elliptical roof, sides only. Converted to diagram 210 BCK, Corridor Brake Composite (2/2) in 1922.

Very few left

GH4 LNWR diagram 205 57' 0" x 9' 0" BCK, Corridor Brake Composite (2/4) elliptical roof, sides only.

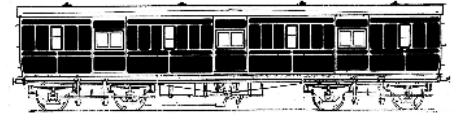
Very few left

Etched brass non-passenger coaching stock [NPCS]

[I think some of these are now etch only, no castings. They were nearly all complete once, M7 & M11 may be obtainable from Cove Models and may be back in Society stock. NS].

BM5 Blacksmith 1015 GWR Diagram M7 46' 6 3/4" bogie Newspaper Sorting Van, etched Dean 8' 6" bogie. Etch only.

Jim H. Russell, A Pictorial Record of Great Western Coaches Part 1, 1838-1913, OPC, 1972 [official photo of 868 on p103 with 6' 4" bogies]. Lot 960 built 1900 Nos 868/9, lot 995 built 1902 Nos 870-3. Offset gangways, later mostly removed. NS]



M11 Mallard 1004 GWR diagram M11 70' 'Ocean Mails' Toplight Stowage Van. Lot 1091 built 1905 Nos 825-9.

M6 Mallard 31006 GWR 20' 0" Horse box 'PACO' diagram N12 or N13



M7 Mallard GWR diagram P18/P21 50' Inside framed, end door Monster (or P18 Giant, a gangwayed variant of Monster). No Number.



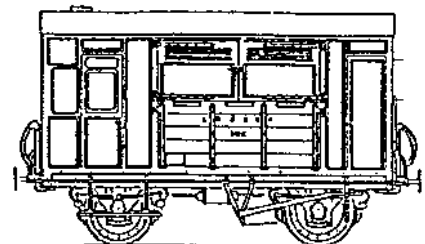
RV2 [Chivers RC120] GWR diagram W7 (or W14?) 26' 0" Prize cattle wagon BEETLE B/C originally supplied with RQ2 vacuum cylinder, RG4 square shank round head buffers, R2C Toad axlebox & springs and an unlisted gas tank, it also needs RP1 gas lamps



CK2 [Chatham 02C3] SE&CR ex LC&DR SR diagram 1154 18' 0" CCT, Covered Carriage Truck



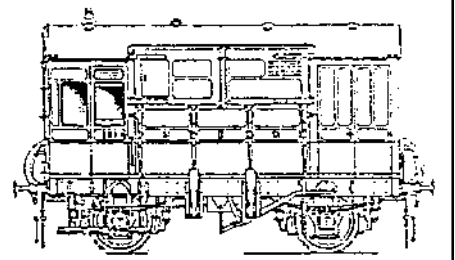
DS4 D&S 601 LB&SCR 18' 6" Horse box LB&SCR diagram 81



R2A SR diagram 3101 32' 4" Van 'U', CCT, Covered Carriage Truck, even planks. *[Previously described as a SR Utility van, but this has end doors]* *[Stewart Hine]*

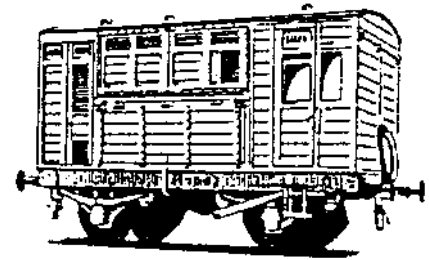


DS3 NER 19' 6" Horse box ex NER diagram 196. Buffers HB51
D&S 177



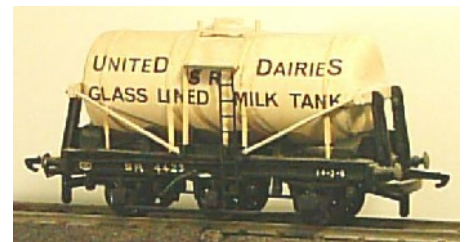
RV6 NER diagram 216 21' 5" 4 wheel CCT, LNER code LCK, Covered Carriage Truck. Buffers HB51...
[Chivers RC112]

DS8 GNR 18' 0" Horse box
D&S 265



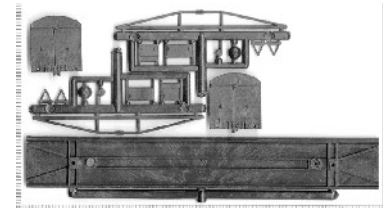
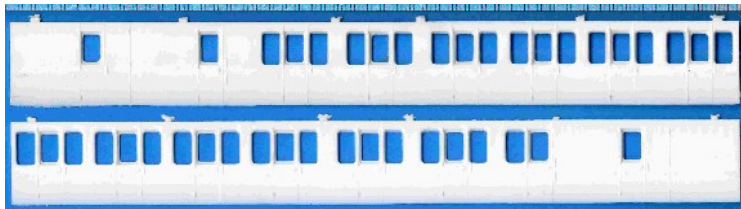
Cast white metal non-passenger coaching stock [NPCS]

V1 *[TNA?NB]* Frank Vescoe- Esanel Bec Milta
[3SMR F/312] GWR 20' 4" 6 wheel milk tank, Milta with steel 6' 6" + 6' 6" chassis fitted with oil bearings. No tank barrel or ladder
]



IK1

Plastic pair of GWR 57' diagram E147 flat ended Brake Composites from 1933, the 'Kirk' B set. It is intended to use Esanel 9' GWR pressed steel bogies [3SMR 186]. The inner end of B set coaches have shorter buffers, CBR136/BR23. The outer buffers are large round head square shank coach buffers and RG4 are supplied as are shell roof ventilators RH1. [A few coaches not allocated to sets may have had these long buffers at both ends. There is a photo in Russell's 'GWR Coaches Appendix I', p151, of No 6793 with the weight diagram on p152. E147 has a single first class compartment and is made up 3/3/3/3/1/3/G/L. One first class compartment in each pair is non smoking. Non smoking in thirds seems to lack consistency but is typically confined to the compartment adjacent to the guard. There is an article on p385 of October 1964 Railway World with a drawing of E147 on p388. See also the same author's (Michael Harris) book 'Great Western Coaches 1890-1954' by D&C, reprinted in enlarged edition as 'Great Western Coaches from 1890' by Thomas & Lochar, later Atlantic. There is a photo of a pair labelled BRISTOL DIVISION B SET No ? in Kingfisher's 'Great Western in the 1930s' Volume 1, plate 10. Russell's 'GWR Coaches Appendix I' has a photo of 6785/6786 as LLANELLY No. 4 B set, p152. Summer 1992 Great Western Railway Journal has a list which shows 6889/6890 Newquay No. 4 set, 1950, 6891/6893 Newquay No. 5 set, 1950, 6896/6897 Truro No. 4 set, later Truro No. 1 set. There is a photo pp40-42, 6902/6903 Bristol Division No. 39 set, later Newquay c.1955. Russell's 'GWR Coaches Appendix I' has a photo of 6755/6756 TRURO No 1. B set, p152, later became Truro No. 3 set according to Summer 1992 GWRJ. Summer 1992 GWRJ lists 6757/6759 as Truro No. 2 set.NP]



PP51
PP67?

SR PMV/CCT 4 wheel Passenger Luggage Van (diagram 3103 32' PLV) or Covered Carriage Truck (diagram 3101 32' 4" Van-1). Supplied with both LNER diagram E1637 6' 6" E1 Covered Carriage Truck, LNER code E1637 with 4 doors a side and PP68 7' 2 1/2" 6 wheelbase steel underframe, with steps and their brackets, plate W irons, 5 leaf springs and flat font axle boxes, Vacuum clasp brakes, clip topped buffers (to allow end doors to open). Roof & floor PP69? This vehicle is on Isinglass drawing 621. Nos 1242-1301 built 1939 and E1306E-E1362E built 1950.

