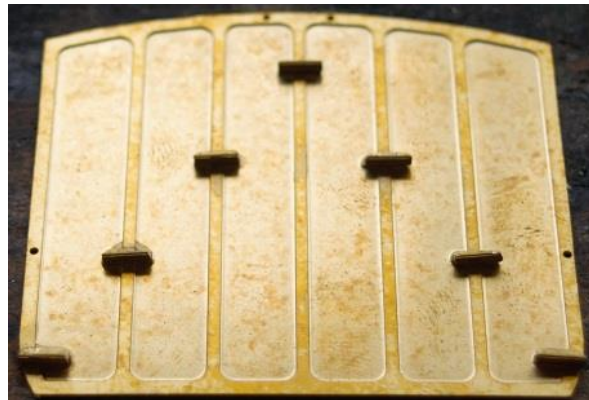


# Furness Railway Coach Company

## LSWR 28ft coach instructions

### 1 Body

- Wash all resin parts
- attach steps and hand rails to the etched ends



- The hand rails and door handles can be attached at this point if you want alternately they can be fitted at the end.

- Attach the floor to the chassis. Then drill out holes for buffers and coupling hooks on the chassis casting and the holes in the floor so you can later attach the wheel/brake assembly. Not the brake end has a shorter floor, this is to allow the ducket casting to be fitted.



- for the brake end attach the ducket casting to the side/floor assembly



- attach the sides to the Chassis assembly



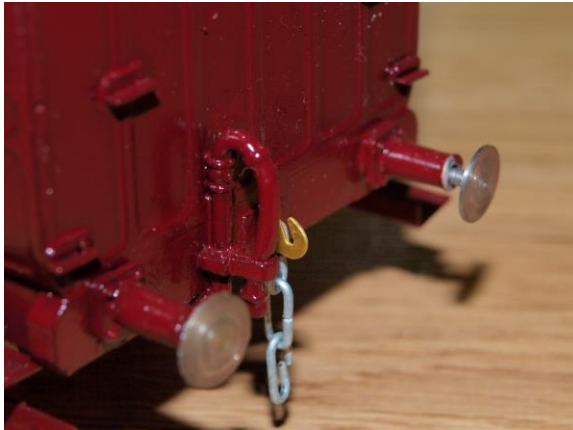
- attach etched ends to the top

- attach buffer guides



- attach the running boards to the sides of the chassis  
Note running boards. not that there are two sets on for the 6

wheel coach and one for the 4 wheel coaches



- Now fit the vacuum pipes

- Now fix the cosmetic W Irons to the inside of the sole bars. Make sure the line up with the holes in the running boards

- Now is a good to paint the coach body



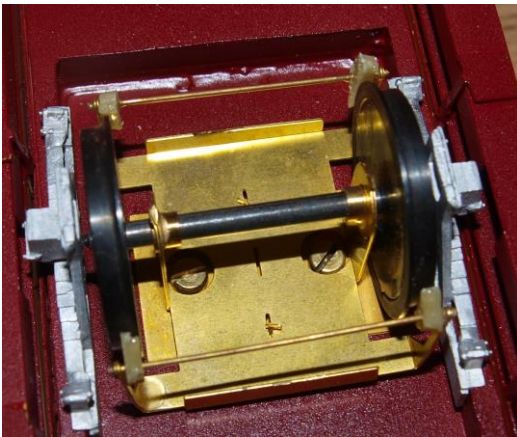
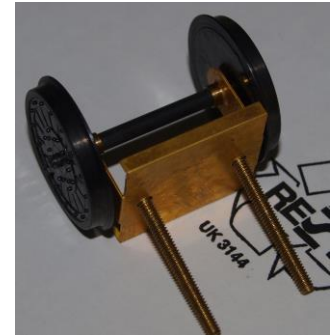
## 2 Final assembly

- Fit the Couplings and buffers heads

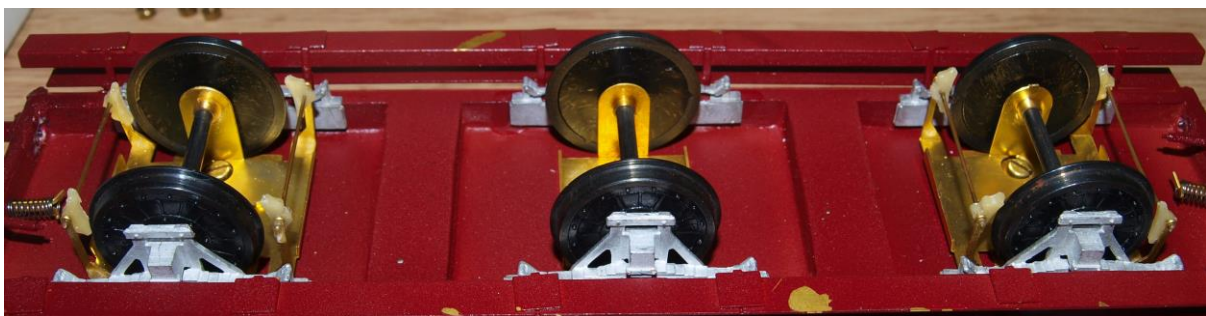




- fold up the axle support assemblies and attach the brake block supports and fix in place the axle bearings . attach the brake blocks to the brake block supports using wire. There are extra parts to make the brake detail more prototypical. Cut the ends off the wheel axles so that they are flush with the front of the wheels. Note the centre wheels don't have brakes.



- remove one wheels from the axle and thread the axle through the support assemblies. Then replace the wheels
- Using the bolts attach the wheel/brake assemblies. On the 6 wheel coaches the outer assemblies have the brakes and the inner don't.



- Fit the oil lights to the top of the coach



- Finally fit the roof



# History

## LSWR

The first 28ft long coaching stock appeared in 1877 just before William Adams took over the role Locomotive, Carriage and Wagon Superintendent. The first coaches were built by Oldbury C&W.

The first design being, drg.2454, a six wheel 4 compartment 1st/2nd composite, A year later, drg, 1st/2nd 6 wheel composite saloons were built. These were closely followed by three types 4 wheel 3rd brakes, 5 compartment all 3rds and 4 compartment all 1st's.

### 7x Composites built by Oldbury (1877)

247 cyphered 12/1906

248 cyphered 12/1908

249 cyphered 12/1906 to Fruit brake 4712/SR OV107

250 cyphered 12/1905

251 cyphered 12/1905

252 cyphered 06/1907 to Fruit brake 4704/SR OV107

249 cyphered 12/1906 SR OV107

### 24x Composites built Metropolitan/Nine Elms (1878)

3 cyphered 6/1907 to Fruit brake 4725/SR OV113

4 8 cyphered 6/1906 to First brake 1919 SR 0804/7720

10 cyphered 6/1906 converted to First brake 1919 SR 0801/7717

27 cyphered 6/1906

32 cyphered 6/1906

254 cyphered 6/1906

255 cyphered 12/1908

256 cyphered 6/1907

257 cyphered 6/1906

258 cyphered 6/1907 to Fruit brake 4713/SR OV108

259 cyphered 6/1906

260 cyphered 6/1906

261 cyphered 6/1907

262 cyphered 6/1906

263 cyphered 6/1906 to Fruit brake 4710/SR OV115

264 cyphered 12/05

265 cyphered 6/1906

266 cyphered 6/1906

267 cyphered 6/1907

268 cyphered 6/1906 to Fruit brake 4724/SR OV112

269 cyphered 12/1906 to Fruit brake 4718/SR OV111

270 cyphered 12/1906 to Fruit brake 4711/SR OV106

271 cyphered 12/1908

Nine of these were altered to all 3rds and took new numbers in AO series  
AO44/49/51/53/65/73

**4x 1st/2nd Saloons built Nine Elms (1879)**

11 cyphered 12/09 12 cyphered 12/09

13 to fruit van 12/09 4705/OV100/SR010 withdrawn 09/30

14 converted to fruit van 12/09 4706/OV101/SR011 withdrawn 06/29

**4x All 1st built Nine Elms (1878)**

121 cyphered 12/01      122 cyphered 12/05

123 cyphered 12/04      124 cyphered 12/04

**88x all 3rd built Nine Elms (1879-1885)**

212 (1879) cyphered 12/04      213 (1879) cyphered 06/03

266 (1879) cyphered 12/02      267 (1879) withdrawn 06/03

295 (1879) withdrawn 12/02      296 (1879) withdrawn 12/03

299 (1879) withdrawn 06/03      300 (1879) withdrawn 12/01

302 (1879) withdrawn 12/03      306 (1879) withdrawn 12/04

308 (1879) withdrawn 06/04      310 (1879) cyphered 12/02

339 (1879) cyphered 12/02      348 (1879) withdrawn 06/03

351 (1879) cyphered 06/03      387 (1879) withdrawn 06/01

392 (1879) withdrawn 06/02      31 (1880) cyphered 12/02

32 (1880) cyphered 12/02      34 (1880) cyphered 06/03

35 (1880) withdrawn 06/01      36 (1880) withdrawn 12/01

42 (1880) cyphered 06/04      51 (1880) withdrawn 12/04

53 (1880) withdrawn 06/02      54 (1880) cyphered 06/04

55 (1880) cyphered 12/02      14 (1881) cyphered 12/04

56 (1881) withdrawn 12/04      57 (1881) withdrawn 12/05

58 (1881) withdrawn 06/04      62 (1881) cyphered 12/03

63 (1881) withdrawn 06/02      64 (1881) withdrawn 06/05



68 (1881) withdrawn 12/01	72 (1881) withdrawn 12/04
75 (1881) withdrawn 12/03	139 (1881) cyphered 06/04
157 (1881) withdrawn 06/03	158 (1881) withdrawn 06/04
163 (1881) withdrawn 06/03	260 (1881) cyphered 12/02
289 (1881) withdrawn 06/02	292 (1881) withdrawn 06/03
540 (1881) withdrawn 06/04	541 (1881) cyphered 12/04
542 (1881) cyphered 12/02	544 (1881) withdrawn 12/05
545 (1881) withdrawn 12/01	546 (1881) withdrawn 12/03
547 (1881) withdrawn 12/02	548 (1881) withdrawn 06/04
549 (1881) withdrawn 06/04	550 (1881) cyphered 06/02
551 (1881) withdrawn 12/04	552 (1881) cyphered 12/01
553 (1881) withdrawn 12/02	554 (1881) withdrawn 06/01
555 (1881) cyphered 12/02	556 (1881) withdrawn 06/04
557 (1881) cyphered 06/04	558 (1881) cyphered 06/04
559 (1881) withdrawn 06/02	560 (1881) withdrawn 06/02
561 (1881) withdrawn 06/02	562 (1881) withdrawn 06/03
563 (1881) cyphered 06/01	564 (1881) withdrawn 06/04
726 (1885) cyphered 06/04	727 (1885) cyphered 06/04
728 (1885) cyphered 06/03	729 (1885) withdrawn 06/04
730 (1885) cyphered 06/03	732 (1885) withdrawn 06/04
733 (1885) withdrawn 06/02	734 (1885) withdrawn 06/04
735 (1885) withdrawn 06/02	736 (1885) withdrawn 06/02

738 (1885) cyphered 06/04	739 (1885) withdrawn 12/01
741 (1885) cyphered 12/02	742 (1885) withdrawn 06/04
743 (1885) cyphered 06/04	746 (1885) withdrawn 06/02
747 (1885) withdrawn 06/04	748 (1885) cyphered 12/00
749 (1885) withdrawn 06/04	745 (1885) withdrawn 06/02

**7x 3 compartment brake 3rd (birdcage lookout) 1879 (later rebuilt with side lookouts)**

318 cyphered 12/00	328 cyphered 06/02
329 cyphered 06/04	331 withdrawn 06/01
333 withdrawn 06/04	335 withdrawn 12/02
338 withdrawn 12/02	

**21x 3 compartment brake 3rd (side look outs) 1880/81**

5 1880 cyphered 12/02	41 1880 withdrawn 06/02
174 1880 withdrawn 12/03	175 1880 withdrawn 06/03
179 1880 withdrawn 12/05	199 1880 cyphered 06/02
290 1880 withdrawn 12/02	320 1880 withdrawn 12/01
20 1881 withdrawn 06/03	21 1881 cyphered 06/04
22 1881 cyphered 12/04	25 1881 cyphered 06/02
27 1881 cyphered 12/02	29 1881 cyphered 12/02
37 1881 cyphered 12/02	45 1881 withdrawn 06/02
60 1881 withdrawn 06/02	67 1881 cyphered 12/02
70 1881 cyphered 06/03	71 1881 cyphered 06/02

76 1881 withdrawn 06/02

### 18x 2 compartment brake 3rd (side lookouts) 1879-1885

313 1879 withdrawn 12/05	330 1879 cyphered 12/05
8 1880 cyphered 12/04	15 1880 withdrawn 12/02
52 1880 withdrawn 06/04	73 1880 withdrawn 06/05
298 1880 cyphered 12/02	59 1881 cyphered 06/03
61 1881 cyphered 06/05	66 1881 withdrawn 06/05
69 1881 withdrawn 12/05	74 1881 withdrawn 12/05
543 1881 cyphered 12/05	731 1885 cyphered 06/04
737 1885 withdrawn 06/04	740 1885 cyphered 06/04
5 85 withdrawn 06/04	750 1885 cyphered 06/03

### Burry Port & Gwendraeth Valley Rly

Six coaches were bought between 1914-16

### Dinting-Fovant Military Rly

Six were bought in 1915 these were sold off following the end of world war 1 their destination is not known

### PD&SWJR

Six of coaches of these types were bought from the LSWR in 1905.

- 2x brake 3rds
- 2x all 3rds
- 2x composites

Some sources state that in 1911 3 of these coaches were resold to the S&MR with the remainder of the coaches were replaced in 1921. However

these is evedance of some of this stock would then have been absorbed into the SR in January 1923 as six 4 wheelers received SR Numbers 2463/4, 4106/7 and 6370/1 (PDSWJR Nos 3, 4, 19, 16, 18 and 20 respectively); 6370/1 are recorded as going to the Isle of Wight in June 1923 and 4106/7 as sold in July 1925. I think that it is probable that 4106/7, unless there were others unrecorded, were two of the the carriages that Stephens bought for the WC&P.

### Isle of White Central Rly

The company bought a number of these coaches directly from the LSWR around 1900-1905

No 5 composite scrapped 1929 SR 6347

No 6 composite scrapped 1929 SR 6348

No 8 composite scrapped 1925 SR 6349

No 9 all 3<sup>rd</sup> scrapped 1931 SR 2443

No 10 all 3<sup>rd</sup> scrapped 1931 SR 2444

No 11 Composite scrapped 1924 SR 6350

No 12 brake 3<sup>rd</sup> scrapped 1925

No 13 Composite scrapped 1925 SR 6351

No 14 Composite scrapped 1925 SR 6352

No 15 brake 3<sup>rd</sup> scrapped 1925 SR 4099

No 39 all 3<sup>rd</sup> scrapped 1924 SR 2454

No 40 brake 3<sup>rd</sup> scrapped 1923 SR 4100

No 41 Composite scrapped 1923 SR 6353

No 42 Composite

No 43 brake composite scrapped 1923 SR6987 converted from brake 3<sup>rd</sup>

No 44 all 3<sup>rd</sup> scrapped 1924 SR 2455 converted from composite

No 45 brake 3<sup>rd</sup> scrapped 1925 SR 4101

No 46 brake 3<sup>rd</sup> scrapped 1925 SR 4102

No 47 Composite scrapped 1924 SR 6354

No 48 Composite scrapped 1924 SR 6355

No 49 Composite scrapped 1924 SR 6356

No 50 all 3<sup>rd</sup> scrapped 1924 SR 2456 converted from composite

### **K&ESLR**

The Kent and East Sussex certainly specialised in them, having had at least ten different ones in the course of its history. None of this is entirely certain however for the KESR also received two 4 wheeled carriages in 1910 and two more in 1911 In 1935 there were only two brake 3rds, numbered 1 and 19.

No 1 brake 3rd bought 1920 scrapped 1948

No 8 brake 3rd bought 1920 scrapped 1937

No 18 brake 3rd bought 1912 scrapped 1948

### **S&MR**

Some sources state that the S&MR bought six LSWR coaches from PDSWJR but conflicting numbers of sales from PDSWJR may mean these coaches came from other sources

### **Midland & South Western Junction Rly**

A mixture of these types used these were initially loaned by the LSWR and then bought out right via Gloucester C&Wco. It is not known if the coaches were repainted while they were on loan. It is probable that some of these coaches would have served until 1923 to be taken over by the GWR.



### **Neath and Brecon Rly**

A mixture of types initially loaned and then bought out right. They served to be taken over by the GWR in 1923 and were sold out of service shortly afterwards.

### **Brecon and Merthyr**

A mixture of types initially loaned and then bought out right. They served to be taken over by the GWR in 1923 and were sold out of service shortly afterwards.

### **Freshwater Yarmouth & Newport**

At least 8 coaches were bought from the LSWR between 1900 and 1905. Not all running numbers are known but the following have been found

No 8 composite bought 1913

No 10 all 3rd bought 1913

No 11 composite bought 1913

No 12 all 3rd bought 1913

## Liveries

### LSWR

Painted chocolate brown below the centre line and salmon pink above. Everything below the sole bars black. Brake vans had red ends on the duck end. All the panel detail was picked out with red lining. Lettering gold back shaded in red. Transfers available from HMRS on their Southern railway loco and coach sheet.

### PD&SWJR

In initially they were painted dark Prussian blue above the sole bar black below. Brake vans had red ends on the duck end. Panel detail was picked out in red. In later years they were repainted dark green in a simular shade to Southern Malacite.

### Isle of White Central Rly

### K&ESLR

No.1 was painted dark green (described as "bottle green"), with large white figures on the doors and white lettering along the upper panels, With white lettering

No. 19, was chocolate ("plain" rather than "milk") with yellow lettering and class numbers on the waist panels, though this livery was rather faded and "tatty" compared with No. 1 which then had been newly painted.

### S&MR

### Southern Rly

If the southern rly repainted the coaches before withdrawing them then the coaches would have been Malachite Green above the sole bars and black. The panel detail would be picked out in yellow. The lettering would have been plain yellow. Transfers are available from HMRS's Southern loco/coach sheet.

### Neath and Brecon Rly

### Brecon and Merthyr

## **Midland & South Western Junction Rly**

These coaches were repainted in Midland Rly crimson lake with the panel details picked out in black.

## **Check list**

- 1x Ends etch
- 1x Sole bar/running boards/axle support etch
- 2x sides
- 1x ducket casting (brake end only)
- 4 or 6 axle box/springs
- 1x buffers/coupling pack
- 4 or 6 bearings
- 4 or 6 nuts/bolts
- 1 roof
- 4 or 5 oil lamps
- 2 vacuum pipes