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Prototype Information and Numbering Details for CC01-08

Prototype Information

The 57' stock represents a most complicated period in the history of Caledonian Railway coaching stock. First introduced in 1912, they were built right up until the end of the Caledonian's separate existence in 1923. As with any stock built over such a period there were many differences in detail and the onset of the first World War and its financial difficulties only serves to complicate the picture. The original stock was fully paneled, 8'8" wide (corridor stock only, non-corridor was always 9'0" wide) and ran on underframes with shallow round bar and queenpost trusses and 10' wheelbase bogies. This evolved over the years to a simplified style of panelling, 9'0" width, an underframe with deeper trusses, and 8' wheelbase bogies. In about 1922 the whole style of underframe changed to angle iron trusses.

The coaches in the range all represent postwar vehicles and are, in the main, the final types built. Two styles of panelling and two styles of underframe are, however, represented in the range. All are 9'0" wide and run on 8'0" wheelbase bogies. If anyone knows the whereabouts of drawings for the earlier stock I would be only too pleased to hear from them as I would love to produce some of them at a later date.

When built all the coaches were fitted with Westinghouse brake equipment only. In about 1933 the LMS undertook a large programme to convert all such stock to vacuum brake which it had adopted as standard at the grouping. The LMS coaching stock list dated 31/12/33 indicates that all the coaches, with the exception of 15523 (D118), were fitted with vacuum brake only at that date.

In the section below dealing with the individual diagrams covered by this range, vehicles marked + were running with their 2nd LMS number by 31/12/33. Peter Tatlow of the LMS Society has suggested that the percentage renumbered by that time is far higher than is general for other LMS coaches pointing to a recent visit to a carriage works (St. Rollox?) for some attention, most likely the conversion of the brakes. All of the others (still with 1st series numbers) must have been dealt with prior to the introduction of the renumbering scheme.

C.R. Livery

Although many of these carriages only appeared late in the life of the C.R., photographic

evidence indicates all were delivered in C.R. livery which was purple brown with off-white panels at waist level and above. Although most of these carriages 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 positioning of the insignia was a little variable but can be generalised as follows:-

- a) The class was written in full on the door waist panel.
- b) The C.R. coat of arms appeared twice on each side, usually centrally on the lower panel between the two outermost doors at each end.
- c) The CR Co. monogram appeared once on each side, roughly in the centre of the lower body side but it could be located in either of two places :-
 - i) On the door to the right of centre when looking at the coach.
 - ii) On the centre of the panel between the two doors flanking the centre line of the coach.
- d) To add to the confusion the locations of the coach number and the company initials were inconsistent. They were always placed on the waist panel with the number always appearing once and C-R either once or twice. It would appear (from rather limited evidence) that the company initials were meant to appear twice on corridor vehicles and once on non-corridor vehicles. There were exceptions to the rule, perhaps especially on Pickering built stock, and where more information is available it is included in the section dealing with the individual diagram of your kit.

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 $\frac{3}{8}$ " gold line in the case of corridor stock, or a $\frac{3}{8}$ " pale yellow line in the case of non-corridor stock. 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. The coach number appeared twice in the waist panel towards each end of the coach. It is unlikely that the LMS emblem was used on these coaches. Class was designated by the figure '1' or '3' (8" high) on the doors.

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 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 an individual coach would not sport every change and it is quite possible that some coaches 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.
- 1940 Form of the class designating 3 changed to a flat top version.
- Wartime Roof colour specified as grey and lining discontinued.
- 1946 Simple lining reinstated but in straw yellow.

The HMRS now produce the ex-P.C. Models excellent range of LMS transfers which are recommended.

Reference: LMS Standard Coaching Stock Volume 1. Jenkinson & Essery (OPC, 1991)

BR Livery

It is thought that most corridor coaches would have received the BR crimson and cream livery but that none survived long enough to be repainted in the 1957 maroon livery.

The crimson and cream livery was lined yellow/black along the waist at the junction of the colours with the yellow against the crimson. Sometimes a crimson band was applied to the top of the coach side and when present this was lined at the junction with the cream in a similar manner. Whether any of these coaches were given the band isn't known.

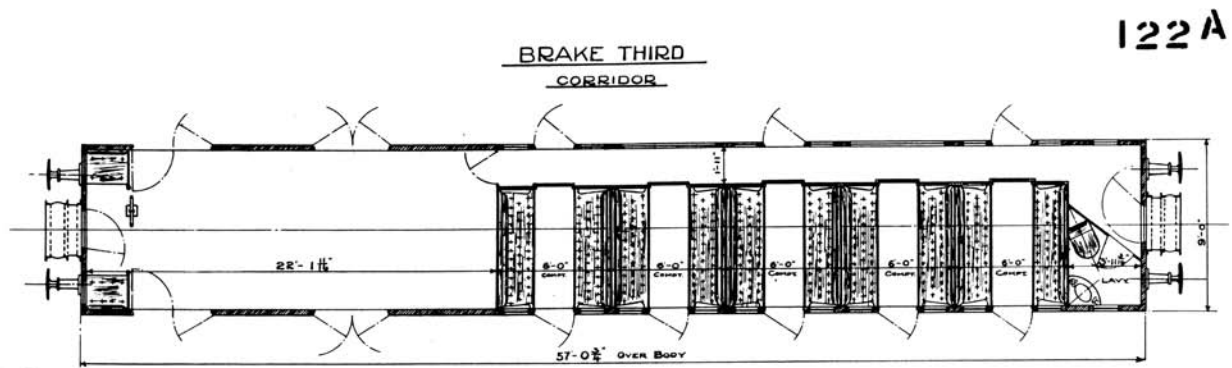
The non-corridor stock would have been painted crimson all over, devoid of any lining. Roofs were grey, underframes and ends black.

The coach number appeared in small yellow letters and figures towards the right hand end of the coach. Class figures were now only on first class doors. The guard's door was usually marked as such in small letters in the waist panel of the door.

No information, other than some lettering (which is given in section dealing with the diagram of your coach), is currently available about liveries once the coaches had passed to departmental and other uses. Once again anyone who can help is invited to get in touch so that I can update the next printing of this section.

In all of the following the insignia is centred in the appropriate panel and doors are counted from the right when looking at the appropriate side. Also * following the CR number means fitted with tables and + following the 2nd LMS number means they were running with that number by 31/12/1933. The interior plans are taken from the Caledonian Railway Large Diagram Book.

CC01 Corridor Brake 3rd. Diagram 122A



Weight 30t 0c, seating 40 in 5 compartments. Built by R.Y. Pickering, Wishaw, with simple paneling and angle truss underframes.

CR Insignia Details

It would appear that the vertical beading on the van end of D122A was not painted purple brown, the entire section between the van doors being treated as one panel.

Corridor side

- i) Monogram: On Door 3
- ii) C R : Once, between doors 3 and 4
- iii) Number : Between doors 2 (double) and 3

Compartment side

- i) Monogram: Between doors 4 and 5
- ii) C R : Once, between doors 5 and 6 (double)
- iii) Number : Between doors 3 and 4

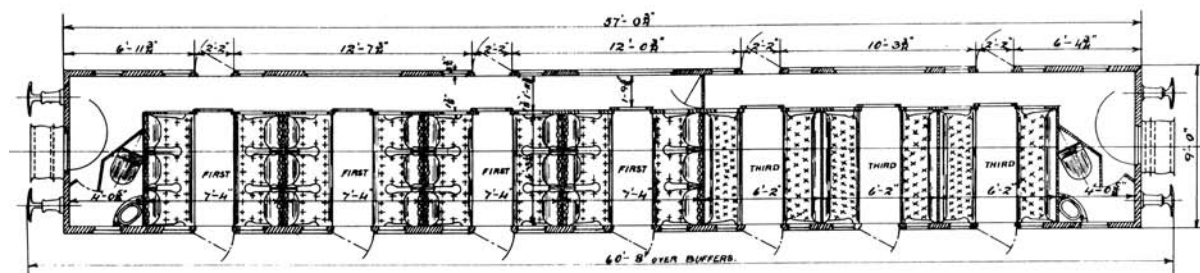
Numbering

CR No	1st LMS No	2nd LMS No	Built	Withdrawn
1448	15596	6559 ⁺	1923	03/03/1956
	Converted to Sleeping & Messing Van DM395155 after withdrawal. CCE Inverness. For scrap 07/1971			
1449	19114	6561 ⁺	1923	09/1956
	Held for conversion to electrification service vehicle but never used. Finally broken up 01/01/1960			
1450	19115	6562 ⁺	1923	04/1945
	Destroyed at Euston 03/1945			
1451	16074	6560 ⁺	1923	10/1959

CC02 Corridor Composite. Diagram 112B.

57'-0" COMPOSITE CORRIDOR CARRIAGE.

112^B



Weight 30t 0c, seating 24(1st)/24(3rd) in 4/3 compartments. Built by R.Y. Pickering, Wishaw, with simple paneling and angle truss underframes.

CR Insignia details

Corridor side

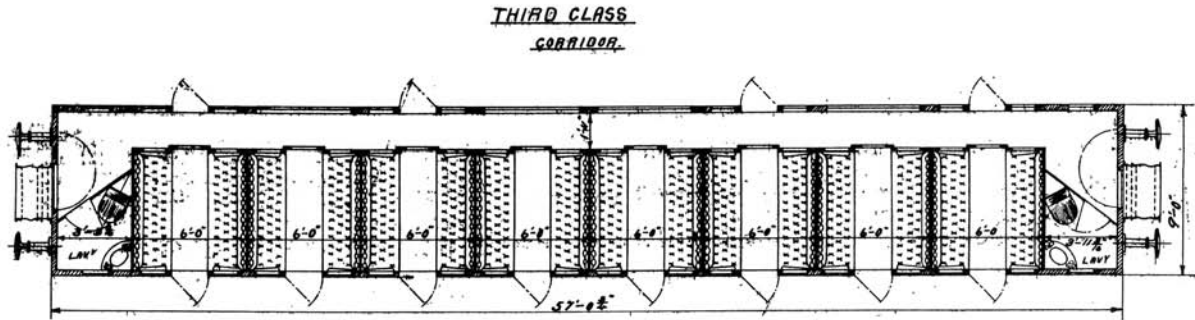
- i) Monogram: Between doors 2 and 3
- ii) C R : Twice, between doors 1 and 2, and between doors 3 and 4 (above coat of arms)
- iii) Number : Between doors 2 and 3

Compartment side

- i) Monogram: On door 4
- ii) C R : Once, between doors 4 and 5
- iii) Number : Between doors 3 and 4

Numbering

CR No	1st LMS No	2nd LMS No	Built	Withdrawn
460	16046	4962 ⁺	1923	01/03/1956
	Body sold Inverurie 03/1952			
461	16047	4963	1923	15/12/1956
	Converted to camping couch DM36 and sent to Allanfearn & later Kingussie.			
462*	16048	4964	1923	07/04/1956
	Converted at St. Rollox, 01/1956, to Messing & Sleeping Van DM395266 for Engineer's Dept. Based in Glasgow South District & then Inverness, broken up at Inverness 05/1982. This coach was reported destroyed in an air raid on Willesden on 30/10/1940 ('body burned out'). It was presumably found to be repairable but probably much altered as a result.			
462*	16049	4965	1923	15/10/1955
	Broken up St. Rollox 03/1957			



Weight 31t 0c, seating 64 in 8 compartments.

CR Insignia Details

Corridor side

- i) Monogram: Between doors 2 and 3
- ii) C R : Twice, between doors 1 and 2, and between doors 3 and 4
- iii) Number : Between doors 2 and 3

Compartment side

- i) Monogram: Between doors 4 and 5
- ii) C R : Twice, between doors 1 and 2, and between doors 7 and 8
- iii) Number : Between doors 4 and 5

CC03 – Built by Metropolitan Carriage and Wagon Co., Birmingham (except 1430 which was built at St Rollox to Lot number H359), with simple paneling and round bar and queenpost underframes.

Numbering

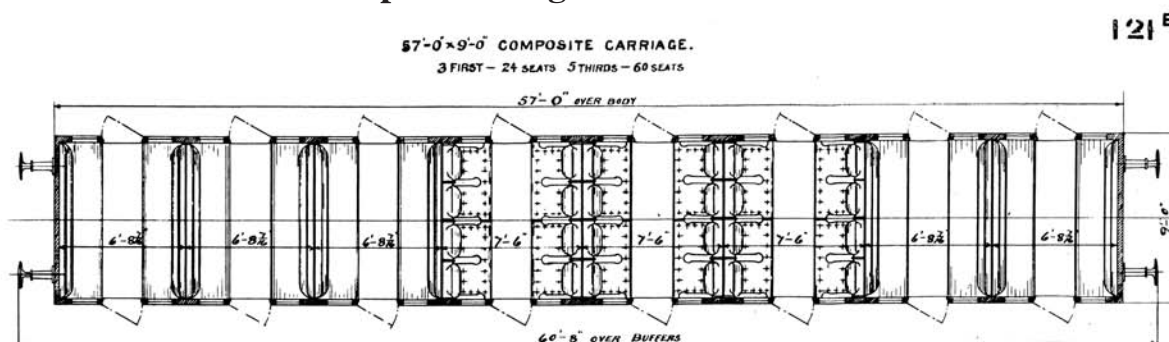
CR No	1st LMS No	2nd LMS No	Built	Withdrawn
1368	17423	3332 ⁺	06/1921	09/1956
1369	17424	3333	06/1921	14/09/1957
				Selected for conversion & stored at Ardmore sidings until 12/1959
1370	17425	3334	06/1921	04/06/1955
				Converted to messing van DM395157. Based Irvine, 12/01/1957. Withdrawn 1967.
1371	17426	3335	06/1921	06/1959
				Broken up Heatheryknowe 09/1959
1372	17427	3336	06/1921	15/01/1955
				Broken up St. Rollox 05/1955
1373	17428	3337 ⁺	06/1921	14/05/1955
				Broken up St. Rollox 06/1955
1374	17429	3338	06/1921	28/25/1956
				Body sold Inverurie 09/1956
1375	17430	3339	06/1921	05/1964
				Preserved by the Scottish Railway Preservation society, Bo'ness
1376	17431	3340 ⁺	06/1921	09/1955
				Body sold Inverurie 09/1955
1430	16072	3331	12/1921	02/1955
				Body sold Inverurie 02/1952

CC03A - Built by R.Y. Pickering, Wishaw, with simple paneling and angle truss underframes.

Numbering

CR No	1st LMS No	2nd LMS No	Built	Withdrawn
1444	15595	3341 ⁺	12/1922	12/10/1957
	Selected for conversion & stored at Ardmore sidings until 26/12/1959			
1445	19112	3343	12/1922	05/1956
	Converted to Signalmen's Dormitory, Dalnaspidal, 02/1957			
1446	16073	3342	12/1922	18/08/1956
	Converted to Signalmen's Dormitory [Electrical Purposes], Dalnaspidal, 02/02/1957			
1447*	19913	3344 ⁺	12/1922	04/1957
	Selected for conversion & stored at Ardmore sidings until 12/1959			

CC04 Non-Corridor Composite. Diagram 121B



Weight 28t 17c, seating 24(1st)/60(3rd) in 3/5 compartments. Numbers 452-459 built by Clayton Wagons Ltd., Lincoln, the remainder at St. Rollox all with simple paneling and angle truss underframes.

CR Insignia Details

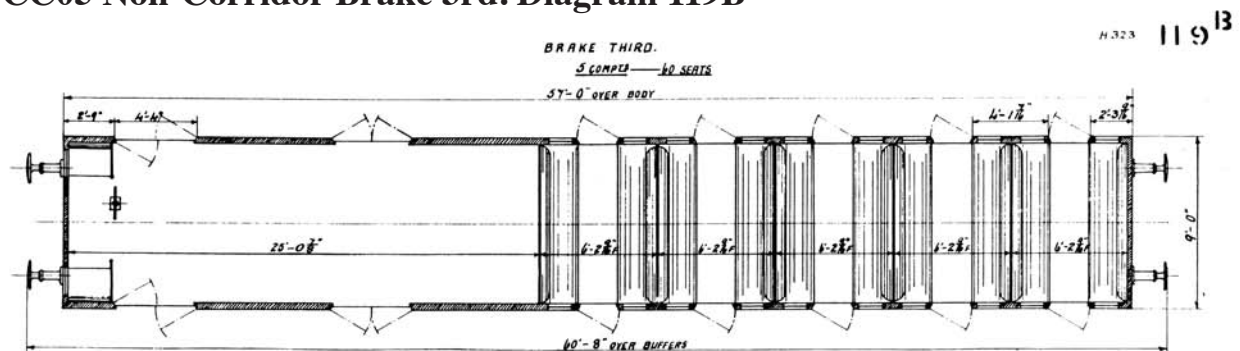
- i) Monogram: Between doors 3 and 4
- ii) C R : Once, between doors 4 and 5
- iii) Number : Between doors 2 and 3

Numbering

CR No	1st LMS No	2nd LMS No	Built	Withdrawn	Lot No
452	16038	17822	12/1921	01/11/1956	
	Broken up St Rollox 11/1956				
453	16039	17823 ⁺	12/1921	04/12/1954	
454	16040	17824 ⁺	12/1922	24/09/1955	
	Body sold Inverurie 01/1955				
455	16041	17825 ⁺	12/1922	03/11/1956	
	Broken up St Rollox 10/1955				
456	16042	17826	12/1922	19/05/1956	
	Used for electrification purposes. Broken up 24/11/1956				

457	16043	17827+	12/1922	17/11/1956	
	Converted to Motherwell riding van DM395370, 03/1958. Broken up 08/1968				
458	16044	17828	12/1922	18/08/1956	
	Converted for electrification purposes. Lettered 'BR Signal Engineer's Dept. Messing and Tool Van Glasgow South District'. DM395420. Broken up 11/1979				
459	16045	17829+	12/1922	12/1956	
	Broken up St Rollox 12/1956				
473	16059	17830+	1923	03/1957	H366
	Broken up St Rollox 03/1957				
474	16060	17831+	1923	14/05/1955	H366
	Broken up St Rollox 105/1955				
475	16061	17832+	1923	12/10/1957	H367
	Selected for conversion & stored at Ardmore sidings until 12/1959				
476	16062	17833	1923	01/1955	H368
	Broken up St Rollox 04/1955				
477	16063	17834	1923	11/1957	H368
	Scrapped 10/1959				

CC05 Non-Corridor Brake 3rd. Diagram 119B



Weight 27t 10c, seating 24 60 in 5 compartments. Specifically for Lots H349-357 [earlier lots had a different style of underframe while later lots had simple paneling!] built at St. Rollox with full paneling and round bar and queenpost underframes.

CR Insignia Details

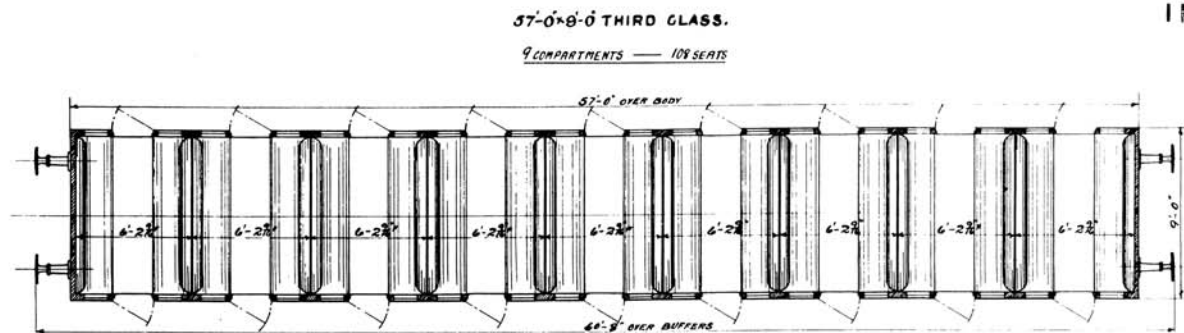
- i) Monogram: On door next to the van
- ii) C R : Once, to left of Monogram
- iii) Number : To right of Monogram

Numbering

CR No	1st LMS No	2nd LMS No	Built	Withdrawn	Lot No
1287	17343	24263	12/1920	11/12/1954	H349
	Broken up St Rollox 01/1955				
1292	17348	24264+	12/1920	30/03/1957	H349
	Broken up St Rollox 04/1957				
1420	19089	24265	12/1921	27/02/1955	H356
	Broken up St Rollox 09/1955				

1421	19090	24266	12/1921	02/06/1951	H356
	Body sold in two parts.				
1422	19091	24267 ⁺	12/1921	30/04/1955	H356
	Broken up St Rollox 04/1955				
1423	19092	24268	12/1921	24/03/1956	H356
	Broken up St Rollox 04/1956				
1424	19093	24269	12/1921	31/03/1956	H357
	Broken up St Rollox 04/1956				
1425	19094	24270 ⁺	12/1921	28/02/1953	H357
	Body sold Inverurie 03/1953				
1426	19095	24271	12/1921	12/1956	H357
	Converted for departmental use 15/02/1958, DM395333. Still in existence at Wigan dump c1983.				
1427	19096	24272 ⁺	12/1921	28/04/1956	H357
	Broken up 04/1956				
1428	19097	24273 ⁺	12/1921	17/11/1956	H357
	To temporary accommodation at Ayr Harbour 01/1957				
1429	19098	24274	12/1921	31/11/1958	H357
	Broken up St Rollox 11/1958				

CC06 & CC06A Non-Corridor 3rd. Diagram 118



Weight 28t 10c, seating 108 in 9 compartments.

CR Insignia Details

- i) Monogram: On central door
- ii) C R : Once, left of central door
- iii) Number : Right of central door

CC06 – Built by Hurst Nelson, Motherwell, with simple paneling and round bar and queenpost underframes.

Numbering

CR No	1st LMS No	2nd LMS No	Built	Withdrawn
1410	19079	15520	12/1921	19/03/1955
	Broken up St Rollox 04/1955			
1411	19080	15521 ⁺	12/1921	19/03/1955

	Broken up St Rollox 03/1955			
1412	19081	15522 ⁺	12/1921	07/1955
	Broken up St Rollox 08/1955			
1413	19082	15523 ⁺	12/1921	06/1948
	Sent to Barking for Ealing set 04/1936			
1414	19083	15524 ⁺	12/1921	06/12/1958
	Broken up Cowlairs 01/1959			
1415	19084	15525	12/1921	27/08/1955
	Broken up St Rollox 09/1955			
1416	19085	15526	12/1921	29/01/1955
	Broken up St Rollox 02/1955			
1417	19086	15527 ⁺	12/1921	12/01/1957
	Broken up St Rollox 01/1957			
1418	19087	15528	12/1921	12/02/1956
	Broken up St Rollox 02/1956			
1419	19088	15529 ⁺	12/1921	07/1955
	Broken up St Rollox 07/1955			

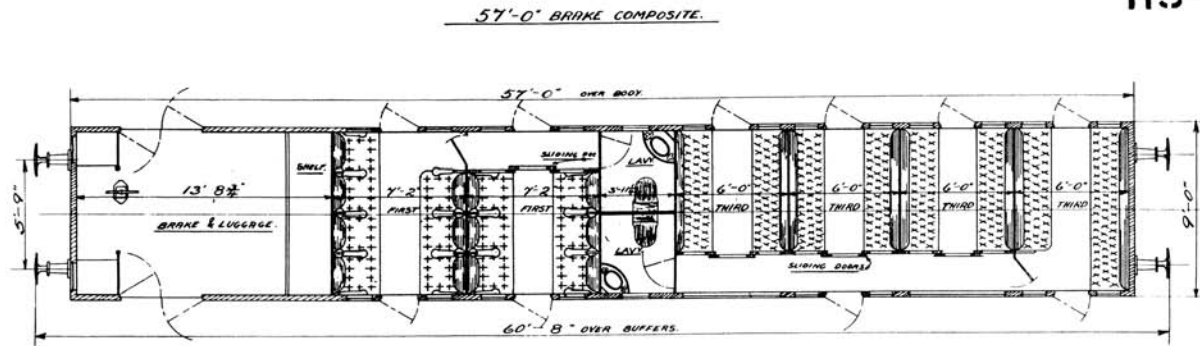
CC06A - Built by Metropolitan Carriage and Wagon Co., Birmingham, (1432-7) and R.Y. Pickering, Wishaw, (1455-9) with simple paneling and angle truss underframes.

Numbering

CR No	1st LMS No	2nd LMS No	Built	Withdrawn
1432	19100	15530	12/1922	15/01/1955
	Broken up St Rollox 02/1955			
1433	19101	15531	12/1922	17/03/1956
	Broken up Cowlairs 04/1956			
1434	19102	15532	12/1922	18/08/1956
	Held for electrification purposes. Finally broken up St Rollox 05/12/1959			
1435	19103	15533 ⁺	12/1922	15/01/1955
	Broken up St Rollox 02/1955			
1436	19104	15534	12/1922	18/08/1956
	Used for electrification purposes. Finally broken up 03/1970. Converted and lettered 'B.R. signal Engineer's Dept. Messing & Tool Van, Glasgow South District'. DM39517.			
1437	19105	15535 ⁺	12/1922	15/10/1955
	Broken up St Rollox 10/1955			
1455	19119	15536 ⁺	12/1922	26/11/1955
	Broken up St Rollox 01/1956			
1456	19120	15537 ⁺	12/1922	02/06/1956
	Broken up St Rollox 06/1956			
1457	19121	15538 ⁺	12/1922	12/01/1957
	Broken up St Rollox 02/1957			
1458	19122	15539 ⁺	12/1922	07/05/1955
	Broken up St Rollox 05/1955			
1459	19123	15540	12/1922	05/05/1956
	Broken up Cowlairs 08/1955			

CC07 & CC07A Lavatory Brake Composite. Diagram 115A

115^A



Weight 30t 0c, seating 13(1st)/33(3rd) in 2/4 compartments.

CR Insignia Details

3rd Class Corridor side

- i) Monogram: Below lav. window
- ii) C R : Twice, between doors 1 and 2, and between doors 4 and 5 (double)
- iii) Number Below lav. window

3rd Class Compartment side

- i) Monogram: Below lav. window
- ii) C R : Twice, between doors 1 (double) and 2, and between doors 4 and 5
- iii) Number : Below lav. window

CC07 – Built at St. Rollox as Lot number H348 with simple paneling and round bar and queenpost underframes.

Numbering

CR No	1st LMS No	2nd LMS No	Built	Withdrawn
61	15653	25988	12/1920	27/08/1955
	Converted at St Rollox to Camping Coach DM SC32, 17/03/1956. Sold for scrap 05/1970			
131	15721	25989	12/1920	27/08/1955
	Converted at St Rollox to Camping Coach DM SC33, 04/02/1956. Used as a service vehicle at Kyle of Lochalsh, 1966-73.			
159	15749	25990	12/1920	27/08/1955
	Converted at St Rollox to Camping Coach DM SC34, 14/04/1956			
188	15776	25991 ⁺	12/1920	19/05/1956
	Body sold Inverurie 06/1956			
191	15778	25992	12/1920	16/03/1957
	Converted to Camping Coach DM SC37, 14/04/1957 and sent to St. Cyrus. Sold for scrap 05/1966			
445	16031	25993 ⁺	12/1920	19/05/1956
	Broken up St Rollox 10/1956			
446	16032	25994 ⁺	12/1920	16/03/1957
	Converted to Camping Coach DM SC38, 18/05/1957 and sent to Fairlie High.			

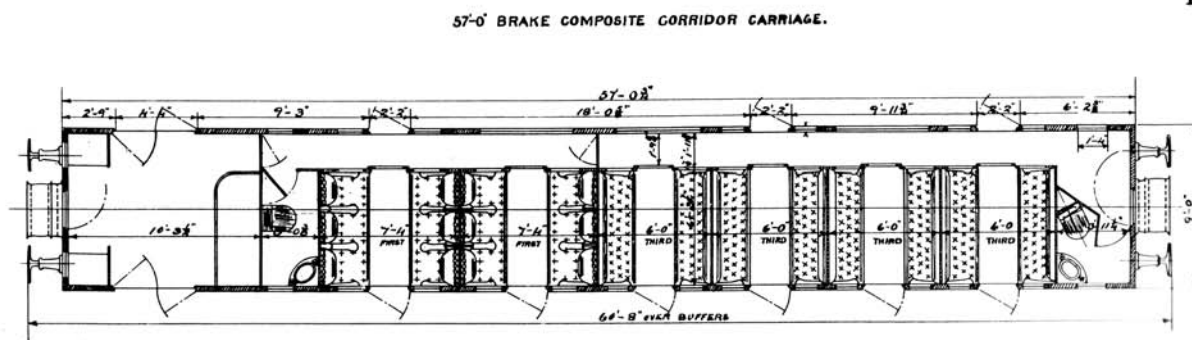
CC07A - Built by R.Y. Pickering, Wishaw, with simple paneling and angle truss underframes.

Numbering

CR No	1st LMS No	2nd LMS No	Built	Withdrawn
468	16054	25995	12/1922	16/03/1957
	Converted at St Rollox to Camping Coach DM SC39			
469	16055	25996	12/1922	28/04/1956
	Converted at St Rollox to Camping Coach DM SC35. Used at Callander until at least 1965			
470	16056	25997	12/1922	05/06/1954
	Broken up St Rollox 01/1955			
471	16057	25998	12/1922	29/01/1955
	Broken up St Rollox 02/1955			
472	16058	25999+	12/1922	24/03/1956
	Broken up St Rollox 05/1956			

CC08 Corridor Brake Composite. Diagram 111A.

111^A



Weight 30t 0c, seating 12(1st)/32(3rd) in 2/4 compartments. Built by R.Y. Pickering, Wishaw, with simple paneling and angle truss underframes.

CR Insignia details

Corridor side

- i) Monogram: Between doors 2 and 3
- ii) C R : Twice, between doors 1 (double) and 2, and between doors 3 and 4
- iii) Number : Between doors 2 and 3

Compartment side

- i) Monogram: Between doors 4 and 5
- ii) C R : Twice, between doors 1 and 2, and between doors 6 and 7 (double)
- iii) Number : Between doors 4 and 5

Numbering

CR No	1st LMS No	2nd LMS No	Built	Withdrawn
464	16050	7369	1923	05/1964
	Preserved by the Scottish Railway Preservation Society, Bo'ness			
465	16051	7370+	1923	10/1954
	Broken up St Rollox 05/1956			
466	16052	7371+	1923	04/1952
	Body sold Inverurie 04/1956			
467	16053	7372	1923	08/1957
	Body sold Inverurie 08/1957			