



## A New LNWR 30' 1" Carriage Kit

from Williams Models - By Mike Williams

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*Editor—At a recent Southern Group Meeting, Mike Williams showed a part-completed LNWR Carriage kit. The body is in etched brass, with removable resin roof. The underframe is laser cut steel with most fittings in cast brass, with full brake gear included. Complete with wheels, couplings, vacuum & steam heat pipes, this is perhaps the most detailed Gauge '3' carriage kit to appear on the market so far. I therefore asked Mike to let me have some background on the original prototype and some more information about the finished kit.*

### The Prototype - D.297 3rd Class

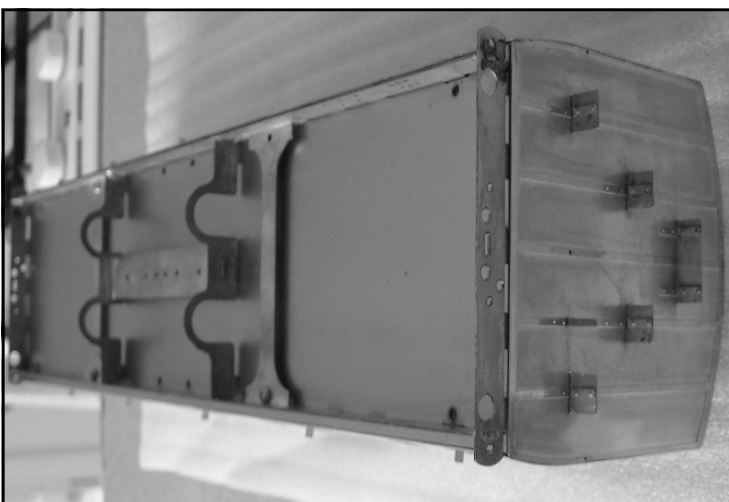


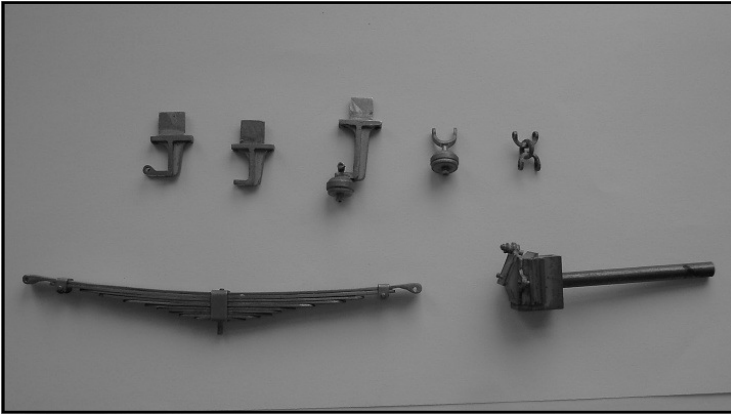
No less than 827 identical carriages were built to this diagram between 1887 and 1894, making them easily the most numerous British carriages ever built to a single drawing. The LNWR built 1,598 carriages on this standard underframe and other body types included Brake-Thirds, Luggage-Composites, Lavatory-Composites, Full Brakes, Parcels Vans, Picnic Saloons, Inspection Saloons, Gas-tank Wagons, a Horsebox for Queen Victoria's horses, and others. Most 30ft 1in carriages lasted into the late 1930s, with many

continuing into the 1940s and a few even beyond. In departmental use several lasted into the 1960s, and four have been preserved.

### The Model

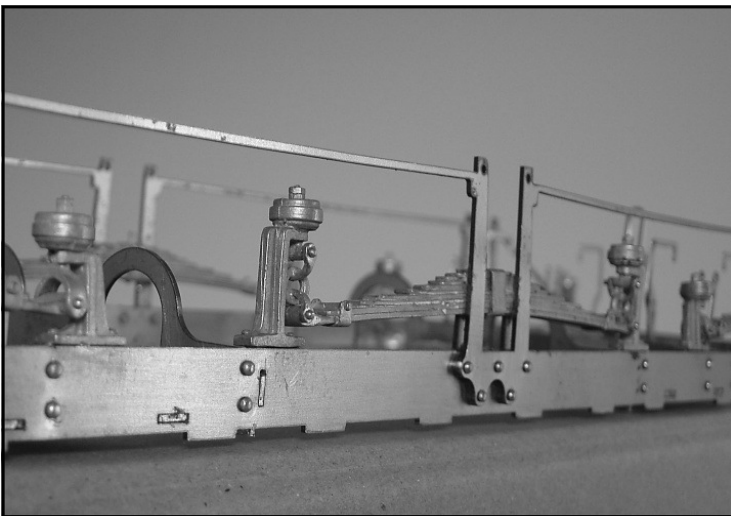
Sides and ends are both double thickness, with details such as end steps and door hinges folding out from the inner skin, through slots in the outer, making for automatically exact location. Further details like the brackets beneath the steps, are then applied separately. The underframe is soldered up from laser-cut steel parts located with slots and tabs. Hornguides and other detail is riveted on just like the real thing. Still to be added are overlays on the headstocks, end handrails and door bonnets. The completed structure is surprisingly rigid.





The patterns for some of the brass castings used on the underframe. There are three types of spring hangers, the centre wheels having long "J" hangers and additional links to provide sideplay. On the model these are dummy because the axle is free to slide in and out of the axleboxes. 1mm rivets hold it all together. Including small screws, nuts and rivets, the kit will contain more than

400 parts - detailed and accurate, but not for the faint-hearted!



The partly-assembled underframe, shown upside down. The long centre spring hangers can be seen, compared with the shorter end ones. Steel cross members are cut to form supports for the gas cylinders, which are not yet fitted and are brass tube. Tierods and horn guides are cut in one piece from 1mm mild steel. To increase sideplay, the real carriages were soon altered to have 1in thick packings behind the centre horn guides. Being made from separate parts held together with real rivets,

the model has exactly the same, the packing being separate laser-cut pieces.

*Ed - AGM Note - The model has progressed since my first viewing in Basingstoke (at the end of last year) and Mike had a fairly finished version on display at the AGM. It is shown below. I think you will all agree that it is a very handsome addition to the growing range of Gauge '3' stock now available.*

