

Caledonian Railway Drummond 6-wheel coach kits

The Prototype

The development of these carriages dates back to the arrival at St. Rollox in 1882 of Dugal Drummond. At the time the Caledonian had a pressing need for new rolling stock and no doubt Drummond's forceful personality was instrumental in persuading the Board to loosen the purse strings.

The design of these carriages was closely based on the early Drummond stock built by the North British Railway. These Drummond vehicles became the foundation from which all subsequent Caledonian designs were developed.

Westinghouse brakes and gas lighting were standard fit; although some brake vans (and the Killin Branch brake-composite) were oil-lit.

Construction was rapid at first, but by 1889 had lessened, as new building was by then being concentrated on the new bogie stock. Small batches of 6-wheelers were built into the early 1890s, notably the 5 compartment thirds with 4 lavatories. Finally in 1894 two Picnic Saloons were built with simplified panelling similar to the Lambie 45' stock.

A typical branch line train would consist of a 4-wheel Brake Third, 6-wheel Third, 4-wheel First and 4-wheel Brake van, usually white-panelled (see livery notes). The 6-wheel (and 4-wheel) carriages were also used to form local sets in the Central Area (Cathcart Circle and Edinburgh locals). A typical local set would be 12 vehicles (all brown), either all 4-wheel or 6-wheel, usually comprising 4 Firsts, 6 Thirds and 2 Brake Thirds.

By the turn of the century, 4 and 6 wheel carriages were disappearing from the Central Area local train formations, with the exception of the Cathcart Circle where they lasted until 1925.

Livery details

Livery in Drummond's time was all over purple-brown, with panels lined out in gold or yellow and edged on the outside with red. After the adoption in 1890 of the white upper panels, most of the 6-wheel and some of the 4-wheel stock were so painted but many local area sets retained the all-over brown, notably the Cathcart Circle and Edinburgh local trains. There were, for instance, no white-panelled 4-wheel Thirds.

Interior finish – Caledonian

Third-class compartments were teak finish, on doors and side-panels and the partitions above the seats. Running across the partitions, just above the seats, was a very small "Fleur-de-lys" design in red. The only exception was in the Third saloon (but not the Family saloon) where the side and door panels were trimmed in buttoned material to match the seats. Third-class seats were in a very dark wine colour (Pantone 209).

In First-class compartments the raised wooden framing was Walnut with inset panels finished in Maple. The large inset panel above the luggage racks was finished in white Lincrusta. Seats and buttoned side/door panels were a very dark blue (Pantone 276) with a narrow strip of lace running along the top of the seat back. First class compartments had dark blue carpets.

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The 6-wheel models

The aim has been to produce the complete range of prototypes even down to one-off conversions. The following are included:

Diagram 8	5 Compartment First	
Diagram 10	4 Compartment Brake Composite	
Diagram 10A	4 Compartment Brake Composite	(conversions in 1910 from Thirds)
Diagram 11	4 Compartment Brake Composite	(one-off conversion from Brake-Third, oil-lit for Killin Branch)
Diagram 13C	5 Compartment Lavatory Composite	
Diagram 14	6 Compartment Third	
Diagram 15	5 Compartment Lavatory Third	
Diagram 16	4 Compartment Brake Third	
Diagram 50	2 Compartment Family Saloon	
Diagram 51	2 Compartment Third (Picnic) Saloon	

There are, therefore, 10 different sets of etched body parts but in addition the following coaches can also be built from them:

Diagram 9	5 Compartment Composite	Externally similar to the Diagram 8 First but with the two end compartments re-trimmed to Third-class standards.
Diagram ?	5 compartment Brake Third	Externally similar to Diagram 14 Third but with one end compartment converted for Guard's use and a 2-window end as per Diagram 10A.
Diagram 15A	4 Compartment Third	Fit clear glass in the Lavatory windows and sideways facing seats as per diagram.

You can therefore build a total of 13 different variants of these 6-wheel coaches.

Sample running numbers, build and withdrawal dates follow in the next two pages.

Acknowledgement

The prototype information is based on the original Decent Models instructions by John Boyle with assistance from Duncan Burton. Thanks are due to Bill Campbell for redrafting and updating these prototype notes and kit instructions.

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Diagram	Caledonian numbers	Date built	LMS numbers	Date withdrawn	White panelling
8 5 Compartment First	19	1883	15361	1927	W
	52	1884	15382	1927	W
	88	1884	15408	1927	W
	94	1884	15414	1927	W
	114	1887	-	1925	-
	183	1884	15483	1928	W
9 5 Compartment Composite (converted from First)	396 (ex 78)	Converted Nov 1910 (1884)	-	1924	W
	399 (ex 81)	July 1911 (1884)	15985	1927	W
	392 (ex 82)	Oct 1910 (1884)	15978	1927	W
	398 (ex 83)	Feb 1911 (1884)	15984	1927	W
	393 (ex 96)	May 1910 (1884)	15979	1927	W
	394 (ex 101)	May 1910 (1884)	-	1925	W
	395 (ex 174)	May 1910 (1884)	-	1926	W
10 4 Compartment Brake Composite	1	1888	-	1925	
	6	1888	-	1925	
	7	1888	15603	1928	
	33	1890	15627	1927	
	215	1883	15802	1928	
	216	1883	15803	1929	
10A 4 Compartment Brake Composite (Converted in 1910 from 6 Compartment Third)	400 (ex 488)		15986	1928	
	401 (ex 754)		15987	1927	
	402 (ex 129)		15988	1926	
	403 (ex 821)		-	1925	
	404 (ex 69)		-	1925	
	405 (ex 405)		15991	1928	
11 Killin Branch 4 Compartment Brake Composite	50	Built as Third 528 Converted 7/91	15644		
13C 5 Compartment Lavatory Composite	8	1888	15604	1927	
	13	1888	15609	1926	
	29	1889	15624	1927	
	42	1891	15636	1927	

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Diagram	Caledonian numbers	Date built	LMS numbers	Date withdrawn	White panelling
14 6 Compartment Third	30	1887	16104	1927	W
	36	1888	16110	1927	W
	43	1888	16117	1927	W
	93	1887	16116	1927	W
	138	1888	16211	1928	W
	254	1887		1927	W
	596	1888		1925	W
15 5 Compartment Lavatory Third	95	1891	16168	1927	W
	180	1891	16253	1928	W
	878	1891	16936	1930	W
	892	1891	16950	1928	W
15A 4 Compartment Third	400	1889	16473	1927	W
16 4 Compartment Brake Third (Diagram 10A conversions - 69 became 404 754 became 401)	10	1891	16084	1926	W
	69	1886	-	1925	-
	199	1891	16272	1927	W
	442	1891	-	1925	W
	754	1892	15987	1927	-
	864	1891	16922	1927	W
	869	1891	16927	1927	W
50 2 Compartment Family Saloon	17	1886	15316	1929	
	18	1886	15317	1928	
51 2 Compartment Third (Picnic) Saloon	4	1894	15304	1928	
	5	1894	15305	1931	

