

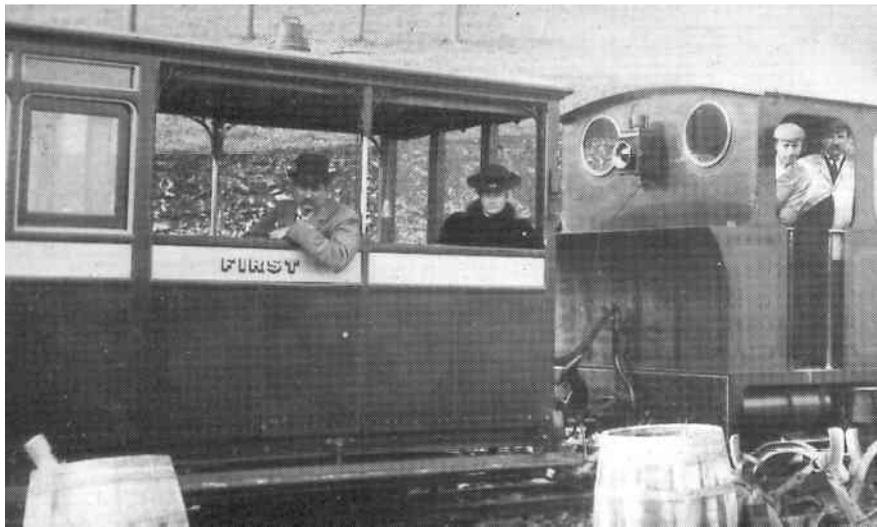
## NOTES ON THE LYNTON & BARNSTAPLE COACHES

### INTRODUCTION

These notes have been compiled to go with the drawing set produced by R Wilkinson and are intended as an aid to the modeller. There are many books and a few videos about the Lynton & Barnstaple (see References), which were used to compile these notes.

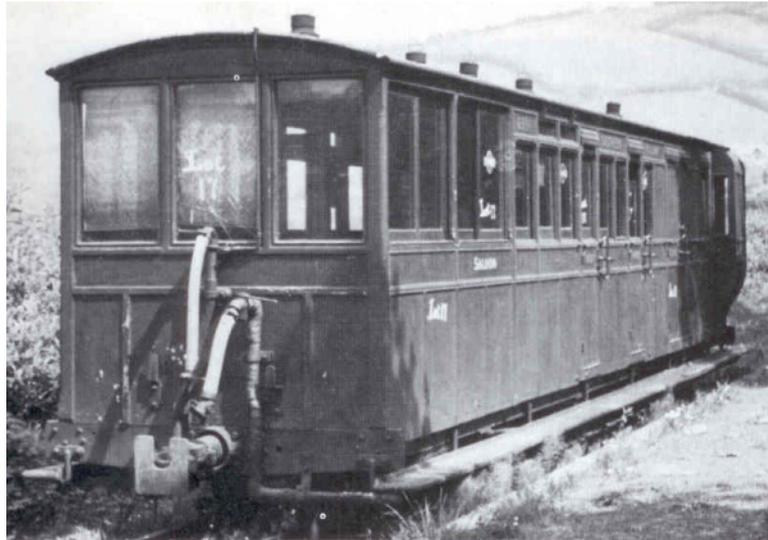
### COACHES 1 (SR6991) & 2 (SR6992) Composite Brake

In the first Class Saloon, there were 3 transverse seats and 6 longitudinal seats (three per side. Leigh states that 'the observation part contained a central outward facing bench seat for six passengers'<sup>3P83</sup> (If this was so, the seat would have blocked the sliding door). The photographs below suggest that there were three seats each side facing inwards, or was this done when the open sides were glazed? The open part had canvas weather blinds, it would not have been a good idea to have expensive cloth seats exposed to the elements, therefore Leigh could be correct with his assumption. But, what are the two people sitting on in this photograph of the first train to reach Lynton?



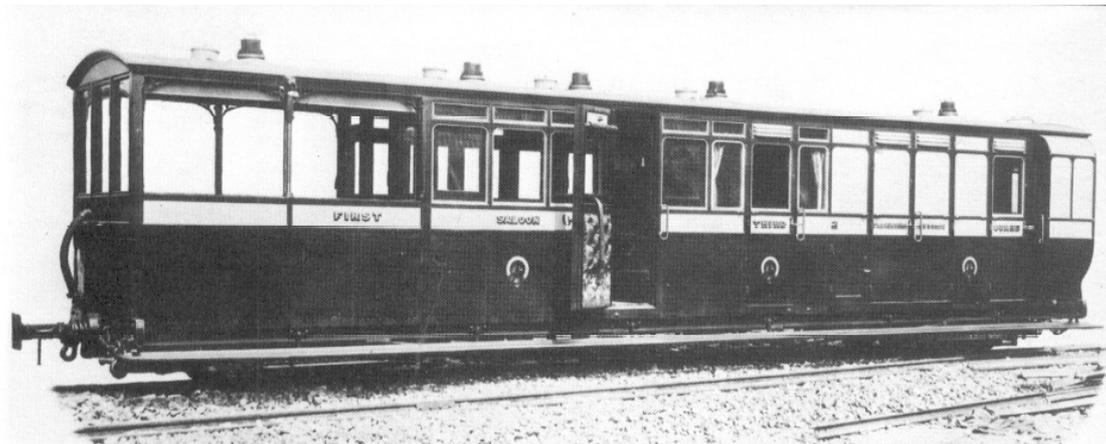
A dog box with a mesh door was provided in the sides of the coaches, but according to Leigh, this was removed before the SR period. Photographic evidence shows that there was a box on both sides of the coach.

NOTES ON THE LYNTON & BARNSTAPLE COACHES



Coach No.1 in SR Livery Left at Snapper Halt after closure<sup>2</sup>

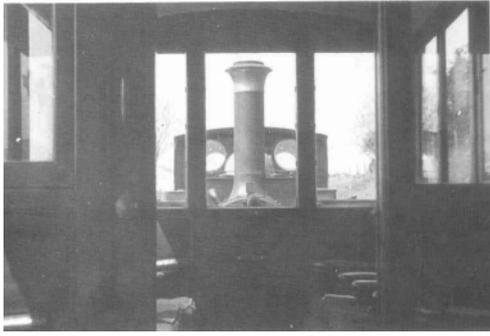
According to Leigh, No.1 was sold privately at closure then later scrapped.



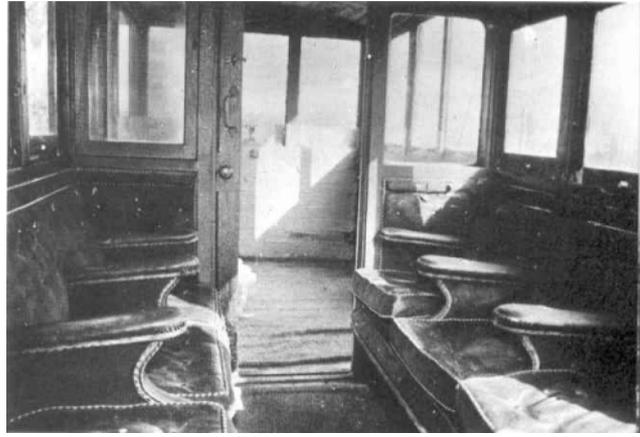
Coach No.2 in Original Livery<sup>1,3P82</sup>

No.2 was sold to a rectory near Coplestone for a summerhouse at closure. In 1982 it was moved to the York National Railway Museum<sup>1V</sup>, it is still un-restored.

NOTES ON THE LYNTON & BARNSTAPLE COACHES



Interior First Class Observation<sup>1</sup>

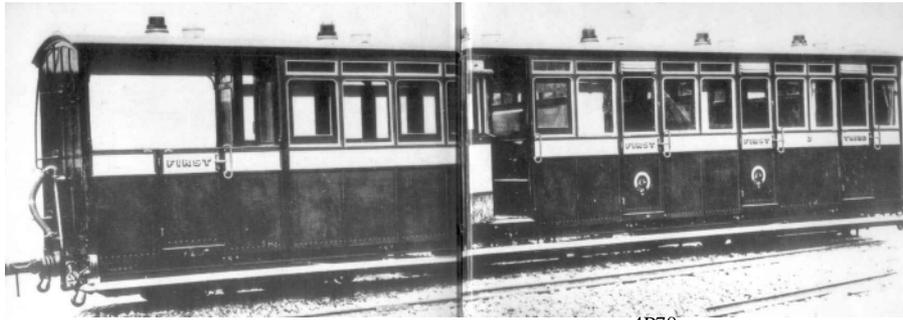


Interior First Class Observation No.2 (6992) at Clannaborough<sup>3P87</sup>

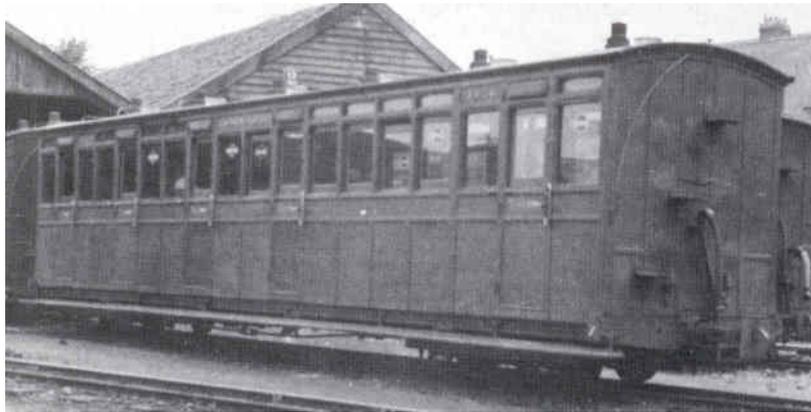


Coach 2 Interior – York Railway Museum<sup>2V</sup>

### COACHES 3 (SR2473) & 4 (SR2474 Third) Composite Observation



Coach No.3 in Original Livery<sup>4P78</sup>



Coach No.4 in SR Livery Converted to all Third<sup>2</sup>

Again we have the discussion about the seating arrangement in the First Class 'Saloon part of these two coaches. According to Leigh: 'the first salon had three seats across and four seats each side facing inwards'<sup>3P85</sup>. The open part had a centre half door with a solid end, this could not have been popular as observation vehicles and the sides were rebuilt and glazed to provide conventional first class compartments'.

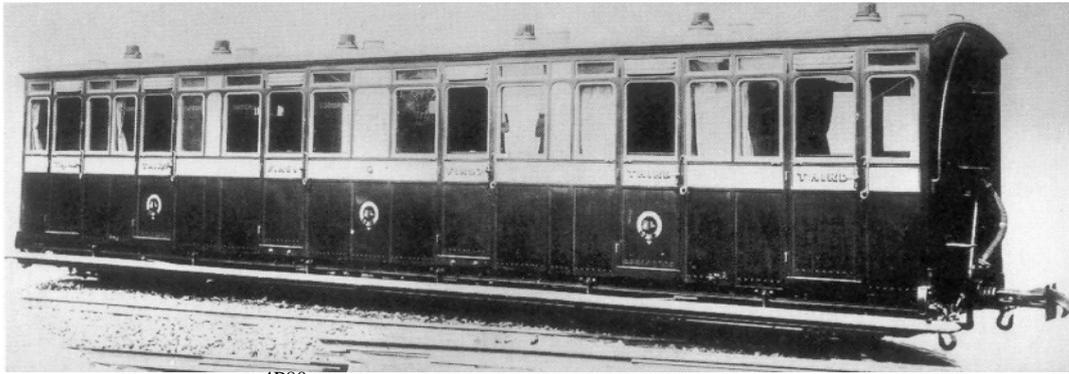
Leigh also shows in his drawings, that was a sliding door connecting the salon part to the observation part, also showing two single seats either side of the door. I think that it can also be assumed that the seat against the end panel was all the way across. But again, how were they upholstered?

Leigh then goes on to state that: 'In 1929 the first class upholstery was replaced with wooden seats and the vehicles were down graded to 46 seat Thirds.

Catchpole states that Coaches 3& 4 were altered from Composite to Third May 1925<sup>1</sup>

---

### COACHES 5 (SR6364) & 6 (SR6365) Composite



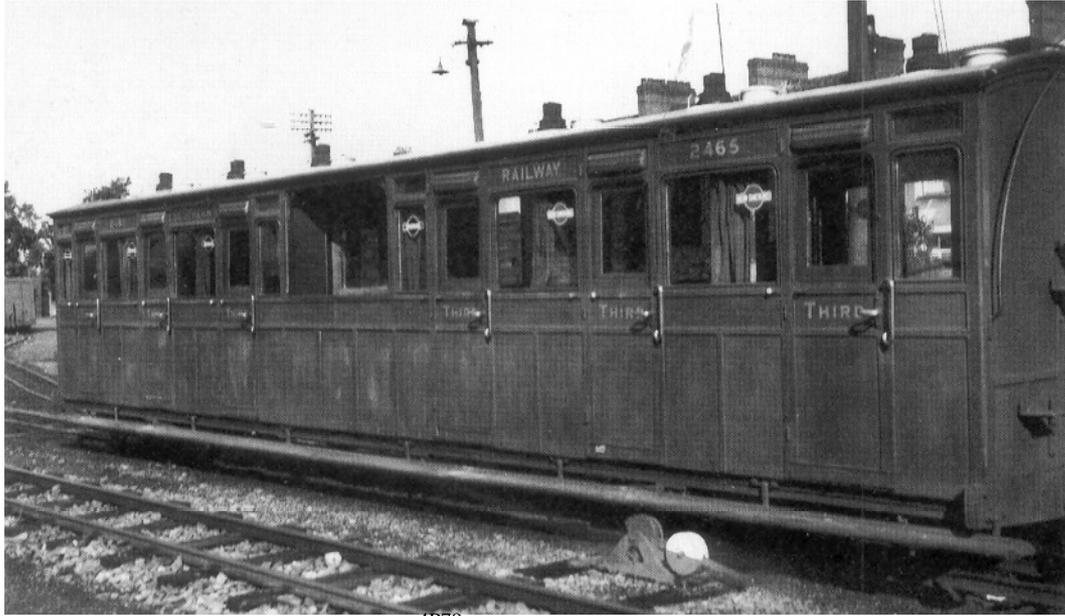
Coach 6 in 1<sup>st</sup> livery<sup>4P80</sup>

Straightforward composite coaches with all compartments separated by panels. Leigh goes on to state that ‘the first class partitions were solid’<sup>3P85</sup> this implies (but not stated) that the partitions between the third class compartments were glazed.

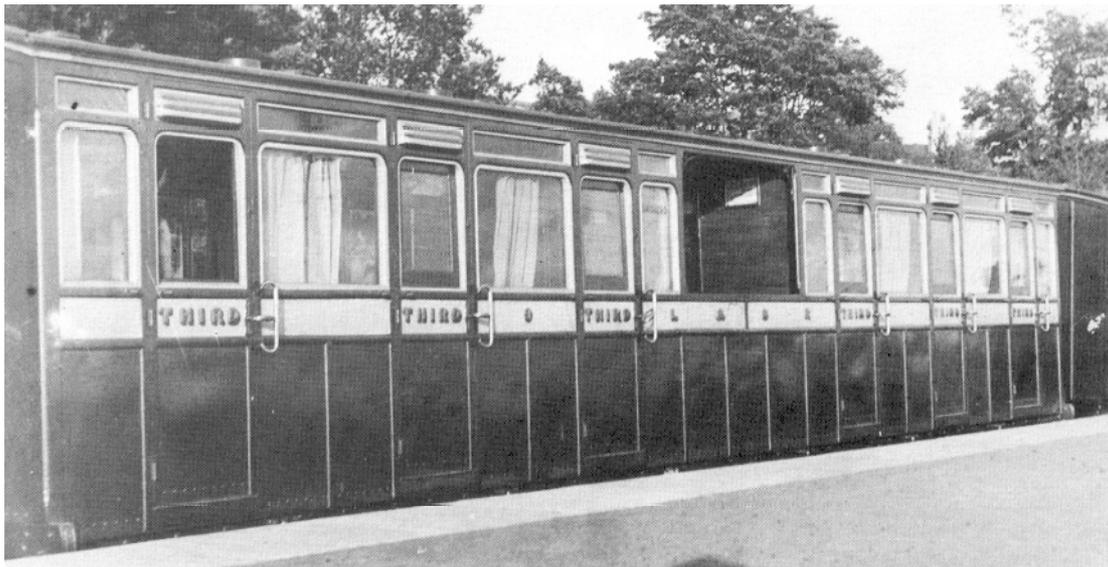
There are very few pictures of this type of coach in the referenced books, perhaps it was not very popular.

---

**COACHES 7 to 10 (SR6465 to 6468) 50 Seat Third with Centre Observation**



Coach 7 (SR6466) in SR Livery<sup>4P79</sup>

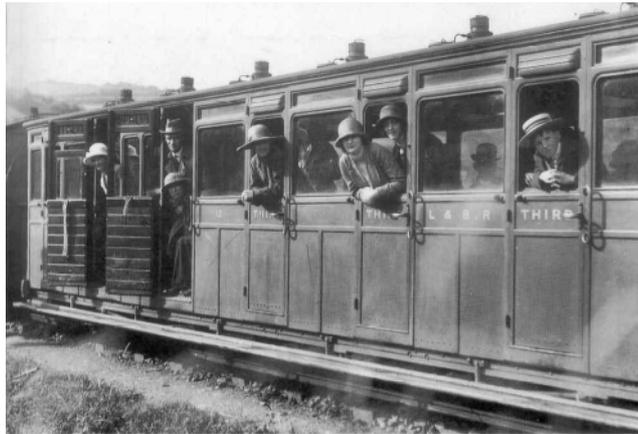


Coach No.9 in Second Livery<sup>1,3</sup>

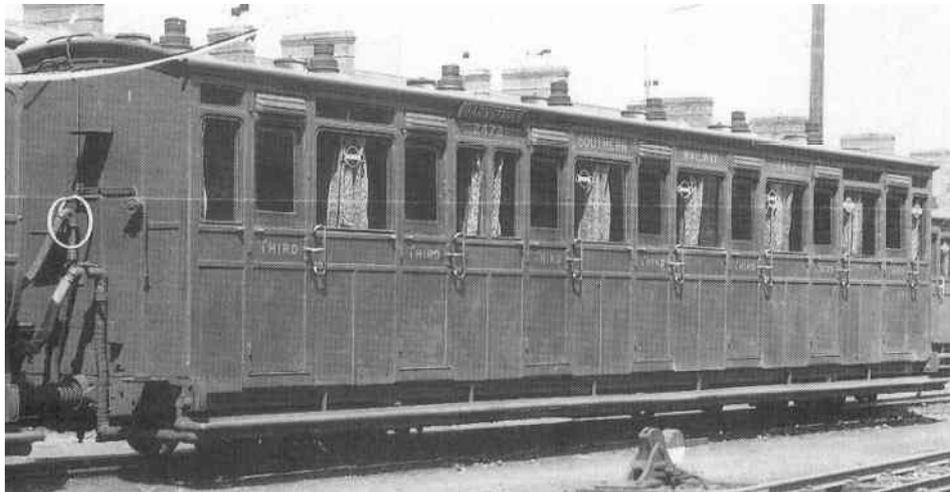
These coaches did not have compartment partitions. The centre observation part is reported to have four seats (one in each corner). The access door was narrow and offset, so that there was one seat on one side and a double seat on the other side of the door inside the vehicle.

Throughout the life of the railway, these coaches do not appear to have ever been altered and, unlike the other observation coaches, the observation part was never glazed in although the weatherproof blinds were removed.

**COACHES 11 to 14 (SR6469 to 6472) Third**



Coach 13 in 3<sup>rd</sup> Livery <sup>4P29</sup>



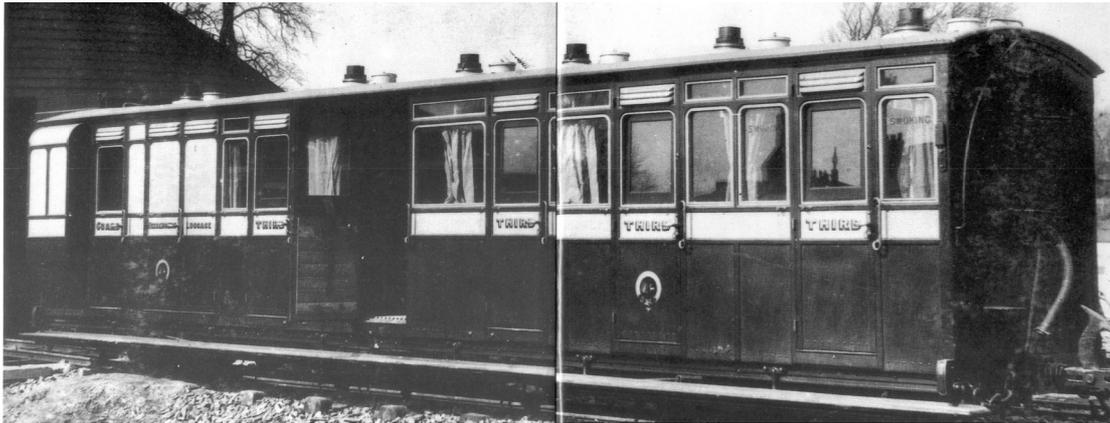
Coach No.14 in SR Livery<sup>1</sup>

Leigh: 'Two compartments at the end were separated by a fixed partition, the remainder being provided with sliding partitions which dropped down between the seats when not required. Two, Nos 2471 & 2 were steam-heated by the SR'. <sup>3P85</sup>

The fixed partition would have been to separate the two smoking compartments from the non-smoking compartments.

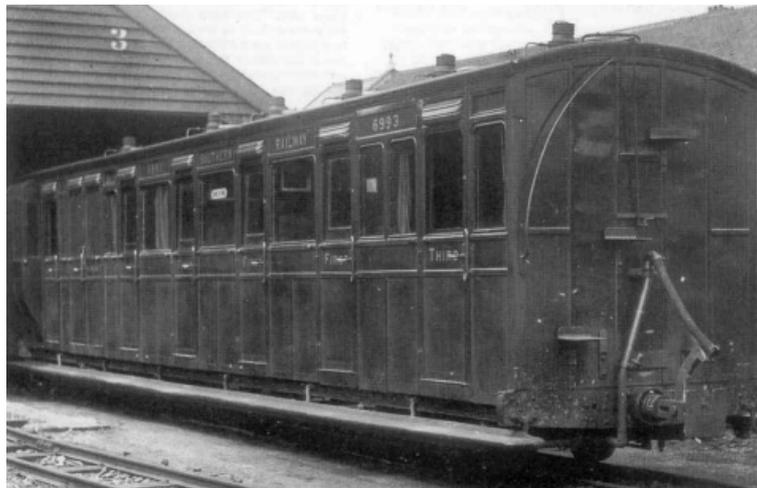
---

**COACHES 15 (SR6993) & 16 (SR4108) Composite Brake**

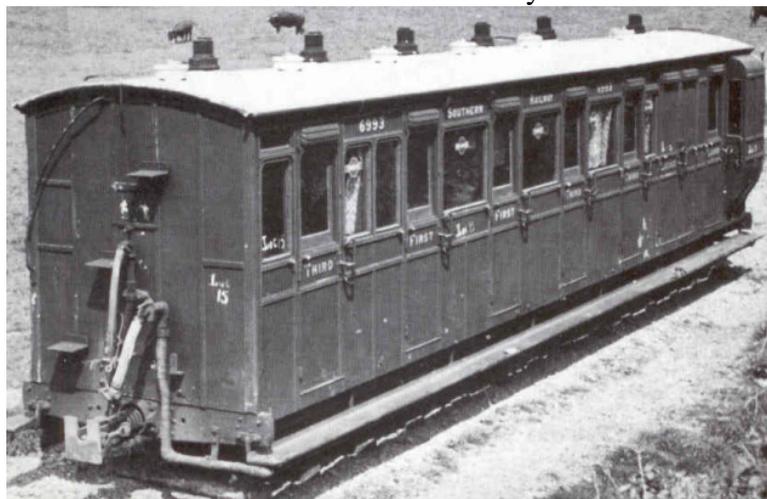


One of the two 'Conventional 3<sup>rd</sup> Brakes' in 1<sup>st</sup> livery<sup>4P80</sup>

The Smoking compartment was separated by a fixed partition, the remaining compartments being separated by moveable partitions as coaches 11 to 14. Coach 16 remained unaltered but Coach 15 was altered to a composite after only a few years service.<sup>3</sup>

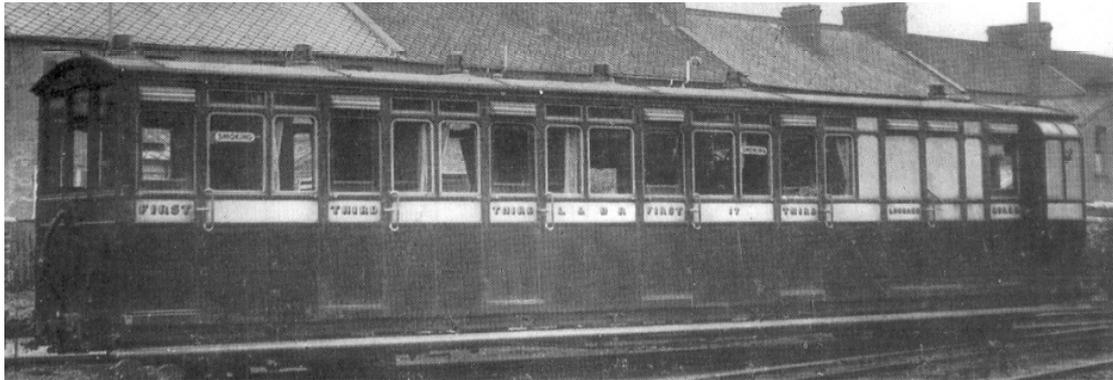


Coach No.15 in SR Livery<sup>4P81</sup>



Coach No.15 in SR Livery Left near Snapper Halt after closure<sup>2</sup>  
Compare the 'direction of coach 15, (the coupling hook) in the above two pictures.

**COACH 17 (SR6994) Composite Brake**



Coach No.17 in L&BR Livery 2<sup>1,4</sup>

Coach 17 was the odd coach being 11½” longer than the first 16 coaches and built by Shapland and Peter (or Petter depending upon which book you are reading) of Barnstaple. Leigh states that the third class compartments were slightly larger and the third class compartments were slightly smaller than the original coaches. Note the variation in ‘SMOKING’ sign.

## LIVERY

1. The original Livery was Lake lower panels and White upper panels, a style similar to that used on the LNWR. The lettering on the waist panels was in gilt block letters, shaded black with the company crest in the centre of the door panel. The roofs were White with Black lamp holders, running gear and underframes.<sup>1P26</sup>



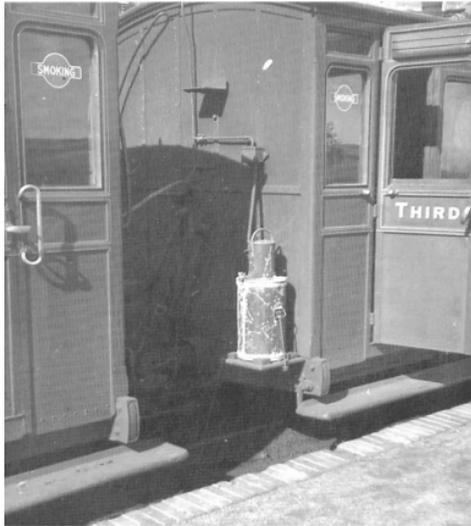
2. Same as the first livery except that the company crest was no longer on the door panel and the letters L & B R were placed on the waistband of the coach.
3. Leigh: 'Shortly after the SR takeover, some vehicles were painted in plain brown'.<sup>3P83</sup>
4. The fourth livery was 'Standard Southern Railway Green'. Some upper window lights were plated over to accommodate the Southern Railway lettering.

## INTERIOR (SEATS)

Catchpole: The First Class seats were Blue Cloth and Maroon Leather for Smoking Class. Arm rests provided, for three-a-side seating. Third Class seats were Slatted Wood with alternate strips of Black and White wood.<sup>1P26</sup>

Leigh: First Class seats were tree-a-side leather seats.<sup>3P82</sup>

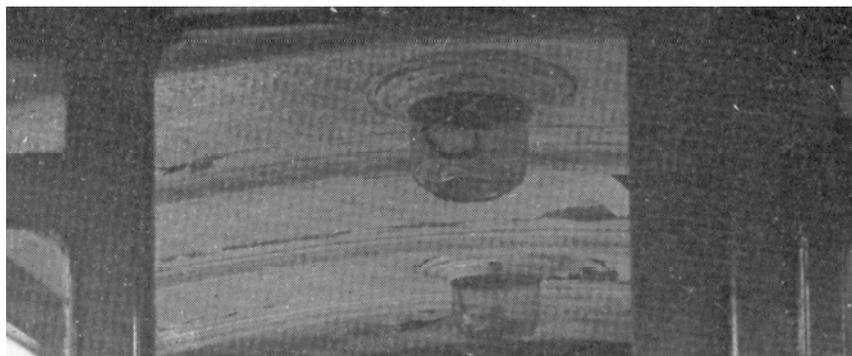
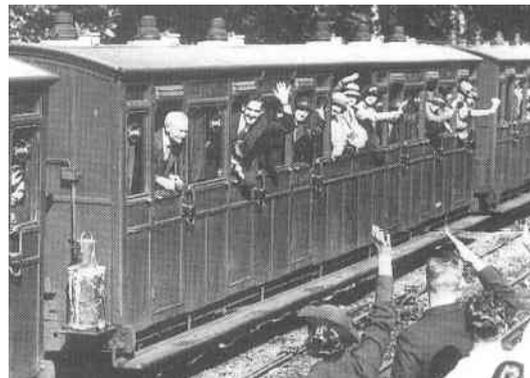
## LIGHTS



Leigh: oil lamps, which fitted through a hole in the roof, provided Coach lighting a plug being carried in an adjacent holder for use when the lamp was removed. Each compartment or seating bay had one lamp. The change to acetylene lighting was commenced within the first few years of operation, and although some vehicles were not initially fitted with acetylene generators, photographs suggest that all eventually received them.<sup>3P82</sup>

The Author of this document would dispute the above statement, in that 'photographic evidence' does not necessarily suggest this. Further more, Leigh goes on to suggest that not all of the coaches were fitted with a generator and that the generator on the end of the coach actually supplied the next coach by means of a connecting pipe. The Author is not entirely in agreement with this statement either.

View of the 'Last Train' clearly showing a centre observation coach with an acetylene container in the foreground and a 'box' on the carriage in front.



## PARTITIONS

Fixed partitions were provided between first class compartments, between firsts and thirds, and to separate smoking and non-smoking thirds. Elsewhere, third class compartments were divided by sliding partitions, which were bolted to the supporting framework of the luggage racks, or lowered between the seats.<sup>1P26</sup> Sliding doors were installed in the partitions separating the closed interior of the coach with the open observation sections.

## COACH HEATING

The L&B did not install coach heating and heating was provided in winter by supplying the passengers with a tin can full of hot water to 'warm your feet on'.<sup>1V</sup> The Southern Railway fitted coach heating, but according to most authors, not all the coaches were provided for.

Another look at the photograph of coach 4 in SR days, a heating pipe is not evident, but there is one on the coach in the background.

It is stated in the L&B video<sup>1V</sup> that Drivers preferred to have a wagon between the engine and the coaches for visibility. If this was true, the coach heating would not be coupled to the Engine, therefore it is reasonable to assume that the practice of wagons after the Engine would not have been done in SR winter days.

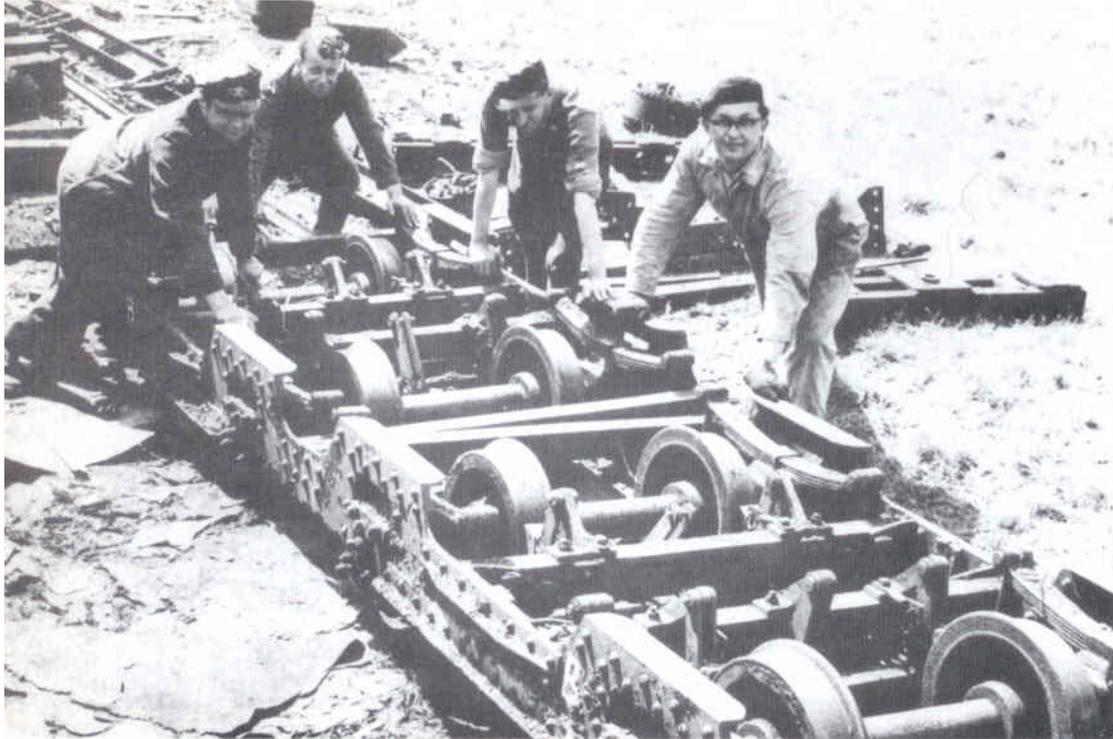
## SMOKING

When delivered the word 'SMOKING' printed (apparently in red) on the window either side of the door to a smoking compartment. The exception seems to be coach 17, which was different (see photo).

The SR placed round & rectangular 'NON SMOKING' signs on one of the adjacent windows to every door plus additional ones on the saloon windows.



## BOGIES



The Festiniog Railway Society removing the Bogies of Coach 15 on 25 April 1959<sup>2</sup>

Leigh: Initially the Bogies were fitted with Roller Bearings but these were not successful and were replaced.<sup>3P82</sup>

Although Leigh states that the FR modified the bogies 'out of recognition', this might not be true. In 1990, the author saw the above two bogies in the carriage shed at Boston Lodge looking quite dirty and much the same as pictured above, did the FR ever use them and are they still there?

## COUPLINGS

Couplings were of the Norwegian 'Chopper' Type. The 'hook' part being on the front of the Locomotive. Also, there were additional hooks either side of the centre coupling, but these must have been removed at an early date as the centre coupling proved sufficient.



Snapshot images from The Lynton & Barnstaple Railway Video.<sup>IV</sup>

## MISCELLANEOUS

The Lynton & Barnstaple possessed a turn-table which was supposedly used to 'turn' wagons to even the wear on the wheels, which necessitated swapping the couplings around, the 'hook' was at the front of the loco pointing towards Lynton. There is evidence to suggest that this practice was also carried out on the coaches.

There are two different photographs of Coach 2 when new. Each of the photographs shows the coach pointing in a different direction. It seems that the coach was delivered with the observation end viewing Lynton, but the coach was soon turned around so that the observation end faced Barnstaple. All, except the few very early photographs (on completion of the railway construction) show the observation end of coaches 1, 2 & 17 (glazed ends) facing Barnstaple. Therefore the drawings of these coaches is technically 'the wrong way around'.



The Bristol Wagon & Carriage Works Builders Plaque (Coach 2 – York Museum)<sup>2v</sup>

## SM32 16mm Scale Models

Kits to make three of the Coach types are available from TENMILLE.

G043 Brake 3<sup>rd</sup> - Coaches 15 & 16

G044 Observation – Coaches 7 to 10

G047 All Third – Coaches 11 to 14

The Kits are plywood and come with brass Door and Grab Handles, and white metal vacuum pipes.

The kits require the following to complete:

Bogies: AG214 32mm Gauge, AG214A 45mm Gauge

Wheel set: (2 off): AG014 32mm Gauge, AG013 45mm Gauge

Couplings: AG046 (N.G. Chopper style)



The Authors 16mm (Tenmille) Coach 7 and 15.

Note: the Couplings and vacuum pipes are DJB Engineering, lost wax brass. These couplings are excellent replicas of the original L&B Couplings, also the vacuum pipes can actually be connected together !

Note: TENLILLE is not the only manufacturer of 16mm SM32 L&B models.

**REFERENCES****BOOKS**

<b>Ref. No.</b>	<b>TITLE</b>	<b>AUTHOR</b>	<b>ED./DATE</b>	<b>PUBLISHER</b>	<b>ISBN</b>
1	The Lynton and Barnstaple Railway 1895-1935	L.T.Catchpole	7 <sup>th</sup> Edition 1988	Oakwood Press	0 85361363 X
2	The Lynton and Barnstaple Railway	J.R.Yeomans	1 <sup>st</sup> Edition	Bradford Barton Truro	0 85153 259 4
3	Portrait of The Lynton and Barnstaple Railway	Chris Leigh	1 <sup>st</sup> Edition Reprint 1989	Ian Allen	0 7110 1330 6
4	The Lynton and Barnstaple Railway Remembered	J.D.C.A. Prideaux	2 <sup>nd</sup> Edition 1989	David & Charles	0 7153 8958 0
5	Branch Line to Lynton	Vic Mitchell and Keith Smith	2 <sup>nd</sup> Edition 1992	Middleton Press	1 873793 04 9
6	The Lynton and Barnstaple Railway Yesterday and Today	P.Gower, B.Grey & K.Vingoe	1 <sup>st</sup> Edition 1999	Oakwood Press	0 85361 537 3

**VIDEOS**

<b>Ref. No.</b>	<b>TITLE</b>	<b>AUTHOR</b>	<b>ED./DATE</b>	<b>PUBLISHER</b>
1v	The Lynton and Barnstaple Railway	Featuring the L.T.Catchpole Collection	1993	Oakwood Video Library No.5
2v	The Little Train to Lynton Part 1	BBC		BBC
3v	The Little Train to Lynton Part 1	BBC		BBC