

# *Stephen Johnson Models*

## **L CAR - Prototype Notes**

In 1929, the Railways rebuilt many "box" cars to eliminate those with inadequate lavatory accommodation.

This resulted in a new series of cars allocated the code letter "L". The first L cars to enter traffic in 1930 were in 6 car close coupled sets. The 7 permanently coupled sets were given numbers 80-86 and the set code CUB. A further 42 L cars were independent cars.

Four types of carriage were built:-

BL	First class	(42'6 and 46')
FL	Second class	(42'6 and 46')
RFL	Second class with buffet	(46')
HFL	Second class with guard	(46')

Each set comprised HFL, BL, BL, RFL, FL, HFL.

All FL and BL cars in sets were 42'6" long except Sets 82, 83 and 84. In these sets the second BL was 46' long.

### Operation

When introduced, Sets 80 and 81 were allocated to the Newcastle Expresses. They were painted Red and Cream and hauled by 32 class engines. It appears that they retained these colours till repainted in January and March 1937., respectively.

Set 82 appeared in Green and Cream and became the South Coast Daylight Express. It was hauled by a Green 32 class. Post war, these cars were still Green and Cream and probably remained so till repainted in July 1948.

Set 86 was painted Blue and Cream and worked the Caves Express. It was replaced by Set 108 (R Cars) and repainted in September 1939.

All other 3 sets appeared in the Tuscan and Russet colour schemes and were used on Illawarra services, or were spare. From the mid 50's all cars were painted Red with Yellow lines.

After displacement from the named trains they were used on less important services in the outer suburban areas (Richmond and Campbelltown) and to nearer country towns. These included the evening train to Valley Heights (later the Chips), No. 13 South to Goulburn and a service to Kempsey.

Set 80 was condemned in 1957 followed by Set 86 in 1963.

In 1965, no L cars were rostered in the timetable. The sets remaining at that time were used as spares.

The independent L cars were used to build up capacity of normal trains when required, and could be found in a variety of locations. For example, a BL and FL were used on the Casino-Murwillumbah line in the 1950's.

The following table summarises the cars in each set. It should be noted that not all cars had generators and battery boxes. Electrical power came from adjacent cars and they were referred to as being "wired".

Set No	HFL¶	BL§	BL	RFL¶§	FL	HFL¶
80	351	354	395	411	392	368
81	380	339	413	350	340	365
82	391	329	993¶	33	330	422
83	370	327	988¶	377	398	419
84	405	334	991¶	37	333	407
85	343	337	356	418	355	416
86†	383	338	394	399	326	336

¶ Denotes 46'0" long car - remainder are 42'6" long

§ Denotes "wired" cars

† Original Set 86

### References

Clark L A (1972). Passenger cars of the NSW. Traction Publications. p 57-59

Cooke D (1991). Personal communication.

### The Model

The L cars will be available as 6 car sets in 2 basic kits. Independent cars will be available if demand warrants.

One kit (Kit A) will cover Sets 80, 81, 85 and 86 while the second, (Kit B) covers Sets 82, 83 and 84. The only difference being the inclusion of a 46'0" First Class car in Kit B.

The cars have been designed for AR Kits 2AA bogies. These can be supplied if required.

The underbody detail of the cars is based on Set 84, currently (January '92) stored at Dorrigo. The set now includes FL 33 instead of RFL 37. FL 33 was converted from RFL 33 (formerly Set 82).

A decal with original codes for Set 84 is included in each Kit. This sheet will cover all remaining sets, however some cutting will be required to create individual car numbers.

Note there have been 2 CUB sets, numbered 86. The second, a 2 car set formed in 1970 is not covered by these kits.