

# Leek & Manifold Valley Light Railway Coaches

by Richard Maxted



## Introduction

This pack contains the famous Leek and Manifold Valley Light Railway coaching stock. The LMVLR coaches were based on previous Calthrop designs and were amongst the largest, and certainly the widest, narrow gauge coaches built in the UK. It was reputed to be comfortable and smooth but could be very cold as no heating was provided.

The LMVLR had four coaches. Originally painted in the LMVLR Primrose and Chocolate they were subsequently repainted when the line became the property of the North Staffordshire Railway. At grouping the line was taken over by the LMS and the stock had at least a couple of repaints during this period.

When the line was abandoned in the 1930's the coaches were first left to rot before being burnt so nothing of them remains but a very few black and white photographs.

The modelled stock is 2' 3" gauge which is slightly under the 2' 6" originals but this is to allow it to be compatible with all the stock so far built for narrow gauge in Train Simulator Classic.

## Version History

Version	Content	Date
v1	Basepack - LMS and Base Livery	May 2014
v1.1	Additional LMVLR Livery Pack	May 2014
v2	Updated Sound and Textures. Combined LMS and LMVLR pack	August 2015

## Conditions & Licence – PLEASE READ THIS

For freeware that you develop for yourself or for release as freeware on any website or system, you have an absolute and total right of ownership. This package contains only assets made by me – it does not need any other downloads. It does use unmodified generic Railworks wagon sounds and a driver. You may use it, clone it, modify it, rebadge and rebrand it.

It may not be used where payment is sought or other commercial activities. I reserve absolutely the right to determine what is commercial. Charityware is commercial but is likely to be granted access.

If you release this stock modified then please do keep in mind that others will be using it in an original form. Please don't use the exactly the same names as mine in a public release just add your own. This is only to stop other folks having difficulties.

## Contents - Liveries

The pack contains the original primrose yellow LMVLR livery as well as the early lined and late LMS livery for each coach of the four that ran on the LMVLR.

### The original LMVLR Primrose Yellow

The LMVLR took delivery of third class coaches numbers 2 and 4. The coach numbers were painted on the sole bars. The livery is described as Primrose Yellow and Dark Brown. There are no real details of the interior other than some black and white photographs so I have used a liberal dose of artistic license.



The third class coaches had separate smoking and no smoking areas but in the photos I have it is not at all clear how one knew which was which as there seem to be no signs.



The brake coaches, numbers 1 and 3, were composites with first class at the veranda end and entry to third class through the guards compartment.

First class windows were slightly larger, the seats were leather covered and larger, the floor was covered in linoleum and the walls seem to have been veneered in quite a dark wood. All very Gentleman's Club.

There are no photographs of the inside of the guards compartment.

## The Early Lined LMS



The early LMS third class livery is difficult to be sure about. There are no pictures but the book I have says they were painted in "full lined LMS". I have looked at some pictures of early LMS liveries and decided this looks about right ! It probably isn't. However it was great fun doing it.

More importantly, it is the most complex livery and can be used as a guide for any future re-skins or repaints as there is clear marking out of each panel.



The third class coaches numbers 2 and 4 were renumbered to 14991 (coach 2) and 14992 (coach 4) by the LMS. The LMS did not use the under frame numbers of earlier schemes. The brake coaches numbers 1 and 3 were renumbered 14989 and 14990 respectively.



## The Late LMS livery

The later livery is shown in a couple of photographs and seems to be just with a mid band. In all the photographs the coaches are filthy with dust and grime around each panel which I have tried to model here.



## The Models

These models are built to the best set of plans I have and are ( I am pretty sure ) to scale. They certainly fit the correct length, width and heights. They were BIG coaches. They also weighed in at over 12 tons.

The model has exterior and interior views. Each of the four coaches has separate passenger views. Use F5 to enter the coach and then CNTL arrow key to move between standing/sitting and the next coach. It takes a bit of getting used to but you should be able to sit in first class and third class, stand on a veranda or stand in the guard's compartment.



The original coaches had vacuum brakes but these models also have air brakes as most of the NG stock has either air or vacuum brakes and so these models will work with either. Each coach was fitted with two pipes to enable them to connect to the low pipes on the transporter wagons. I have not modelled these connecting as it was too hard to do ! All of the coaches also have handbrakes. The handbrakes at the end of each coach are not animated but can be turned on using the F3/F4 dashboards.

The end gates and guard's compartment doors will open when T is pressed. You have no idea how much childish enjoyment I got from making this work. However, something in the models means that you can't see this effect from inside – I am not sure why to be honest and if I sort it out I will issue an update.

I have struggled to get the couplings to work properly. They look good until one goes round a steep bend and then they seem to pivot in the wrong place – in the end I have given up on this as I was getting nowhere. If a solution arrives I will do an update.

At present the model has no interior lighting for night / tunnels or for the tail lamps.

## Re-skins

If you want to re-skin the coaches that is fine. There are no limitations on you releasing them other than please do not overwrite the existing files. However, the coaches do use quite a number of different shaders often on the same texture. This means that you will need to be careful.

One of the key aspects is that the LMS did not use the under frame numbers of earlier schemes. I have included a set of under frame numbers and the models are built with them. What I have done for the LMS coaches is to use a transparent texture so they don't show.