

LBSCR Stroudley Coach Pack 1

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Introduction

William Stroudley took office on 1st February 1870, shortly after the LB&SCR company had barely recovered from the 1866-7 financial crash. Stroudley was first tasked with improving the existing rolling stock, wherein over half was more than 10 years old and needed to be brought up to date. The first carriages produced to Stroudley's own design were built in 1871. Throughout the following decade, many diagrams of 4 and 6 wheeled carriages were produced, the most common main line examples of which are represented in this pack. After Stroudley's untimely death, his coaches continued to be built by his successor Robert Billinton into the early 1890s. The first redundancies came in 1895, but many coaches lasted until after WWI. Few were passed into the hands of the Southern Railway, and the last remaining examples eked out their life performing minor duties in the mid-to-late 1920s.



'Poplar' hauling a short train of Stroudley 4-wheel coaches. Photograph by E. J. Bedford.

Installation

Please follow the installation instructions.

1. Download using the link emailed to you upon purchase
2. Unzip the package to a location of your choosing
3. Run the installer as administrator
4. Follow instructions in the installer
5. (Recommended) launch the game and clear the cache

If you encounter any problems, please [contact us](#).

To re-install:

1. Find the link in your email receipt
2. Follow above instructions
3. If you run out of downloads contact us

Please refer to the policies outlined in our [Terms & Conditions](#).

Coach Diagrams

The pack contains the most numerous Stroudley main line 4/6 wheel coach diagrams.

D37 Main Line First



6-wheeled first class coach no. 610 pictured in varnished mahogany livery in 1880s oil lit condition.

D41 Main Line Composite

From the 1910s, approximately when second class was abolished, second class becomes third.



4-wheeled composite no. 108 pictured in umber and off-white livery of the 1910s, featuring gas lighting.

D43 Main Line Second

From the 1910s, approximately when second class was abolished, second class becomes third.



4-wheeled second class coach no. 457 is pictured in 1890s oil-lit painted mahogany livery.

D44 Main Line Third



4-wheeled third class coach no. 324 in the Southern Railway's 1920s Maunsell green livery.

D45 Brake Third



4-wheeled brake third no. 104 in later 1870s condition, still with wooden brake blocks and oil lamps.

D47/222 Luggage Brake Van



4-wheeled luggage brake van no. 2 in umber livery of the early 1910s.

Liveries

Carriage variations are linked to the livery. This pack is organised by different decades to approximate the livery variations which would have been typical. Please note electrically-lit coaches are not covered.

1870s Varnished Mahogany (early)

These coaches are in early 1870s condition, which differs from most of the other diagrams:

- Individual solebar-level stepboards for doors
- Continuous lower footboard
- Non-flitched solebar
- Crown plates on w-irons
- No brakes/wooden handbrake



1870s Varnished Mahogany (late)

These coaches are in later 1870s condition, with standard underframe but no brakes. Still oil lit.



1880s Varnished Mahogany

Same as previous but with brakes fitted.



LBSCR E1 Class in goods green livery picks up passengers at Quontock Sands with a D47/222 luggage brake van at the head of its train in the 1880s.

1890s Painted Mahogany

The mahogany colour is now painted on, and gas lighting replaces oil lighting.



LBSCR G Class in improved engine green livery approaching Chailey Gate station with a short rake of painted mahogany coaches bound for Arunfield Junction.

1900s Umber and White

The famous two-tone livery with gas lighting.



LBSCR E1 Class in Marsh umber livery hauls a train of two tone liveried carriages just south of Combwich Junction, heading towards its final stop at Bridgwater.

1910s Umber

The famous monotone livery with gas lighting. Second class is abolished.



LBSCR H2 Class in Marsh umber livery is pictured hauling set train no. 13 up the Ax estuary having recently departed Seaton with a special train for Exeter Queen Street.

1920s Maunsell Green

Representing Southern Railway livery, even though many coaches didn't last long enough to wear it. This livery features SR-style smoking compartment designators, black ends, and blackened wheels.



Ex-LSWR L11 Class in Maunsell green livery hauls some surviving Stroudley 4 wheelers in the snow.

Features

Scripted Roofs

Carriage roofs are scripted to randomly select from four levels of weathered canvas, depending on the carriage livery according to the following table:

Livery	Probability				Explanation
	1	2	3	4	
Early 1870s Varnished Mahogany	40	30	20	10	Generally new carriages
Late 1870s Varnished Mahogany	20	40	20	20	Used but kept in good condition
1880s Varnished Mahogany	20	40	20	20	Used but kept in good condition
1890s Painted Mahogany	20	40	20	20	Used but kept in good condition
1900s Umber and White	50	15	17	18	Short-lived livery, new repaints
1910s Umber	15	20	25	40	Ageing coaches now lower priority
1920s Maunsell Green	10	20	20	50	Unlikely to receive new roof canvas

This can be set for individual coaches or the whole train via the rail vehicle number with (**;RT=x[*]**).

Advanced Door and Window Scripting

These carriages are fitted with GAD's advanced door and window scripting. Here is an overview of the features which this includes:

- Individually opening doors and windows with individual sounds
- Different numbers of doors open depending on the train type (**;TT=x**)
- Numbers of open windows depends on time, weather, and season
- Droplights drop before doors open on carriages without internal door handles
- Ability to force-open doors without adding a scenario driver (**;DR=1** or **;DL=1**)

Door animations are randomised, and reset after every opening/closing sequence. If you don't want this behaviour, you can specify a random seed which produces the same behaviour every time (**;RS=x**).



Destination Boards and Set Numbers

Destinations

Destination boards can be enabled on the D45 Brake Third and the D47/222 Luggage Brake Van via the rail vehicle number (;**D=x[*]**). The 1870s-1890s liveries have a larger-style wooden board above the guard's doors:



The 1900s-1920s liveries use a later-style wooden plank within one of the bolections:



A full list of the destinations is provided in the table below (missing entries reserved for future additions):

1	Portsmouth Hbr	17	Christ's Hospital	33	Peckham Rye	49	Portshaven
2	Portsmouth Town	18	Guildford	34	New Cross	50	Highbridge
3	East Southsea	19	Horsham	35	East Croydon	51	Glastonbury
4	Havant	20	Holmwood	36	Redhill	52	Bridgwater
5	Hayling Island	21	Dorking	37	Three Bridges	53	Williton
6	Chichester	22	Leatherhead	38	Haywards Heath	54	
7	Midhurst	23	Epsom	39	Kemp Town	55	
8	Bognor	24	Epsom Downs	40	Lewes	56	
9	Littlehampton	25	Sutton	41	Seaford	57	
10	West Worthing	26	West Croydon	42	Eastbourne	58	
11	Worthing	27	Crystal Palace	43	Hastings	59	
12	Shoreham	28	Clapham Junction	44	East Grinstead	60	
13	Hove	29	Kensington	45	Oxted	61	
14	The Dyke	30	Victoria	46	Tunbridge Wells	62	
15	Brighton	31	London Bridge	47	Barnham Jnc	63	
16	Pulborough	32	Liverpool St.	48	Arunfield Junction	64	

Set Numbers

The 1900s and onwards liveries on the D45 Brake Third and D47/222 Luggage Brake Van have customisable 1 or 2-digit set numbers, enabled via the rail vehicle number ([see here](#)):



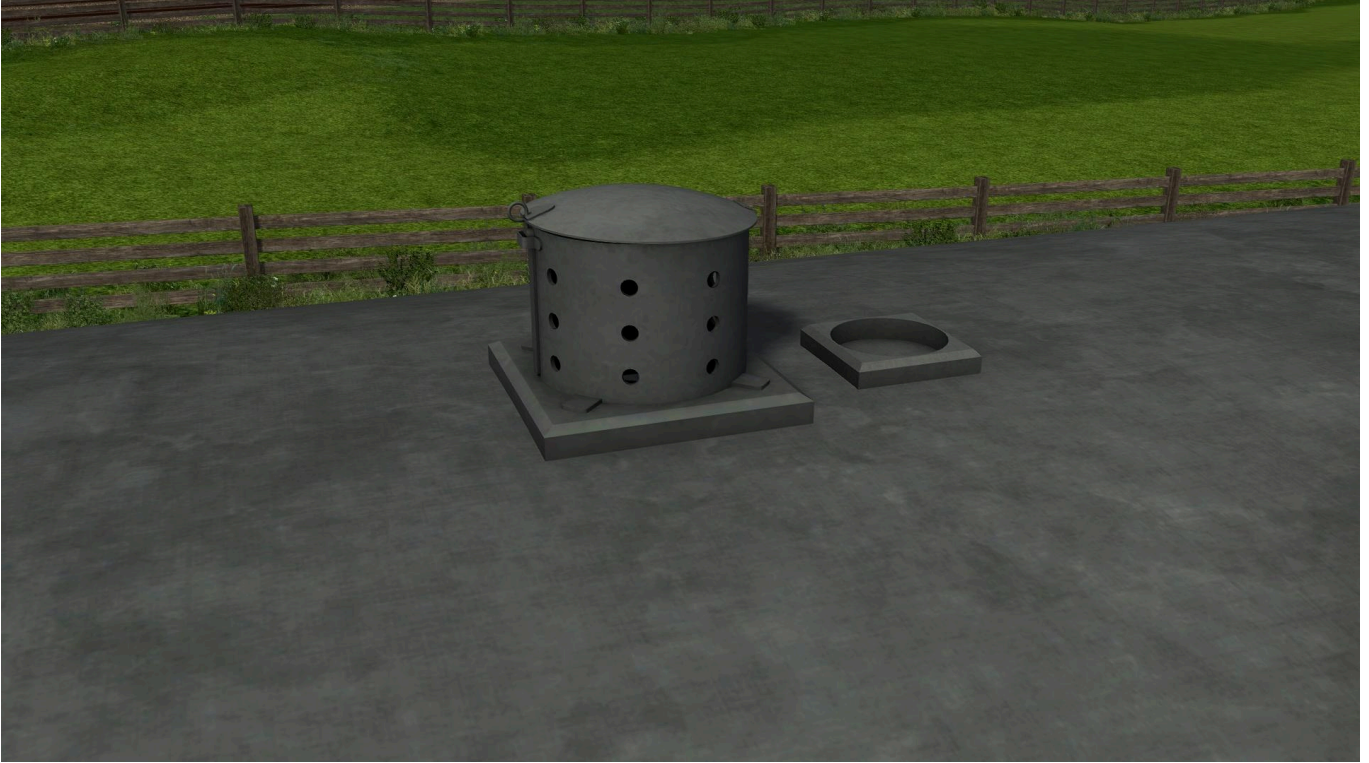
Oil/Gas Lighting

Oil lighting is fitted to the 1870s-1880s liveries, after which gas lighting is installed. Lights automatically turn on if the scenario is started at night time, to simulate the lamps having been lit by station attendants at a prior station call. The lights are not shadow-casting so should not cause FPS drops on most PCs.

When present, the oil lamps are placed in their aperture inside the chimney pot, with scripted flickering:



At daytime, the oil lamp is not present and the bung fills the chimney aperture:



When the lamp is in use, the bung is put in its holder:



There is a very small, but non-zero, chance that the lamp boy will leave the oil lamp chimney lid open.

In contrast, gas lamps are always fitted:



Interior Views

Each carriage has several passenger view cameras, internal and external. Use the right and left arrow keys to cycle through the available options.

First Class Interior

The D37 Third and D41 Composite have First Class compartments, fitted with comfortable blue seats:



Second Class Interior

The D41 Composite and D43 Second have Second Class compartments:



Third Class Interior

The D44 Third and D45 Brake Third have Third Class compartments, fitted simply with brown fabric:



Guard's Compartment Interior

The D45 Brake Third and D47/222 Luggage Van have guard compartments with end windows and duckett. Note the handbrake wheel:



Tail Lamps and Last Vehicle Boards

Tail lamps are automatically applied to uncoupled carriage ends. Alternatively, you can use the LBSCR's last vehicle (LV) boards by adding `;LV=1` to the rail vehicle number. LV Boards were used on lines which did not have tunnels. For your convenience, we have added the ability to force lamps (`;FL=x`) to one/either end of a coach, and to determine where the lamps/LV boards are positioned (`;LP=x`).



Numbering in Scenarios

Coach numbers will automatically be drawn from the real list of numbers. There are enough that you shouldn't encounter issues. As described below, you can manually set the numbers if you have issues.

Flag	Description	Values of x
RN=x	Sets vehicle number	10-999 (or 0-9 on some coaches)
D=x[*]	Sets destination board (add * for whole train)	1-64
LI=x	Force lights on or off	0 = off 1 = on
TT=x	Sets the train type (applies to whole train), which determines how many doors open at stations	0 = default, based on driver type 1 = packed, most doors open 2 = busy, many doors open 3 = quiet, some doors open 4 = sparse, few doors open 5 = empty, no doors open
S=x	Enables set number on 1900s and after liveries	1-99
DR=x	Opens the right-hand doors at scenario start	0 = closed 1 = open
DL=x	Opens the left-hand doors at scenario start	0 = closed 1 = open
RS=x	Sets the random seed, so any randomisation will be the same every time. Useful for stationary consists	1-9999
LP=x	Sets the lamp position	0 = no lamps 1 = left (default) 2 = right 3 = both
LV=x	Uses the last vehicle (LV) plate instead of lamps	0 = no LV plate (default) 1 = LV plate instead of lamps
FL=x	Forces tail lamps / LV plates onto the coach Note: this overrides default detection of lamps	0 = force off (default) 1 = force front end on 2 = force back end on 3 = force both ends on

An example rail vehicle number will look like **D45;RN=124;D=24*;TT=2;S=12**

The carriages can be found in **GAD\LBSCR-Stroudley1**, named e.g. **GA Stroudley 1870s D44 Third**.

Scenarios

It is our intention to produce scenarios for this pack, but they will be shipped separately from the payware product. This is to allow us to address bugs faster and give people the option to choose which scenarios they should install. It is possible that scenarios will not be ready upon release, and that scenarios will be produced at a later date. Keep an eye on our social media channels to stay up-to-date!

You will be able to find and download scenarios for these coaches from the store page.

Quick Drive Consists

Quick drive consists are provided with the following DLCs, which are available separately:

- [VW/SSS LBSCR A1/A1X Terrier Pack](#) (early days pack **not** needed)
- [VW/Steam LBSCR A1/A1X Terrier Pack](#) (using Stroudley livery in place of Marsh)
- [CW LBSCR D1 Class](#)
- [CW LBSCR E1 Class](#)
- [CW LBSCR G Class](#) (1870s-1890s consists only)
- [CW LBSCR H2 Class](#) (1900s onwards)
- [CW LBSCR K Class](#) (1900s onwards)
- [CW LBSCR L Class](#) (1900s onwards)

If you own any of these locos you will be able to drive our consists, which are found under '**LBSCR Stroudley Coaches**' in the quick drive list.



If you want to use the loose consists, they're found under the shorthand '**GA LBSC 4W**' (even the 6 wheel versions). These are only available in the scenario editor, as they have no locomotive.

Support

We make every effort to release our packs without bugs, glitches, or unintentional inaccuracies.

If you encounter any issues please contact us via the [contact form](#) on our website. Please give us as much information as possible and allow us time to prepare a response.

Provision of support is subject to the [GAD Terms & Conditions](#).

Credits

This pack was created by GAD Harry, and I'd like to thank the following people:

- ❖ Caledonia Works for supplying sounds and artwork
- ❖ Ian MacCormac for supplying artwork
- ❖ The Brighton Circle email group for advice
- ❖ GAD Ash for consultations and general assistance
- ❖ Ian White et al. for their excellent LB&SCR carriages books

We would also like to thank our fans, the community, and our testers for their support and hard work.

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