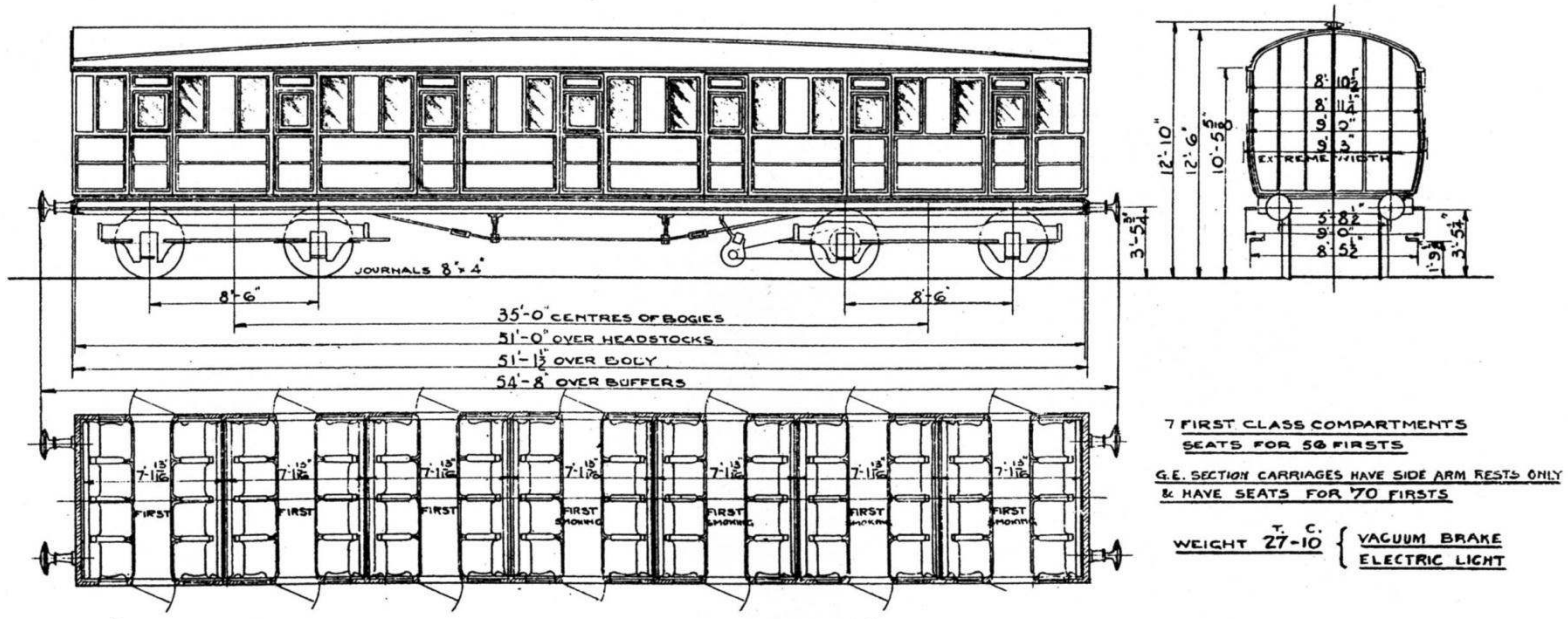
LNER Standard 51' 1½" Teak-panelled Non-vestibuled Carriages – 7 Compartment First (F) Diagrams 47 & 48



Carriages built to Diagram 47 were identical, other than being 3" narrower across the waist.

The compartment to compartment dimension was set nominally at 7' 3", giving 7 1st class compartments seating 56 within the standard body. Note the panels between the quarterlights (windows) are wider than those on the similar 2nd and 3rd class carriages.

Seats were originally covered in a blue cloth material.

Carriages built for the Great Eastern Section were not fitted with dividing arm rests to the seats, thus depriving 1st class passengers of certain comforts and permitting 5- a-side seating, which provided seats for a total of 70 rather than the standard 56.

With a very few exceptions all of the carriages to Diagrams 47 & 48 were allocated to the Southern Scottish Area (SSA). 6 of those built in 1927 and all 15 built in 1934 and 1936 went to the Great Eastern Section while the 2 built in 1929 went to the Great Central Section (see table for details).

Within the SSA they could be found in services from Glasgow to Helensburgh, Edinburgh to Musselburgh or Dundee, and in workings between principal cities.

On the GE Section they could be found in main line stopping services out of London (Liverpool Street) and were also used for conveying 1st class passengers to and from the ocean liners at Royal Albert Docks.

In 1935 a number of those carriages allocated to the SSA were converted to Diagram 189 Composites, while in 1939 one on the GC Section was converted to a Diagram 306 Composite (see table for details).

From October 1941 1st class accommodation was discontinued on local services in the London area. Subsequently these carriages could be found in local workings in East Anglia but declassified to 3rd class.

Following Nationalisation most of these carriages were formally transferred after 1949 to the Scottish Region and hence had the prefix SC applied to their running numbers (see note after table for details).

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LNER Standard 51' 1½" Teak-panelled Non-vestibuled Carriages – 7 Compartment First (F) Diagrams 47 & 48

The following table summarises the construction to both Diagrams, lists the running numbers used and notes any important changes:

Built	Diagram	Order	Quantity	Built at/by	Original Numbers	1943 Numbers
1925	47	42	15	Stratford……..	Under April 1923 numbering scheme 10248B-10262B; from April 1925 revised to 31881, 31883-31884, 31886-31889, 31893-31895, 31897-31899, 31902*-31903 * altered in 1935 to Dia. 189 Composite and renumbered 32546	- 81000-81013 88141
1926	47	-	9	Midland Railway & Carriage Co..	31904, 31907-31910, 31915, 31917-31918, 31920	81014-81022
1927	48	148	27	York……	31875, 31877, 31901, 31911, 31962, 31985, 32024, 32030-32031, 32063*, 32076, 32078, 32082, 32093*, 32113, 32128*-32129*, 32132, 32139*, 32149*, 32151 * altered in 1935 to Dia. 189 Composite and renumbered 32547-32552 6446-6451** ** fell within general down-rating to 3rd class from October 1941 but not renumbered	81025-81028, 81036-81046 88142-88147 81048-81053
1928	48	206	4	Dukinfield……	31872-31873, 31912, 31914	81023-81024, 81029-81030
1929	48	322	2	Dukinfield……	51655*-51656 *altered in 1939 to a Dia. 306 Composite but not renumbered	88316*, 81047
1931	48	396	5	Dukinfield……	31919, 31927-31928, 31930, 31932	81031-81935
1934	48	497	1	Dukinfield……	6460	81054
1936	48	693	14	York……	6469-6482	81055-81068

These carriages were built on the 51' riveted Queen post and truss-rod underframe and ran on the Gresley 8'-6" wheelbase 'Light' bogie with double bolster. The buffers were the earlier plain 9" diameter type in the slender housing, and screw couplings were fitted.

The following carriages were formally transferred to the Scottish Region after 1949 = 81008-81018, 81023, 81031-81033, 81036-81044, 81056-81061.
(In addition to those already allocated to the former Southern Scottish Area, a further 6 (81056-81061) were transfers from the former Great Eastern Section.)