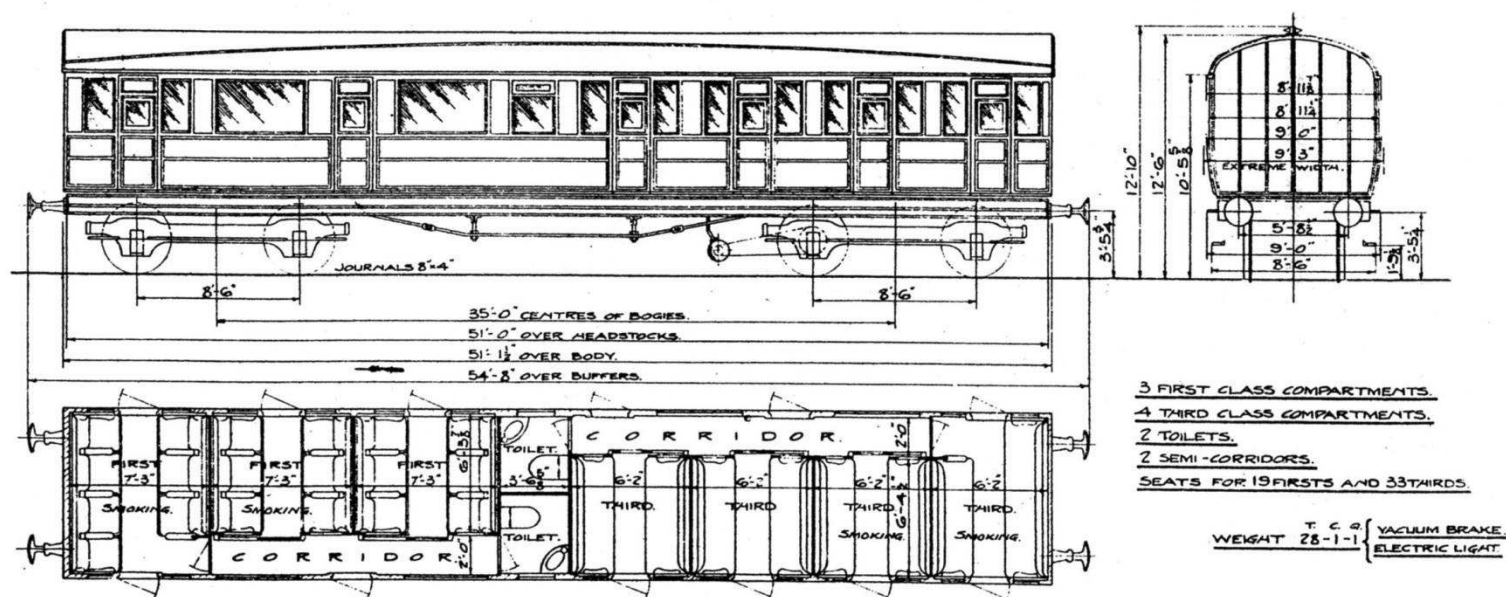


## LNER Standard 51' 1½" Teak-panelled Non-vestibuled Carriages - Semi-Corridor Lavatory Composite (CL) Diagrams 49 & 50



Carriages built to Diagram 49 were identical, other than being 3" narrower across the waist.

By about 1900 the majority of railway companies had built carriages that included lavatory facilities, either accessible from adjacent compartments or by means of a corridor. Separate lavatories were provided for each class of passenger.

This type is a development of some Great Northern Railway designs and neatly separates 1<sup>st</sup> and 3<sup>rd</sup> class accommodation with two centrally-placed lavatories, each accessible by a side corridor. The arrangement of the lavatories required that these corridors be on opposite sides and each corridor is fitted with full-size windows.

In all 3 1<sup>st</sup> class and 4 3<sup>rd</sup> class compartments were provided, seating 19 1<sup>st</sup> and 33 3<sup>rd</sup>s. 1<sup>st</sup> class seats were originally covered in blue cloth material while 3<sup>rd</sup> class were covered in red and black pile.

A later design, Diagram 244, had only 2 1<sup>st</sup> class but 5 3<sup>rd</sup> class compartments and with full-size windows to the 3<sup>rd</sup> class semi-corridor only. All 50 of these, built 1936, were allocated to the Great Eastern Section.

All carriages to Diagrams 49 & 50 were allocated to either the Southern Scottish Area or Great Eastern Section (see table for details).

These carriages were used in any local and semi-fast services requiring lavatory accommodation.

Within the Southern Scottish Area they could be found in local and semi-fast services around Glasgow, Edinburgh or Dundee, and a typical 6-car set might include two semi-corridor lavatory composites.

On Great Eastern Section services (but not London suburban services), one might be included in local sets, usually with one or more 3<sup>rd</sup> class carriages and a brake vehicle.

Some later transferred to the West Riding area.

Following Nationalisation, two 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).

## LNER Standard 51' 1½" Teak-panelled Non-vestibuled Carriages - Semi-Corridor Lavatory Composite (CL) Diagrams 49 & 50

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	49	63	4	Stratford.....	Under April 1923 numbering scheme 10350B-10351B; from April 1925 revised to 32304, 32328 32284, 32296	88002-88003 88000-88001
1926	49	-	14	Midland Railway & Carriage Co..	32331, 32336, 32362-32363 63782-63791 (Dual-fitted, Westinghouse brake removed after 1928) (63791 destroyed by enemy action December 1940)	88004-88007 88008-88016
1927	50	150	16	York.....	63266-63275 (63274 destroyed by enemy action September 1940) 32344, 32373, 32436, 32454, 32456, 32458	88069-88077 88019, 88022-88023, 88025, 88027, 88029
		175 <sup>#</sup>	15	Doncaster.....	63276-63290	88078-88092
1928	50	210	18	Dukinfield.....	32323, 32334, 32346, 32351, 32480-32493	88017-88018, 88020-88021, 88030-88043
1929	50	259	20	York.....	32494-32512	88044-88062
1930	50	327	3	Dukinfield.....	32443, 32455, 32457	88024, 88026, 88028
		398	4	Dukinfield.....	32520-32523	88063-88066
1931	50	398	2	Dukinfield.....	32529-32530	88067-88068
1934	50	498	4	Dukinfield.....	63867-63870	88093-88096
1935	50	569	4	York.....	63887-63890	88097-88100

### Notes

<sup>#</sup> Order Number 175 appears in one secondary source but not another, which states that Order Number 150 was used for all the 1927 construction.

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.

10 carriages built in 1926 by Midland Railway & Carriage Co. were allocated to the GE Section and fitted with both Westinghouse and vacuum brakes, the Westinghouse brake being standard at that time. After 1928 this type of brake was only retained on stock used on the GE Section London Area and was removed from other carriages.

The following carriage was fitted with additional equipment for auto-train (push-pull) working:

Diagram 50 = 32443 (88024) – allocated to the Clydebank services. After conversion (date unknown, but probably 1940) it was used on the Craigendoran-Arrochar service, which commenced in 1940 and ceased in 1959. The set originally comprised BT(4) + CL(3/4) + BC(2/4), but the Brake Composite was later removed.

The following carriages were formally transferred to the Scottish Region after 1949 = 88024 (as above), 88053.