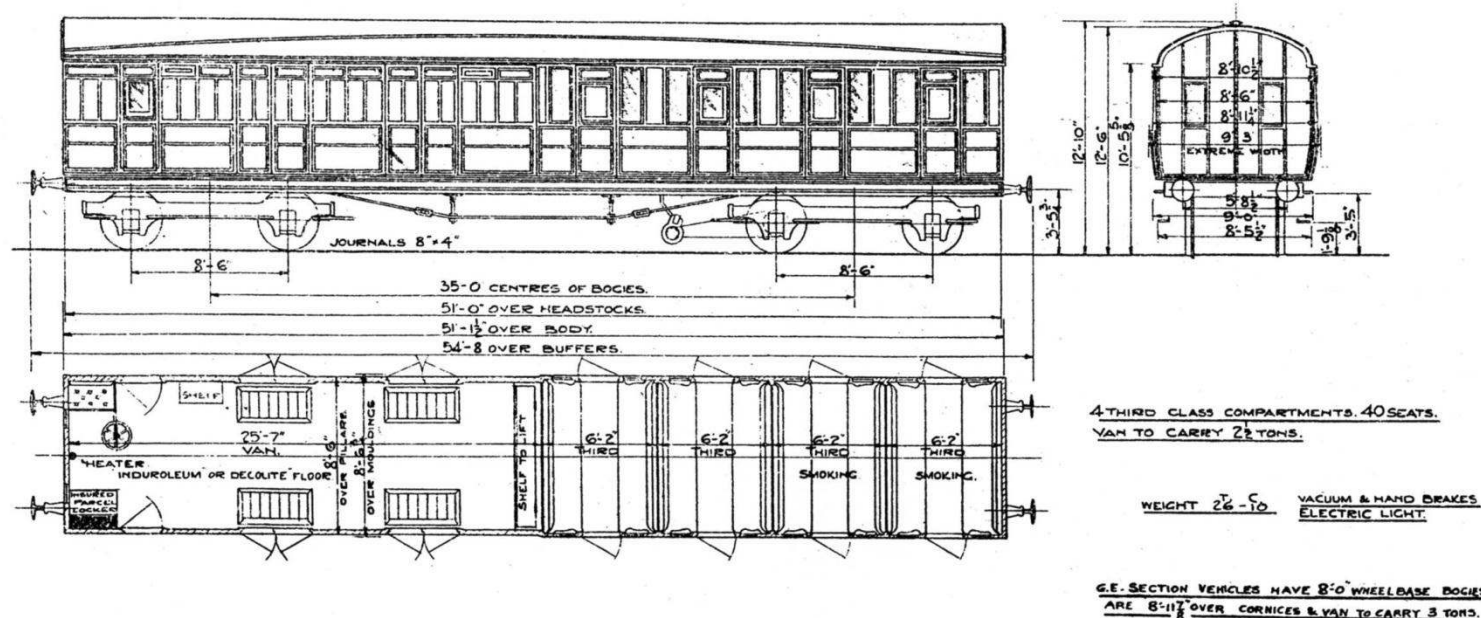


LNER Standard 51' 1½" Teak-panelled Non-vestibuled Carriages – 4 Compartment Brake Third (BT(4)) Diagrams 64, 65 & 128



Carriages built to Diagram 64 were identical, other than being 3" narrower across the waist. Carriages built to Diagram 128 were also identical except for the addition of a ducket (lookout) on one side.

The compartment to compartment dimension was 6' 2", giving 4 3rd class compartments seating 40. The parcels and guards accommodation was fitted with two pairs of loading doors each side and separate inward opening doors for the Guard's use, and this end of the carriage also had 2 rectangular windows. On Diagram 128 only the ducket was located on the same side as the Guard's seat and the brake wheel.

Seats were originally covered in red and black pile.

Carriages built in 1927 for the Great Eastern Section ran on 8' 0" wheelbase 'Heavy' type single bolster bogies (as used on the Quint articulated sets), being up-rated to carry 3 rather than the normal 2½ tons.

The 4 compartment types were the most prolific of the non-vestibuled passenger-carrying brake stock. Most were allocated to the North Eastern Area (NEA) and Southern Scottish Area (SSA), with some to the Great Eastern Section (see table for details).

At least 1 brake van had to be included in each set, but it was not required that the van (parcels) area be located at the outer end. The brake van (or van end) could often be found towards the centre of a short set, which conveniently suited bi-directional working.

Within both the NEA and SSA they could be found in any semi-fast, local and branch workings.

On the GE Section, mainly outside of the London area, they could be found in most semi-fast, local and branch workings. For several years the Aldeburgh branch set comprised a Dia. 49/50 semi-corridor lavatory composite and a 4 compartment brake 3rd.

Some were later altered to driving trailers for use in auto-train (push-pull) working (see table for details).

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).

LNER Standard 51' 1 1/2" Teak-panelled Non-vestibuled Carriages – 4 Compartment Brake Third (BT(4)) Diagrams 64, 65 & 128

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

| Built | Diagram | Order | Quantity | Built at/by | Original Numbers | 1943 Numbers |
|-------|---------|------------|----------|------------------------------|--|---|
| 1926 | 64 | - | 14 | Clayton Wagon Co..... | 3631-3632, 3634-3635, 3637-3638, 3641, 3643 21002*-21003*, 21005*-21006*, 21008** * transferred during 1944/45 to GE Section and renumbered: 62668-62671 ** transferred in 1942 to Northern Scottish Area, converted to Diagram 320 Driving Trailer and renumbered 7571 | 86050-86057 86058-86061 |
| | 65 | 149 | 21 | York..... | 317, 329, 342-343, 352, 362, 379, 385, 399, 3107, 3120, 3172, 3177, 3184-3185, 3198, 3216, 3231, 3233***, 3287, 3331 ***converted in 1940 to Diagram 317 Driving Trailer | 86997 86063-86079, 86084-86085 (see note below re conversion to P-P) 86983 |
| 1927 | 65 | 149 | 12 | York..... | (Subsequent numbers on transfer in parenthesis) 21633 (7572* in 1935), 21790 (7573 in 1935), 3644, 3731-3734, 3736-3738, 3741-3743 *converted in 1940 to Diagram 317 Driving Trailer | -, 86156, 86116-86126 86984 |
| | | 149 | 20 | York..... | 62571-62590 (fitted with Gresley 8'-0" wheelbase 'Heavy' bogie with single bolster) | 86134-86153 (see note re conversions to P-P) |
| | | 207 | 23 | York..... | (Subsequent numbers on transfer in parenthesis) 22313, 22369 (7574 in 1935), 3275, 3277, 3279, 3283, 3332-3333, 3336, 3341, 3344, 3360, 3362, 3365, 3373, 3377, 3383-3384, 3387, 3408, 3429, 3448, 3454 | 86062, 86157, 86080-86083, 86086-86094, 86096-86098, 86100, 86106-86108, 86110 |
| 1928 | 65 | 207 | 3 | York..... | 3375, 3992, 3994 | 86095, 86127-86128 |
| | 128 | 252 | 7 | York..... | 31002, 31010, 31012, 31016-31017, 62608-62609 | 86129-86133, 86154-86155 |
| | | 207 | 1 | York..... | (Subsequent numbers on transfer in parenthesis, CLC = Cheshire Lines Committee) 22312 (CLC 590 in 1932) | (CLC stock transferred to LMS/LM Region) M22532M from 1950 |
| 1930 | 65 | 324 | 10 | York..... | 3386, 3389, 3396-3397, 3401, 3404, 3452, 3458, 3488, 3496, 3499, 3609 | 86099, 86101-86105, 86109, 86111-86115 |
| | 128 | 324 397 | 6 2 | York..... Dukinfield..... | 62624-62629 3687, 3689 | 86806-86809, 86810 (condemned 1/1947), 86811 86798, 86799 |
| 1931 | 128 | 397 | 6 | Dukinfield..... | 3694, 3699, 3735, 3739, 3744, 3747 | 86800-86805 |

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, except those built in 1927 for the GE Section which ran on the Gresley 8'-0" wheelbase 'Heavy' bogie with single bolster. The buffers were the earlier plain 9" diameter type in the slender housing, and screw couplings were fitted.

The following carriages (in addition to those listed above in the table) were converted to incorporate a Driver's Compartment within the Van section, including side and larger end windows, and fitted with additional equipment for auto-train (push-pull) working:

Diagram 65 = 86141, 86145, 86147 (all converted July 1949), 86072, 86134-86135, 86138 (all converted September 1949).

The following carriages were formally transferred to the Scottish Region after 1949 = 86050-86053, 86063-86069, 86080, 86082, 86086-86093, 86096-86098, 86100, 86106-86108, 86111-86115, 86127-86131, 86798-86799, 86800-86805.