

LNER non-corridor stock historical notes and diagram list

After the grouping LNER coaching stock in general followed the pattern Gresley had established in his time at the GNR. Until 1935 this was panelled stock built in Teak, almost all to a body length of 51'. From 1935 steel body panels were introduced, although until 1939 some construction in teak continued, probably because of existing workshop capacity. Wooden stock was varnished as a finish, this would darken over time giving a wide variety of hues, especially during and following the war. Steel stock was painted in a simulated teak finish, including the wood grain. After nationalisation, the standard BR liveries of unlined crimson (to 1957) and lined maroon (thereafter) were employed. As far as I have ascertained, no Gresley non-corridor stock survived long enough to receive the BR corporate blue.

Gresley teak stock was built to 2 widths - 8'9" to 1926 and 9' thereafter. This was the width over body panelling, over handles it was 3" more. Thompson stock was also 9' over body panels at the waist, but were narrower at roof level, producing a more pronounced tumblehome. The coach lengths quoted are for the underframes, the bodies being 1 1/2" longer.

Until 1935 a truss rod underframe was used, and after that an angle truss underframe. As can be seen below that meant that for the non-articulated teak stock the truss rod variety was far more prevalent. One point I have not managed to clarify is which underframe was used on stock built in 1935 or after to previous diagrams. For articulated stock the reverse was true, as being mostly built in the mid 1930s angle truss underframes were more common. On steel panelled stock angle truss underframes were universal.

Teak stock had ventilators above each door. These were also fitted to steel panelled stock after 1939, however between 1935-39 steel panelled stock had a fixed glass toplight instead.

Mention is made below of original areas of allocation for stock. These changed over the years and reference should be made to other sources of information. The LNER was responsible for the building of stock for the Cheshire Lines Committee (CLC) and these often had separate diagram numbers. In addition, LNER built stock was also transferred to the CLC over the years.

Type	Compartments	Diagram Number	Body Length	Width over body panels	Guards's Ducket	Build Year	Covered by Masterclass Kit	Notes
Single coaches								
F	8	46	60'	9'		1924	No	Built on former GCR underframes
F	7	47	51'	8'9"		1925-6	Yes	
F	7	48	51'	9'		1927-36	Yes	
S	8	55	51'	9'		1927	Yes	Externally same as D57 Third
S/T	10	203/204	54'	9'		1935	No	Ilford Stock
T	9	58/CLC20	56'	56"		1924	No	Built on former GCR underframes
T	8	56	51'	8'9"		1925-6	Yes	
T	8	57	51'	9'		1927-30	Yes	
C	4F+3T	51	51'	9'		1927-37	Yes	
C	4F+3S	110	51'	9'		1929-37	Yes	GE Section. Identical to D51
C	4F+5S	205	54'	9'		1935	No	Ilford Stock
C	3S+2F+3S	215	51'	9'		1936	No	GE Section, Angle Truss Underframe. Only one built
CL	3F+4T	49	51'	8'9"		1925-6	Yes	
CL	3F+4T	50	51'	9'		1927-35	Yes	
CL	2F+5T	244	51'	9'		1936	No	GE Section, Angle Truss Underframe
BT	3	66	51'	8'9"	No	1926	No	
BT	3	119	51'	9'	Yes	1928-30	No	
BT	4	64	51'	8'9"	No	1926	Yes	

BT	4	65	51'	9'	No	1926-30	Yes	
BT	4	128	51'	9'	Yes	1928-31	Yes	
BT	5	61	51'	9'	No	1927-8	No	
BT	5	62	51'	8'9"	No	1925	No	Guards door near compartments, no end windows
BT	5	63	51'	8'9"	No	1926	No	
BT	5	117	51'	8'9"	Yes	1930	No	
BT	6	59/CLC37	56'	56'	No	1924/1928	No	Built on former GCR underframes
BT	6	60	51'	9'	No	1928	Special Order	
BT	6	133	51'	9'	Yes	1928	Special Order	
BT	6	246	51'	9'	Yes	1938	Yes	Angle truss underframe, droplight in double doors
BT	7	202	54'	9'	Yes	1935	No	Ilford Stock
DBT	6	254	51'	9'	No	1936	No	converted from D63
DBT	4	317	51'	9'	No	1940	Yes	converted from D65
DBT	4	320	51'	8'9"	No	1942	No	converted from D64
BC	2F+3T	52	51'	9'	No	1927	No	Scottish Area
BC	2F+2T	53	51'	9'	No	1927	Yes	Scottish Area
BC	2F+2T	54	51'	8'9"	No	1926	Yes	Scottish Area
BC	2F+4T	118	51'	9'	Yes	1930	No	Scottish Area
DBC	2F+4T	318	51'	9'	Yes	1940	No	Scottish Area
Full Brake		67	51'	8'6"	No	1926	Yes	GE Section
Full Brake		129	51'	8'6"	Yes	1929-30	Yes	GE Section
Full Brake		284	51'	8'6"	Yes	1939	Yes	GE Section, Angle truss underframe

Articulated Twins

T+T	8+8	105+106	51'	9'		1929-1930	Yes	GN outer suburban
T+BT	8+5	105+125	51'	9'	Yes	1929-30	Yes	GN outer suburban/GE
T+BT	8+5	273	51'	9'	Yes	1937	Yes	Scottish Area, angle truss underframes
T+BT	8+4	278	51'	9'	Yes	1939	No	Scottish Area, angle truss underframes
T+BT	8+4	CLC83	51'	9'	Yes	1938	No	CLC, angle truss underframes
CL+BT	3F+4T+4T	107+108	51'	9'	Yes	1929-30	Yes	GN outer suburban
CL+BT	(3T+2F+2T)+6T	210	55'6"	9'	Yes	1935-37	No	GC/GN outer suburban, angle truss underframes
CL+BT	(2T+3F+2T)+5T	213	55'6"	9'	Yes	1936-8	No	GC Section, angle truss underframes
CL+BT	(2T+4F+1T)+6T	214	55'6"	9'	Yes	1936-8	No	GC Section, angle truss underframes
F+BT	7F+5T	272	51'	9'	Yes	1939	Yes	Scottish Area, angle truss underframes
CL+T	3F+4T+8T	123+124	51'	9'		1929-30	Yes	GN outer suburban
CL+T	3F+4T+8T	CLC84	51'	9'		1937	Yes	CLC, angle truss underframes, semi-corridor CL
T+F	8T+7F	124+126	51'	9'		1929-30	Yes	GN outer suburban
T+F	8T+7F	242	51'	9'		1937-8	Yes	GC, Angle Truss underframes
F+C	7F+4F+3T	274	51'	9'		1939	Yes	Scottish Area, angle truss underframes

Quads/Quints

BS+S+C+C	5S+6S+(4F+3S) +(4F+3S)	68-71	Various	9'	No	1924-30	No	GN suburban
BT+T+T+T	5T+7T+8T+8T	72-75	Various	9'	No	1924-30	No	GN suburban

BT+C+T+T	3T+(2S+4T)+7T +8T	102-105	Various	9'		1929	No	GE Hetford sets
BT+T+C+S+C	6T+8T+(4T+4S) +8S+(4T+3S)	76-80, 81-85	Various	9'		1925-30	No	GE Suburban

Gresley Steel panelled

F	7	252	51'	9'		1938	Yes	Scottish Area
T	8	276	51'	9'		1938-9	Yes	GE Section, NE Area. 24 built
CL	3F+4T	299	51'	9'		1938-9	Yes	GE Section, NE Area. 5 built
BT	4	294	51'	9'	Yes	1938-9	Yes	GE Section, NE Area. 10 built
TL	9	265	54'	9'		1938-9	No	GE Section, NE Area. 79 built

Gresley Steel panelled articulated twin

BT+C	5T+(3F+4T)	192+193	55'6"	9'	Yes	1935	No	GN outer suburban
BT+T	4+8	247	51'	9'	Yes	1938	Yes	Scottish Area
F+T	7F+8T	248	51'	9'		1938	Yes	Scottish Area
F+F	7+7	249	51'	9'		1938	Yes	Scottish Area
BT+T	5+8	250	51'	9'	Yes	1938	Yes	Scottish Area
F+C	7F+(4F+3T)	253	51'	9'		1938	No	Scottish Area
BT+TL	4+8	269	55'6"	9'	Yes	1938-9	No	Darlington-Saltburn stock
T+T	9+9	270	55'6"	9'		1938-9	No	Darlington-Saltburn stock
CL+CL	(2F+6T)+(2F+6T)	271	55'6"	9'		1938-9	No	Darlington-Saltburn stock
T+CL	8T+(3F+4T)	309	51'	9'		1940	No	GN outer suburban
BT+CL	5T+(3F+4T)	310	51'	9'	Yes	1940	No	Nottingham/West Riding services
BT+T	6T+8T	312	51'	9'	Yes	1940-3	No	Manchester suburban
BT+CL	6T+(2F+5T)	313	55'6"	9'	Yes	1940	No	GN outer suburban
BT+CL	6T+(4F+3T)	322	55'6"	9'	Yes	1943	No	GN outer suburban

Thompson Steel Panelled

F	7	341	52'4"	9'		1949	NYA	
T	8	339	52'4"	9'		1947-52	NYA	
CL	3F+4T	338	52'4"	9'		1947-55	NYA	
C	3F+4 1/2T	371	52'4"	9'		1953	NYA	
BT	4	340	52'4"	9'	No	1948-51	NYA	
BT	5	361	52'4"	9'	No	1951	NYA	
BC	2F+4T	373	52'4"	9'	No	1951-2	NYA	
T	8	372	54'	9'		1953	No	LT&S, rebuilt on Ilford stock underframes
TO	8	375	54'	9'		1953	No	LT&S, rebuilt on Ilford stock underframes
CL	3F+5T	374	54'	9'		1953	No	LT&S, rebuilt on Ilford stock underframes
BT	6	373	54'	9'		1953	No	LT&S, rebuilt on Ilford stock underframes
CL	3F+4T	370	51'	9'		1952	No	