The Guide 2014
12. Coaches: LNER & Constituents

The items listed in this category are all passenger-carrying coaching stock (i.e., vehicles designed and used primarily for the conveyance of passengers). The abbreviation is PCCS. Such a vehicle is commonly called a coach (the term we will use here for consistency) or carriage. For full detail, please see the Jargon Buster.

We have given build dates in brackets where possible to help you place them within eras. In our pursuit of ‘rationalisation’ without loss of content, we have combined a number of items this year: GCR Non-gangwayed & 60ft Gangwayed Coaches; two types of Gresley Steel Panel 5-sets; and Gresley 61ft 6in Corridor Brake Third 3- & 4-compartment. Each has polled the same or very similar votes consistently.

The LNER was the predominant user of ‘articulated’ stock. We have listed a number of such items below – but none has ever been commercially produced with prototypically close coupling that ‘opens up’ to facilitate going round second radius curves. However, modern technology (such as ‘rapid prototyping’ 3D printing) might change that in the future. Hornby Dublo produced a model version of the Diags.194/195 twin back in 1938!

Although we make reference to certain links in the text, you will find greater detail in these books and the LNER Society website:

- GERS (Great Eastern Railway Society): http://www.gersociety.org.uk/
- GERS (Great Eastern Railway Society): www.gersociety.org.uk

The Summary below is in exactly the same order as The Guide detail which follows. It can be printed out and used as a ‘pre-planner’ for voting in The Poll. This will help you avoid getting ‘timed out’. If you need unbiased help or advice, please email: thepollemail.com

The links have been provided as supplementary information. Care has been taken to ensure that they are bona fide and working, but please understand that such things ‘fail’ occasionally.

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(LNER) Beaver Tail Observation Cars – Angular design (as rebuilt 1959)

Pre-Grouping Stock

GCR Non-gangwayed & Gangwayed 60ft Coaches (c.1910)
There was a wide range of non-gangwayed coaches including: Lavatory Brake Composite; Third; and First (but these were shorter). The gangwayed coaches were built from around 1910 with matchboard lower panels and distinctively long 10ft 6in wheelbase bogies. At least some lasted into the 1950s. This stock comprised (amongst others): Corridor Brake Composite; Corridor Brake Third (5- & 6-cmpt); Corridor Composite; Corridor First; and Corridor Third. (Please note that these are not ‘Barnums’ – see below.)

Link: http://paulbartlett.zenfolio.com/lnercoach/he9e267d#he9e267d

GCR Gangwayed 60ft Coaches ‘Barnum’ (c.1911)
Built around 1911 for excursion traffic, these comprise two types: Open Brake Third and Open Third. Although sharing similar bogies, underframes and matchmaking with the preceding types, they were distinctive because of their flat sides and – and they looked like nothing else ever built in Britain. A BTO was photographed on the S&D in July 1952 at the front of the 7.43am SO Birmingham Bournemouth West. Other photos show them on the GE and GN sections in the 1950s. One BTO and three TOs survive in various states of repair on the Great Central Railway.

Link: http://www.flickr.com/photos/robertcp/9980190715/in/set-72157603653607671
Link: http://paulbartlett.zenfolio.com/lnercoach/he6631cf/index.html

GER Gangwayed 50ft Coaches (1905)
This type was characteristic of the GER and was comparatively long-lived (into the late 1950s) and numerous. The 50ft stock comprised a Corridor Brake Third, Corridor Composite and Corridor Third. Another long-lived type to accompany this stock would be a Clerestory Locker Lavatory Composite – but this was 48ft 3in. For details of this stock, see Nick Campling’s book, Historic Carriage Drawings, Volume I, LNER & Constituents.

Link: http://www.vectis.co.uk/Page/ViewLot.aspx?LotID=437706&Section=198

GNR Non-gangwayed 58ft 1½in Lavatory Coaches (Diags.21, 121, 183, 274)
This comprised numerous diagrams, most of which were not built in any quantity. The four most numerous were: Diag.21 Lavatory Open Third (TLO); Diag.121 Lavatory Composite (CL); Diag.183 Lavatory Brake Composite; and Diag.274 Lavatory Brake Third.

Link: None available.

NER Non-gangwayed Coaches
This comprised a wide range, including: 52ft Brake Third (5- & 6-cmpt); 49ft Third; and 49ft Composite.
(See also NER PP-sets, as the Diag.162 Brake Composite matches this stock.)

Link: None available.

NER Push-Pull Sets (Diags.146, 162, 213 of c.1938)
In 1908 the NER built 18 52ft Driving Brake Composites to Diag.162 with air control and characteristically NER round driver’s end windows (about 1ft diameter). (See article page 24, Railway Modeller, January 2004). On the NER they usually operated one each side of the loco. Push-Pull more or less died out by 1929 due to the influx of steam railcars and the equipment was removed. However, from 1938 the LNER refitted many for PP, this time with vacuum control gear; some became Non-driving Trailers (and some downgraded to Brake Third). To power them the LNER fitted some G5 0-4-4Ts with vacuum control gear from
1939. Various other NER coaches were converted for PP by the LNER from 1940, including five 52ft 4-compartment Driving Brake Thirds with conventional square end windows to Diag.213 and four 49ft Trailer Composites to Diag.146. The last PP coach of NER origin was withdrawn in 1959. On the LNER and BR they operated as two (sometimes three) coach trains often in mixed sets of NER and post-Group LNER stock.

**Gresley coaches – Non-gangwayed**

**LNER Gresley Push-Pull Driving Trailers 51ft 1½in (Diags.254, 317, 318, 320, of 1939)**
The LNER built no new Push-Pull Driving Trailers, but converted a number of existing diagrams from 1939. Diag.318 coaches E32533/4 were ex-Diag.118 Brake Composites, famous for use on the Craigendoran-Arrochar service until 1954. Diag.254 (ex-Diag.63) were 5-compartment Brake Thirds. Diags.317 and 320 (ex-Diags.65 and 64) were 4-compartment Brake Thirds and could spin off from Hornby’s Gresley BT with the addition of driver’s side windows and larger windows in the brake end. These usually ran with a Diag.56 or 57 Third, also already in the Hornby range. Services operated included South Lynn-Kings Lynn; Epping-Ongar; Bartlow-Audley End; St Margarets-Buntingford; and Higham Ferrers-Southminster.

Link: [http://transportsofdelight.smugmug.com/RAILWAYS/BRITISH/LOCOMOTIVES/LOCOMOTIVES-OF-BRITISH/LNER-GE/17607039_g8hKkm#!i=1738399937&s=1chFQ4H&lb=1&s=A](http://transportsofdelight.smugmug.com/RAILWAYS/BRITISH/LOCOMOTIVES/LOCOMOTIVES-OF-BRITISH/LNER-GE/17607039_g8hKkm#!i=1738399937&s=1chFQ4H&lb=1&s=A)

**LNER Gresley Articulated Twin Non-gangwayed Coaches 51ft 1½in (Diags.48, 50, 57, 65, of 1926/7)**


**LNER Gresley Articulated Twin Non-gangwayed Coaches 51ft 1½in (GE, Diags.265/276/294/299, of 1938/9)**

Please note that we have listed this stock as 51ft 1½in, but the Lavatory Third (TL) was actually 54ft 1½in. The steel panel versions were produced mainly from 51ft 1½in bodies as used on the ordinary non-gangwayed stock. Diags.265/276/294/299, of 1938/9) were steel-panelled versions of Diags.57/65/50 (as produced by Hornby). For details see page 100, LNER Carriages (Harris).

Link: For a colour photo see page 54, Glory Days, Steam in East Anglia (Peter Swinger).

**Poll Team Note:** We listed the wood and steel panel versions of the stock below separately last year, but have merged them this year as they polled similar votes.

**LNER Gresley Articulated Twin Non-gangwayed Coaches 51ft 1½in (1929)**

The wood-panelled versions were produced mainly from 51ft 1½in bodies as used on the ordinary non-gangwayed stock (as now produced by Hornby) and built from 1929. Variations include: Third+Third; Third+First; Brake Third+Third; Brake Third+Lavatory Composite. Example Diags.105, 6/107/8, 123/4.

Note that Diag.105 was the same as that used in the GE section Quad-Arts below, and is the same as the non-articulated Diag.57 Third, as modelled by Hornby. The stock lasted until 1961-2.

The steel-panel Twin-Arts were built from 1940 for outer-suburban services from King’s Cross (Third+Lavatory Composite and Brake Third+Third to Diags.309/312) and services in Nottinghamshire and West Yorkshire (Brake Third+Lavatory Composite to Diag.310). They lasted until 1962.

Link: [http://transportsofdelight.smugmug.com/RAILWAYS/BRITISH/LOCOMOTIVES/LOCOMOTIVES-OF-BRITISH/LNER-GE/17607076_b4521r1#!i=1499241098&S=1c1cM&lb=1&s=A](http://transportsofdelight.smugmug.com/RAILWAYS/BRITISH/LOCOMOTIVES/LOCOMOTIVES-OF-BRITISH/LNER-GE/17607076_b4521r1#!i=1499241098&S=1c1cM&lb=1&s=A)

**Poll Team Note:** We listed the wood and steel panel versions of the stock below separately last year, but have merged them this year as they polled similar votes.

**LNER Gresley Articulated Twin Non-gangwayed Coaches 55ft 6in (1935)**

The wood panel versions were Brake Third+Lavatory Composite sets with 55ft 6in bodies (Diags.210/ 213/ 214) which first appeared in 1935 and used on the GNR and GCR outer-suburban and semi-fast trains (for example to Peterborough and Cambridge). They lasted until 1962.

The steel panel Brake Third+Composite (Diags.192/193) were built for King’s Cross outer-suburban services in 1935 and lasted until 1962. The Brake Third+Lavatory Composite (Diag.322) were built in 1943.

Link: None available.

**LNER Gresley Quad-Art Articulated Sets (GN, Diags.68-75, of 1924)**

The Quad-Arts were produced for the GN line in 1924 (though there were a few of a type unique to the GE section – see below). Although known as Quad-Arts, they were designed to run as 8-coach sets (unlike the Quint-Arts, which could run as 5- or 10-coach sets).

A Quad-Art set of eight coaches measured about 340ft; this equates to about six short underframe Mk1 non-gangwayed vehicles. Generally seen behind the N2, but could be hauled by L1s, and diesels in the late
1950s/early 1960s. Although primarily for King’s Cross inner-suburban services, one set worked from Hitchin to Sandy (1958). A set was often used for Henlow Camp to London trains. They all worked to Doncaster at some time or other for maintenance. Others were used at Bank Holidays on Nottingham-Skegness excursions.

There was a wide range of differences between the various sets. In Winter 1958, the sets were noted as comprising: BS(5)+S(7)+S(8)+S(8) – S(7)+S(7)+S(7)+BS(5). The figure in brackets shows the number of compartments. Set No.85 was noted as comprising: BS(5)+S(7)+S(8)+S(8) – SL(7)+C(4)+S(7)+BS(5). This was kept in Carriage Working No.36 working the 4.00pmSX Hitchin-King’s Cross and 5.58pmSX King’s Cross-Welwyn Garden City.

The Quad-Arts lasted until 1966, partly because of the postponement of the GN electrification, and partly because the platforms at Moorgate were too short for a 6-car Mk1 non-gangwayed set plus diesel loco at each end until that station was rebuilt in the mid-1960s; some Quad-Arts were therefore essential for capacity reasons on the busiest peak-hour services. A 4-car set has been preserved and runs on the North Norfolk Railway (but note that it has been specially adapted to do so). Cooper Craft has taken over the production and distribution of the LNER Kirk Coach Kit range. See: www.cooper-craft.co.uk

Link: http://www.flickr.com/photos/22281745@N05/8391349135/in/photolist
Link: http://transportsofdelight.smugmug.com/RAILWAYS/BRITISH/1760790_dhKxwvrl1e

LNER Gresley Quad-Art Articulated Sets (GE, Diags.102-105, of 1929)

Although the majority of suburban services out of Liverpool Street used Quint-Arts (see below), these 14 Quad-Art sets were built in 1929 specifically for Herford East/Bishops Stortford services. They were seen as ‘secondary passenger stock’ as opposed to ‘suburban’. Normally seen behind the N7 or L1 classes, the stock could work singly, or in pairs. Although the last went in 1963, most went in 1961-2, with some earlier than that. According to Railway Observer March 1958, Sets 151, 153 and 163 moved to the NER in August 1957, with others following in 1958. Note that the Diag.105 was the same as that used in the 51ft 1½in wood panel Twin Articulateds above.

Link: http://rccts.org.uk/features/archive/image.htm?img=PMB0522&pg=PMB0522.jpg&srch=&page=0

LNER Gresley Quint-Art Articulated Sets (GE, Diags.76-80 & 81-85, of 1925)

The Quint-Arts first entered service in 1925, primarily for suburban services on the GE line out of Liverpool Street (whilst the Quad-Arts were mainly produced for the GN line – see above). There was a wide range of differences within the various sets. Originally worked by J67/68/69s, they were later inextricably linked with the N7. They were withdrawn between 1959 and 1961.

Although the sets were five coaches, the overall length of a model set is about the same as four short underframe Mk1 non-gangwayed coaches. Two sets together (ten coaches – as would be seen on peak hour ‘Jazz’ services) would only be slightly longer than a Midland Pullman. Cooper Craft has taken over the production and distribution of the LNER Kirk Coach Kit range. www.cooper-craft.co.uk

Link: http://www.flickr.com/photos/57642198@N06/14807716984/in/photolist
Link: http://www.flickr.com/photos/22281745@N05/8391349135/in/photolist

Gresley coaches – Gangwayed (Note that the LNER used the term ‘restibulated’ for gangwayed coaches)

LNER Gresley Steel Panel 5-sets (GN & GC, of 1935 & 1939-1942)

Eight steel panel 5-sets, made up as Twin BTK+TK-C-Twin TK+BT, were built in 1935 for use on King’s Cross-Cambridge, King’s Cross-Doncaster-Leeds, and Peterborough-Cleethorpes services. The pairs of ‘twins’ to Diags.194/195 were 51ft 1½in each, whereas the Diag.190 Composites were 52ft 6in (and the underframes of these were the same as on the 52ft 6in gangwayed stock listed below). The gangways between the Diags.194/195 were offset. The sets ran until 1963.

Another ten steel panel 5-sets were built in 1939/40 for use on Manchester-Leicester and Manchester-Cleethorpes services and other cross-country services. They were followed by six more sets in 1940, for the GC section cross-country trains via Manchester and Sheffield. These in turn were followed by two sets for the GN section and GN/GE Joint Line. The ‘twins’ were similar to the sets above, but built to Diag.304 (with gangways offset similarly to the Diags.194/195 above); the Composite, however, was 61ft 6in and built to Diag.305. The sets lasted until 1964.

In BR days the short CKs were replaced by Thompson or BR Mk1 CKs and, as time went on, the sets tended to be split up. Noted in through trains on the Somerset & Dorset Line have been a lone Twin of Diags.194/195 in maroon in 1958 and lone Twins of Diag.304 in crimson and cream (one in 1955, one in 1958) as well as one in maroon in 1964 in an excursion. A crimson and cream BTK+TK Twin was even photographed on the SR North Cornwall line.

Link: https://www.flickr.com/photos/robertcwp/13798772333/
The most common Gresley CK; a wide gap in the Hornby range in 00 and the Dapol range in N. In order to maximise seating capacity it had a First Class half-compartment, or coupe, with seats on one side.
only. So there were 3½ First and four Third Class compartments.

Link: [http://www.cometmodels.co.uk/](http://www.cometmodels.co.uk/)
Link: [http://paulbartlett.zenfolio.com/lnercoach/h1d260b9ff/h1d260b9f](http://paulbartlett.zenfolio.com/lnercoach/h1d260b9ff/h1d260b9f)

**LNER Gresley Corridor Brake Third 3- & 4-compt 6ft 6in** (Diags.174 & 114, of 1933 & 1929)
The 3-compartment Brake Third (Diag.174) would provide an alternative to the 4-compartment version. Photographs suggest that in later years both types featured in trains of, otherwise, more modern stock. For example the Diag.174 was common in King’s Cross outer-suburban sets until the early 1960s, often running with Mk1 TSOs and Thompson FKs or CKs. Examples lasted until 1965.
The 4-compartment Brake Third (Diag.114) was the most common Gresley BTK; a wide gap in the Hornby range in 00 and the Dapol range in N.

Link: [http://www.cometmodels.co.uk/](http://www.cometmodels.co.uk/) (Click ‘Products’, then LNER)

**LNER Gresley Sleeping Cars 6ft 6in** (Comp & Third, Diags.20 & 109, of 1924 & 1929)
Hornby produces only a First Class Sleeper in 00 at present, so production of the Third and Composite would extend the range of 6ft 6in cars. Diag.20 were Composites, built 1924-26. Diag.109 were convertible Thirds, built 1929-32. (A non-convertible Third was built in 1931 to Diag.148, but that was 65ft.)

Link: None available.

**LNER Gresley Sleeping Cars 6ft 6in** (First, Comp & Third, Diags.17, 20, 109, of mid-1920s & 1929)
The Diag.17 were First Class built in the mid-1920s. Diag.20 were Composites, built 1924-26. Diag.109 were convertible Thirds, built 1929-32. (A non-convertible Third was built in 1931 to Diag.148, but that was 65ft.)

Link: None available.

**Gresley coaches – Catering**

**LNER Gresley Catering stock** (Diags.10C, 27A, 27C, RF & TO, of 1928/9)
The Restaurant First (Diag.10C, built 1928/9) and Open Third (Diag.27A or 27C, built from 1929) could run as a ‘dining pair’. There were over 50 of the Open Thirds built.

Link: None available.

**LNER Gresley Triplet Articulated Restaurant set** (Diags.12, 13, 14, of 1924)
Introduced in 1924, they were formed of an Open First+(shorter) Kitchen+Open Third, and were often used in The Flying Scotsman as well as Newcastle trains. They only just lasted into the 1960s, but this still gives plenty of liveries.

Link: [http://www.cometmodels.co.uk/](http://www.cometmodels.co.uk/) (Click ‘Products’, then LNER)
Link: [http://goldenagemodels.net/LNER-Coaches-OO-Gauge.html](http://goldenagemodels.net/LNER-Coaches-OO-Gauge.html)

**Thompson coaches – Non-gangwayed**

**LNER Thompson Non-gangwayed Brake Composite** (Diag.360, of 1951)
Hornby introduced models of the three most numerous diagrams in 2012 (Diag.338 CL; Diag.339 T; Diag.340 BT – see above). The next most numerous type was the Diag.360 Brake Composite (BC). There were 90 of them; all built after Nationalisation in 1951-2; all with rounded window corners. Liveries were: plain crimson; plain maroon; and lined maroon. Some went to the ScR. These vehicles facilitate ‘a train in a coach’ (as well as working in longer sets). One such vehicle was seen working on the Eyemouth branch in 1961, hauled by a J39 0-6-0. Two formed the Essendine-Stamford branch train in its later years.

Link: [http://www.cometmodels.co.uk/](http://www.cometmodels.co.uk/) (Click ‘Products’, then LNER)
Link: [http://paulbartlett.zenfolio.com/lnercoach/h18f5f5cc/h18f5f5cc](http://paulbartlett.zenfolio.com/lnercoach/h18f5f5cc/h18f5f5cc)

**LNER Thompson Non-gangwayed stock** (Diags.338, 339, 340, 360, of 1947-1953)
Diags.338 Lavatory Composite (CL), Diag.339 Third (T), Diag.340 Brake Third (BT) and Diag.360 Brake Composite (BC) were built between 1947 and 1953, but only the CL was built in any quantity before Nationalisation. This vehicle is comparatively unusual in having the opaque white toilet window centrally positioned. It alone could carry ‘LNER’ but, combined, they can all run in ‘mock teak’, BR crimson, and BR maroon (unlined and lined) — the latter mainly in Scotland. They have broad geographic spread, including inter-regional trains. Out of King’s Cross, for example, they could be seen being hauled by L1 2-6-4Ts as well as 4-6-0s and 4-6-2s. Brake Seconds E87245E and E87270E were sent to Devon for Hemyock branch duty in 1962. Hornby introduced 00 models of CL/T/BT in 2012.

Link: [http://www.cometmodels.co.uk/](http://www.cometmodels.co.uk/) (Click ‘Products’, then LNER)
Link: [http://paulbartlett.zenfolio.com/lnercoach/hc127388/hc127388](http://paulbartlett.zenfolio.com/lnercoach/hc127388/hc127388)
**Thompson coaches – Gangwayed** (Note that the LNER used the term ‘vestibuled’ for gangwayed coaches)

**LNER Thompson Gangwayed Coaches (Diags.328, 330, 345, 346 of 1946)**
Built from 1946, they comprise Diag.328 CK; Diag.330 TK; Diag.345 BCK; and Diag.346 BTK. They are very noticeable by the oval shaped opaque white toilet windows. A high number of 1950s/1960s ECML trains comprised a mixture of Thompson, Gresley and BR MkI stock, often further varied by livery depending on the year. The ‘matching’ Thompson Full Brake can be found under Non-passenger-carrying coaching stock. Bachmann announced its newly-tooled 00 models in its 2013/2014 programme.

Link: [http://www.cometmodels.co.uk/](http://www.cometmodels.co.uk/) (Click ‘Products’, then LNER)

**LNER Thompson Gangwayed Coaches – Pressure Ventilated**
These were used initially in *The Flying Scotsman*, the summer ‘Junior Scotsman’ and subsequently *The Capitals Limited*, which became *The Elizabethan*. There were two builds and they included: Diag.349 Brake Third; Diag.349 Third with ladies’ retiring room; Diag.328 Composite; Diag.348 First with ladies’ retiring room; Diag.350 Open Third with seats for dining; Diag.353 Kitchen Car; Diag.351 Open First with seats for dining; Diag.352 Buffet Lounge Car; and a Corridor Third. They were distinct in having different roofs compared to normal Thompson stock and fairings over the solebars. When these vehicles were replaced by MkI stock, they were used on a wide variety of services.


**Thompson coaches – Catering**

**LNER Thompson Restaurant First (Diag.354 of 1949)**
These ran in ersatz Teak, Red & Cream and Maroon liveries. They could often be seen paired with a Diag.350 Thompson Open Third. Although classified as ‘Restaurant First’, they were later downgraded to ‘Restaurant Unclassed’, and one was used in the formation of *The Fair Maid*. They lasted until the mid-1960s, and would provide a good balance to Hornby’s Gresley Buffet Car (Diag.167).

Link: [http://www.cometmodels.co.uk/](http://www.cometmodels.co.uk/) (Click ‘Products’, then LNER)
Link: [https://dl.dropboxusercontent.com/u/32711444/Articles/Talisman_Notes_17-7-13.pdf](https://dl.dropboxusercontent.com/u/32711444/Articles/Talisman_Notes_17-7-13.pdf)

**LNER Thompson FO/Kitchen Car/TO (Triple set, Diags.351, 353, 350, of 1947 & 1948)**
The Open Third (TO) was built from 1947; the Kitchen Car (RK) and Open First (FO) followed in 1948. To put a balance to Hornby’s Gresley Buffet Car, it would be nice to see a Thompson Diag.353 Kitchen Car. These are highly distinctive vehicles, readily identified by the fact that all but one of the windows and droplights are white opaque. This vehicle would make an excellent ‘presentation pack’ with a matching Diag.350 Open Third and Diag.351 Open First. This ‘triple sandwich formation’ is very noticeable in ECML trains. They lasted until the mid-1960s.

Link: [http://paulbartlett.zenfolio.com/lnercoach/h1a65fac9#h1a65fac9](http://paulbartlett.zenfolio.com/lnercoach/h1a65fac9#h1a65fac9)

**Beaver Tail Observation Cars**

**(LNER) Beaver Tail Observation Cars** (rounded design – running 1950-1959)
After storage during WWII, the two observation cars were painted crimson and cream and were used from about 1950; however, their use was more on specials rather than regular services. They went to the West Highland line in 1956. There is a b&w photo on the website of Railway Vehicle Preservations Ltd of E1729E (in crimson and cream) at Buxton Midland on a special on 29 September 1955 (see [http://www.rvp-ltd.co.uk](http://www.rvp-ltd.co.uk)). This vehicle also carried BR maroon livery whilst still in this form. Page 57 of *Steam World* August 2011 shows a colour photo of one in crimson and cream on a special at Liverpool Riverside, incongruously, coupled to a LNWR Super D. A photo in *Southern Way* No.20 shows one at Basingstoke in 1954, having come in from Leeds with Atlantic No.251 and D11/1 No.62663 on the *Farnborough Flyer* (for the air show). Both cars have been preserved at the GCR, and 1729 is in the process of being returned to original form. See also LNER Streamlined stock (above) for pre-WWII use.


**(LNER) Beaver Tail Observation Cars** (angular design – as rebuilt 1959)
The ‘rounded design’ cars (above) were rebuilt to this angular design in 1959, and painted maroon livery. Both cars have been preserved at the GCR and 1719 (in rebuilt form and BR maroon livery) is currently operational.

Link: [http://shed83a.smugmug.com/CoachingStock/LMS/18530904_CmXWdBlf!l=1903978128&k=nh3TBfGl&q=A](http://shed83a.smugmug.com/CoachingStock/LMS/18530904_CmXWdBlf!l=1903978128&k=nh3TBfGl&q=A)