

PRESERVED COACHING

STOCK OF BRITISH

RAILWAYS

PART TWO

GROUPING DESIGN STOCK

***Locomotive Hauled Passenger Carrying and Non-Passenger
Carrying Coaching Stock built to Grouping Company Designs***

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INTRODUCTION

The intention of this document is to give details of locomotive hauled passenger and non-passenger carrying coaching stock built to Grouping Company designs that can now be considered to be in a preserved or similar status. Thus, not included is coaching stock in regular use on the National Railway network or awaiting disposal or further use having seen use on the National Railway network. Certain items of coaching stock included here could though, see use on the National Railway network on an occasional basis or as part of a heritage train formation. Not included here are the various carriages that have been subsequently sold overseas for further use, however those now preserved abroad are included as the final section.

Before proceeding further it is worthwhile explaining the ground rules used to decide which vehicles are and are not included within this document. The chronological boundaries for inclusion can be generally stated as carriages constructed by the four grouping companies, Great Western Railway, Southern Railway, London, Midland and Scottish Railway and London and North Eastern Railway and in addition carriages of the Pullman Car Company and Wagon-Lits of the same era, used in Great Britain. However the boundaries have been extended to cover carriages to the grouping company designs produced in the years following nationalisation, until such times as their designs were superseded by British Railways standard designs. Additionally designs in production at the time of the grouping are also generally included, particularly if the design was adopted by a grouping company. In addition it was considered sensible to include all locomotive hauled Pullman cars which still exist in what can be considered complete form. There are however several carriages in existence obeying the above criteria which are not included, these fall into two categories. Firstly there are those still in the ownership of British Rail descendants which can be considered to be in either revenue earning or departmental service on the National Railway network. Secondly there are those that the author is not aware of and are still extant. It is thought few, if any, exist in this category, with the possible exception of grounded bodies in use as sheds etc. Should however readers be aware of any omissions, the author would be pleased to hear of them. A more detailed explanation of what is included in each section is given below.

The general format of this document is Pullman Car Company, Great Western Railway, Southern Railway, Wagon-Lits, London Midland & Scottish Railway, London and North Eastern Railway, a list of grounded bodies not considered to be preserved and finally a list of those now preserved abroad. Where possible, passenger carrying coaching stock has been split from non-passenger carrying stock within each section, although vagaries of numbering schemes have not always allowed this to be practical.

Information contained about the individual carriages listed herein can be split into two categories, historical and preservation. The historical information has been compiled from extensive research of both published works and notes compiled over many years. It is hoped that this information is as accurate as possible. However over the years much contradictory information has been published and it has often been difficult to establish without doubt the correct situation. Thus before criticising the author for errors in this sphere readers should be sure of their sources of information. Remember that the mind is the best distorter of facts. Obviously however any historical correction or clarification regarding the carriages in this book would be gratefully received. The preservation information is principally compiled from regularly visiting the various sites mentioned and it is believed that information regarding locations is as up to date as is possible. The author though is not infallible and thus would welcome notification of any error found by readers or details of any changes they are aware of.

GUIDE TO THE LAYOUT

It is hoped that the layout used in this document is almost self explanatory. It would however be probably worthwhile to make a few comments before continuing.

As previously stated the order is; Pullman Car Company, Great Western Railway, Southern Railway, Wagon Lits, London, Midland and Scottish Railway and London and North Eastern Railway with where possible stock being divided into passenger carrying and non-passenger carrying. Where possible within each section or subsection carriages are arranged numerically by a consistent numbering scheme, generally this is the one applicable at nationalisation. In some cases it has been found, due to lack of consistent numbering schemes, to have been necessary to list vehicles chronologically. Details of a particular vehicle or vehicles are given as a main heading along with type code. This is followed by details of the particular lot or lots and the vehicles preserved within them.

Lot details given include the lot number, diagram number, time of construction, builder, design were appropriate and seating/accommodation, along with any other relevant information. Although this probably makes perfect sense to the majority of readers the following notes are given as added explanation.

Type (or Telegraphic) Code - This is a code used for the identification of coaching stock types. Although there was some slight variation between companies a consistent form is adopted here loosely based on the British Rail system with some pre nationalisation codes incorporated for clarity. With a few exceptions, mainly non-passenger carrying types, the codes consist of up to five letters.

Lot Number/Order Number - The lot number or order number is as the name implies a number given to a particular order placed for rolling stock. In some cases, particularly where stock was constructed by outside contractors' numbers appear not to have been issued.

Diagram - This refers to the diagram or layout plan that the vehicle was constructed to.

Built - This is the year or years in which vehicles built to a particular lot were constructed.

Builder - This is the location at which the vehicle was constructed. In many cases just a geographical location is shown, this being a workshop of the appropriate railway company. In other cases an outside contractor has been responsible and in these cases details are given of the contractor and location of their workshop. Where two builders are shown, the first was responsible for the under-frame, the second for the body work.

Design - Particularly in respect of passenger carrying types, the design of particular vehicles represents a particular style of construction. Where applicable the style of design is shown.

Seats - This only applies to passenger carrying coaches with seated accommodation and is the amount and type of seats in the carriage when built. 'F' designates first class seats; 'T' designates third class seats. On 3rd June 1956 third class was re-designated second class whilst in more recent years it has been re-designated as standard class. 'U' designates unclassified accommodation, that is, accommodation not specifically designated for the use of first or third class passengers.

Details then follow of any other particular distinctive features regarding that lot of vehicles along with other relevant information. This is then followed by information regarding changes made to the carriages in that particular lot along with any other relevant information regarding their main line and subsequent careers. Details then follow of the individual vehicles.

Following the vehicles first number any subsequent capital stock numbers are given, followed by any departmental numbers. This is followed by the location of the vehicle and any other relevant information concerning its current status such as plated number (see below), current number if not previously carried and certain other details which may be of interest to readers.

Renumbering - Many of the vehicles included in this book have carried more than one capital stock number. Generally this has been due to the owning companies introducing revised numbering systems although in a few cases this has been due to the vehicle concerned being modified.

Departmental Numbers - When a carriage was transferred into departmental service it was normally allocated a new number. The majority of vehicles included here which have seen departmental use have been numbered in the various regional series which were used between nationalisation and the 1970s. The Western Region numbered vehicles in the DW150xxx series, the Southern Region in the DS70xxx series, the London Midland Region in the DM39xxxx series and the Eastern Region in the DE32xxxx series. In addition a few vehicles were numbered in short lived numbering schemes, particularly on the Southern Region. In 1966 British Railways introduced the DB97xxxx series, the intention being that all service vehicles converted from condemned coaching stock would be so numbered. Until the 1970s this series was little used with vehicles continuing to be numbered in the regional series. Several vehicles included in this book have however carried DB97xxxx numbers when in departmental service. When TOPS was first implemented in 1973 each departmental vehicle acquired a prefix indicating the department which owned it. No prefix indicated that it was a CCE vehicle. A was used for the CM&EE, C for BREL, K for S&T Engineer, L for CM&EE Electrical Construction, P for Shipping and Internal Services, R for Research, T for Traffic, X for Stores and Z for PRO & Publicity. Where the prefix is known to have been applied it is included in this document. Certain vehicles when transferred to departmental service were designated as 'Internal Use Only', such vehicles being given a number

in the 0xxxxx series, this indicating that movement is restricted. 02xxxx numbers were issued by the London Midland Region, 040xxx and 041xxxx numbers by the Eastern Region, 042xxx numbers by the North Eastern Region, 06xxxx & 07xxxx numbers by the Western Region, 08xxxx numbers by the Southern Region and 09xxxx numbers by the Scottish Region. It should be noted that a few preserved vehicles have carried more than one departmental identity and in such cases these are shown in chronological order.

Location - The location where the carriage is normally to be found is given. It should however be noted that it is the intention of this document to record where individual carriages are rather than who owns them, thus it should not be assumed that a vehicle has any obligation to the site where it is located. In certain cases where carriages are located away from the site shown, such as for restoration, details are given of the current temporary whereabouts.

Plated number - Most 'privately' owned carriages authorised to run on the National Railway network are allocated a private owner number consisting of an owner prefix and five figure number in the 99xxx series and are referred to as "plated". These carriages have to be passed by vehicle acceptance bodies and only those currently passed are shown with a "plated" number, however many other carriages included here have been "plated" in the past and may still carry their then allocated private owner numbers. "Plated" carriages often spend a considerable time away from the location shown for them, thus it should not necessarily be assumed that such carriages will be seen on a visit to the location shown in this document. Since the 1990's it has not been a requirement to use a 99xxx series number when registering such carriages for use on the National Railway network although most do. Those "plated" carriages registered using a former numerical identity are therefore shown as "Network Rail Registered" rather than with a "plated" number but are still referred to as "plated".

Finally it should be noted that the above explained presentation of information varies slightly for certain carriages due to their individuality. However, although the above explanations equally apply a few extra comments are worthwhile.

PULLMAN CAR COMPANY STOCK

The layout of information in this section generally conforms with that outlined in 'Guide to Layout', there are however a few additional points to note. Pullman cars were not generally numbered as such although many did carry numbers, each carrying a title instead, this normally being a name for first class cars and number for third class cars. The final title carried whilst in normal service is given in the following, details of other identities carried normally being given in the notes in the heading. In 1918 however a scheme of schedule numbers was introduced for cars then in existence, this scheme continuing until the demise of the Pullman Car Company as a separate entity in 1962. Over the years this listing did however develop various anomalies and in 1960 it was fully revised. In this section therefore the order of listing is by the 1960 schedule number which is given followed by the final title of the car. Many cars saw use as post war Camping Coaches following withdrawal, details of the numbers allocated being given in the heading for those no longer used as such and after the current location for those still used as such. Numbers suffixed CC were allocated by the Eastern Region of British Railways, numbers suffixed P were allocated by the Southern Region of British Railways, whilst numbers in the 022xxx (internal user) series were allocated by the London Midland Region and numbers in the 98xx series were allocated by the Western Region.

GREAT WESTERN RAILWAY STOCK

Of the grouping companies the Great Western Railway was the only one which was essentially an existing company. Therefore rather than considering coaching stock built from 1923 as is generally the case for the other grouping companies the start date has been taken as the Churchward era which commenced in 1902. In addition bogied carriages from the earlier Dean era are also included.

Separate number series were adopted by the Great Western Railway for what they defined as Passenger Carrying, Non passenger carrying, Carriage Trucks, Livestock Vehicles and Perishables Vehicles. Each numbering scheme is considered separately with preserved vehicles listed numerically within each.

The Great Western Railway/British Railways Western Region Camping Coach number series eventually covered the range 9869-9999 and a substantial number of the preserved carriages saw such use. In this section Camping Coach numbers are given following the capital stock number. It should however be noted that several Camping Coaches subsequently saw departmental service.

Also included is a listing of preserved new build departmental vans & wagons and a list of departmental vans & wagons converted from freight stock that have been numbered in one of the departmental numbering schemes, usually associated with former coaching stock vehicles. Finally a list of preserved freight stock Mink D and Mink G Vans as these are often confused for non-passenger carrying Fruit C and Fruit D Vans.

SOUTHERN RAILWAY STOCK

The Southern Railway adopted separate numbering schemes for passenger carrying and non-passenger carrying coaching stock, thus various duplicate numbers occurred. Numbering was however to a general pattern which grouped vehicles of similar design together although filling of vacate number ranges did occur particularly in respect of non-passenger carrying coaching stock.

Coaching stock covered in this section is considered in three categories. Firstly the Ironclad stock of the London & South Western Railway that continued in production in early Southern Railway days. Secondly, Southern Railway design passenger carrying coaching stock and Thirdly Southern Railway design non-passenger carrying coaching stock.

The Southern Railway line between Tonbridge and Battle was once of a restrictive loading gauge often referred to as "Hastings Gauge". This had been the result of shoddy nineteenth century workmanship with the tunnels on the route being clad with insufficient layers of brickwork. Thus extra layers of brickwork were subsequently added consequently restricting the width and height of the tunnels. Thus only carriages of restricted dimensions were able to pass along the route. The situation was complicated still further as the section of line between Tonbridge and Grove Junction (Tunbridge Wells) through Somerhill Tunnel was less restrictive than that between Grove Junction and Battle. In order to ensure only carriages of acceptable dimensions operated along the route a system of 'restrictions' was established with all vehicles being given a restriction as follows:-

RESTRICTION 0 May pass over all routes of the Southern Railway.

RESTRICTION 1 May pass over all routes except between Grove Junction and Battle.

RESTRICTION 4 May pass over all routes except between Tonbridge and Battle.

Details of the restriction of vehicles in this section are given in the headings for individual orders of vehicles.

Generally it was carriages intended for use on services via Tunbridge Wells to Hastings which were constructed to restriction 'O' and carriages intended for use on services via Tunbridge Wells and Eridge between London and the South Coast which were constructed to restriction 'I'.

It was not until the 1980s when the Tonbridge East Junction-Bo-Peep Junction section was electrified that the restrictive problems were overcome by reducing the tunnels to reversible single track operation. British Rail itself, having gone to the expense of constructing diesel-electric locomotives and multiple units of restricted dimensions for use on services via this route.

WAGON LITS NIGHT FERRY STOCK

Twenty five steel bodied sleeping cars, known as Type F (for Ferry) were built for the 'Night Ferry', a train running between London Victoria and Dover with the Sleeping Cars being conveyed onward to European destinations. Those preserved in Great Britain are included in this document.

LONDON, MIDLAND & SCOTTISH RAILWAY STOCK

LMS passenger carrying coaching stock is referred to by three distinctive periods of design, these being used in this document. Period one covered the period 1923-1929, period two the period 1929-1932 and Period three the period from 1933 onwards

Carriages built before 1932 were numbered somewhat haphazardly in the gaps available between the various batches of pre-grouping coaches. In 1933 however a major renumbering took place which grouped all coaching stock into systematic number blocks according to coach type. This system persisted until the last LMS designed

coaching stock was constructed in British Railways days. In this section preserved vehicles are listed numerically by this 1933 number, quite a number of the preserved vehicles were however constructed prior to this date and for these the earlier number is shown in the first column and the 1933 number in the second column. Where no pre 1933 number was allocated the first column is blank. Otherwise the layout of this section conforms to the rules given in 'Guide to Layout'.

LONDON & NORTH EASTERN RAILWAY STOCK

The numbering schemes adopted by the LNER were subject to frequent change, particularly in the early years. New coaches were allocated the next available number in separate series for the various sections of the LNER. When a coach was transferred from one section to another, e.g. from the North Eastern section to the Great Central section, it had to be renumbered. Thus the painted number of the vehicle gave no real indication of its type.

From 1943 however a logical scheme was introduced. The East Coast Joint Stock (ECJS) series was kept for coaches operating on the Kings-Cross-Newcastle upon Tyne-Scotland services and coaches in this series were generally not renumbered, although some were transferred out of this series at this stage. The ECJS range was 1-1999, Gangwayed passenger-carrying stock was numbered in the range 9000-18999, Passenger Brakes and vans in the range 70000-70999 and non-gangwayed passenger-carrying coaching stock in the range 80000-88999. Short length Great Eastern section non-corridor stock numbered in the 6xxxx series was not renumbered and neither were pre-grouping carriages. Motor car vans converted from passenger stock by BR were numbered in the range 71000-71099 and four-wheeled Fish Vans were numbered in the range 75000-75999. In addition a separate numbering scheme existed for various items of non-passenger-carrying coaching stock. In this section, vehicles are listed numerically by their 1943 number conveniently grouping them together by types. The non-passenger-carrying coaching stock items appear in a separate section at the end.

Also included are the bogied Great Northern Railway carriages to Gresley design and East Coast Joint Stock (Great Northern Railway / North Eastern Railway) carriages inherited by the LNER.

BODIES OF GROUPING DESIGN CARRIAGES

Throughout the main body of this document details have been given of carriages at preservation and similar sites which have had the underframe and running gear removed and thus only a body remains. Normally these see use as store sheds or similar. In addition several carriage scrappers have sold on the bodies of carriages being scrapped in particular to farmers. Those of grouping designs known to the author are listed along with brief details of company design, type and numbers along with the current location and Ordnance Survey Grid Reference.