

## LNWR NON-CORRIDOR CARRIAGES - ADDENDA AND CORRIGENDA

Page 10: second class was abolished on 31st December 1911, that is from 1st January 1912. It is now thought that the class redesignation was perhaps done not overnight but when the carriages came into works. But third class passengers could use compartments marked 'second'.

Page 20: Second table - number 1197 should read 1179.

Page 23: D.190 configuration after 1905 alteration to composites should read 2/2/3/3/3/3/3.

Page 25. Lavatory Brake Composite D.228.

Delete: 20 vehicles ordered 6/94. 10 built HYE 11/94 10 built HYE 5/95

Replace by: 10 built HYE 11/89 for LNWR. 10 built HYE for WCJS (for further particulars of the WCJS vehicles see "A Register of West Coast Joint Stock").

Page 43: Line 29 replace "carnage" by "carriage".

Page 48: Caption to the photo: In fact this shows two sets each with a BT removed: i.e. BT/T/C/C\*/C\*/C/T/BT. The two C\* have noticeably wider gaps between each other and the adjacent C than is visible in the rest of the sets on either side. I cannot explain how or why the brake ends have been removed.

Page 64: Middle of page: Amend to read: The composite and all-second were removed....

Page 69: Amend D.336 in Birmingham District Sets 4 and 17 to D.338. Amend number 24461 to 22407 (twice).

Page 72: Caption to photograph. The train is in fact a Manchester Exchange District set, as evidenced by the D.110 vehicle. What this set is doing in the Birmingham area is a mystery.

Page 73: (Clarification) There were in all 12 conversions of D285 to M56 & M57 of which two were carried out after 1915.

Page 75: In fact the 1921 CCD is correct in saying that both sets had 9F+17T. Set 7: in 1912 included BS.229 which became BC.5991(2F+3S), so since T.850 remained 8T, there were in total, after the abolition of 2nd class, 9F+17T. Set 8: c.1913 T.820 became C.3710 (2F + 6T), with all the remaining carriages (in particular BS.129) remaining the same (with S downgraded to T), so again we have 9F+17T. Thus neither set ever had more than 9F.

Page 85: Caption to upper photograph: In fact this is the seven coach formation, with a strengthener bringing up the rear. The seventh carriage is a BTL or BSL, not a TL (or SL). This is then consistent with the identification of the Precedent as No.868.

Page 95: In the 1930s the brake ends to D.321 seem to have been made up into four-coach sets with two lavatory composites to either D.146 or D.147, and assigned to the Midland Division.

Page 95: Caption to photo. According to David Jenkinson's book on LMS carriages all stock was renumbered under the 1933 scheme using the block or sans-serif style. This helped the operating staff to recognise whether or not a coach had been renumbered. On completion of the renumbering about 1940 the stretched scroll pattern numbers were re-introduced and were slightly larger than the 1923 style used prior to the renumbering. The carriage in the photo has been repainted (or patch painted) and the by-then obsolete block numerals replaced by the stretched scroll pattern.

Page 123: Caption to photograph. The train is in fact a Birmingham District set of four 50ft 0in high-roof vehicles, with D.337 leading.

Page 128: The seating for both D.176A and D.176B should read 48F/20T (as shown in the 1915 Diagram Book).

Page 131: ID Sets 112-119, amend to read arc-roof BTs (not BTKs).

I am grateful to Richard Ball for a number of these corrections.