

Diagrams 1A, 2A and 3A.



A rake posed for an official photograph at their builders, R.Y. Pickering, Wishaw. Author's collection

General Description

These coaches were built in 1920-21 specifically for working the tightly curved Balerno Branch in Edinburgh although they also saw service on the Barnton line and occasional trip to Leith.

There were three sets of vehicles comprised of 2 Firsts to Diagram 1A, 4 Thirds to Diagram 2A and 2 Brake Thirds to Diagram 3A. These sets were strengthened by 3 Thirds and 1 Brake Third at peak times—thus only one coach of each type was spare at such times. The coaches were Westinghouse braked, steam heated and fitted with the Stone's system of electric light but only the Brake Thirds had dynamo and accumulators—they supplied power to the rest of the train. The brake arrangement of the Brake Thirds was the same as that drawn for the Thirds (plus handbrake of course) but is almost completely masked by the large accumulator boxes.

Third class compartments were finished in mahogany with white painted plywood ceilings while the first class compartments were in mahogany stained walnut with the plywood ceilings having Lincrusta ornamental bordering. The partitions in the third class were covered with Lincrusta decorated millboard. The brake compartments were finished in pitch pine. In the normal C.R. fashion, the upholstery in the third class was rep; in the first class the upholstery was moquette, the doors finished with embossed leather. In all compartments the floors were covered in linoleum supplemented with velvet

pile rugs in the first class compartments or horsehair rugs in the smoking compartments.

Although not shown in the numbering list, it is known that R.Y. Pickering of Wishaw, Lanarkshire built coaches of all three types—surviving maker's photographs show this clearly. Mystery does surround these coaches making life difficult of the modeller. The original drawings signed off by Pickersgill in October 1920 show two types of end, one with mahogany and steel panels, the other wooden cased. The Pickering's drawing, obviously traced from these St. Rollox originals, show only the wood cased ends. The question is then "which coaches were built with which ends?". Duncan Burton is adamant that all of the coaches were built with wood cased ends and since there is no contradictory photographic evidence I would assume this to be the case. If anyone has photographs which clearly show the ends I would be grateful if they would get in touch.

The only other difference between the St. Rollox and Pickering drawings concerns the vents over the guard's van on Diagram 3A—the St. Rollox version has these vents on the roof centre line while Pickering's places them offset as shown in the drawing. The offset arrangement has been confirmed from photographs but not the in-line one.

Basic Dimensions

Diagram	Type	Width	Length	Wheelbase	Tare
1A	F	9'0"	28'10"	16'0"	13t.16c.
2A	T	9'0"	30'10"	16'9'	13t.9c.
3A	BT	9'0"	30'10"	16'9"	14t.7c.

Numbering

The original numbers assigned to coaches by the L.M.S. were none too consistent with coaches from the same diagram not assigned to contiguous blocks. To simplify things, a major renumbering scheme was commenced in 1932. This assigned blocks of numbers to each generic coach type (Third, Brake Third etc.) and a large effort appears to have been made to allocate coaches to a sub-block of numbers first by pre-grouping owning company and then by diagram within that company's stock. Carried to its full

conclusion each diagram should have been numbered in building date order in a series—numerous exceptions existed however.

The Thirds and Brake Thirds have three numbers because in about 1944 it was decided to renumber all the surviving 4 and 6 wheel stock to make room for new coaches in the sequence 26100-27999. The Thirds 26705-26 were allocated to 26061-82 and Brake Thirds 27800-09 to 26083-92 in the same order as their second series

CR No	LMS 1	LMS 2	LMS 3	Built	Order	Type
13	15357	26054		12/20	H352	F
132	15446	26055		12/20	H352	F
133	15447	26056		12/21		F
187	15484	26057		12/21		F
196	15489	26058		12/20	H352	F
225	15511	26059		12/21		F
227	15513	26060		12/20	H352	F
1378	17433	26707		12/20	H353	T
1379	17434	26708		12/20	H353	T
1380	17435	26709		12/20	H353	T
1381	17436	26710	26066	12/20	H353	T
1382	17437	26711		06/21	H353	T
1383	17438	26712	26068	06/21	H353	T
1384	17439	26713	26069	06/21	H353	T
1385	17440	26714	26070	06/21	H353	T
1390	17445	26715	26071	12/21		T
1391	17446	26716		12/21		T
1392	17447	26717	26073	12/21		T
1393	17448	26718		12/21		T



Brake Third number 26085 at St. Rollox in 1947

A.G. Ellis Collection, Negative Number 1996

CR No	LMS 1	LMS 2	LMS 3	Built	Order	Type
1394	17449	26719		12/21		T
1395	17450	26720		12/21		T
1396	19068	26721		12/21		T
1397	19069	26722		12/21		T
1398	19070	26723		12/21		T
1399	16071	26724		12/21		T
1400	19072	26725		12/21		T
1401	16070	26705	26061	12/21		T
1402	19073	26726	26082	12/21		T
1403	16071	26706	26062	12/21		T
1386	17441	27801	26084	06/21	H354	BT
1387	17442	27802	26085	06/21	H354	BT
1388	17443	27803	26086	06/21	H354	BT
1389	17444	27804	26087	06/21	H354	BT
1404	19074	27805		12/21	Pickering	BT
1405	15594	24800	26083	12/21	Pickering	BT
1406	19075	27806	26089	12/21	Pickering	BT
1407	19076	27807	26090	12/21	Pickering	BT
1408	19077	27808		12/21	Pickering	BT
1409	19078	27809	26092	12/21	Pickering	BT

numbers. Only about half of these had been done by 1950 when the vehicles were laid aside prior to being condemned on 10/05/52 and the re-numbering was never completed. This did not matter as the new vehicles numbered 26705-26 did not appear until late 1950 and the numbers 27800-09 were never reused.

C.R. Livery

The C.R. livery was purple brown with off-white panels at waist level and above. Although these carriages do not have panel mouldings above the window line, it was C.R. practice to 'paint on' the mouldings. i.e. the edges of the upper panels were painted purple brown to match the waist panels. The edges of all the mouldings (including those painted on) were lined with a single yellow line which was edged both sides with a fine white line, while the outside edges of the coach sides and bottom were given a thin red line. Lettering was gold, shaded to the right and below in red, with white highlights. The positioning of the insignia was as follows:-

- a) The class was written in full on each door waist panel.
- b) The C.R. coat of arms appeared centrally on each side on the lower body panel or central door. The exception to this appears to be the Brake Thirds—the Pickering official photograph shows the crest on the lower body panel between the second and third

compartment doors.

- c) The coach number and the company initials were placed on the waist panel between the two outermost doors with the number always appearing to the right, C.R. to the left.

The perviously mentioned Pickering official photograph shows that the vertical mouldings of the upper panelling of the luggage compartment of the Brake Thirds was not lined—it is not known if this also applies to the St. Rollox built stock. As shown in the accompanying drawing, the Brake Thirds were lettered "Edinburgh and Balerno" on the upper body panel above the number. The destination board brackets were however arranged so that this could be hidden by a removable destination board when running to Barnton or Leith.

When new the roofs were white. This, of course, would quickly weather to a grey / black in service. Underframes and bogies were black. The wheel tyres were white lined.

L.M.S. Livery and Numbering

Soon after its inception the L.M.S. adopted the old Midland colour of crimson-lake for its coach livery. All raised beadings were painted black and edged in a $\frac{3}{8}$ " pale yellow line edged on both sides with a fine red line. It is believed that the L.M.S. continued to paint in the false panels on the upper bodyside and doors and that they lined



An unknown Full Third heads a rather dejected looking rake probably at Juniper Green.

A.G. Ellis Collection, Negative Number 6839



First number SC26056M (but still bearing the designation LMS) at Juniper Green on 20th April 1952.

A.G. Ellis Collection, Negative Number 7456

the vertical beading of the Brake Thirds unlike the Caley. Ends were crimson-lake with steps etc. picked out in black. Roofs were generally painted lead grey above the rainstrips and black between the rainstrips and cantrail but again this would soon assume an overall muddy grey colour in service. The waist panels of the double guard's doors were painted slate grey.

The insignia was applied in gold leaf transfers with the letters L.M.S. (3" high) in the waist panel as near to the coach centre line as possible. The coach number appeared twice in the waist panel towards each end of the coach. Class was designated by the figure '1' or '3' (8" high) on the doors.

The foregoing describes the initial L.M.S. livery but many changes took place before the demise of the L.M.S. and are tabulated below. Remember, however, that coaches were only due for repaint about every 7 years and that in the late 30s and during the war it was quite usual only to "touch up and revarnish". Therefore an individual coach would not sport every change and it is quite possible that some coaches ended the war still fully lined out although two photographs of Brake Third number 26005 taken in 1947 show simple lining and flat top class designating 3s (see below).

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|---------|---|
| 1928 | L.M.S. now placed towards the left-hand end and the number towards the right-hand end. |
| 1933 | Coaches renumbered using plain gold transfers. Roof colour specified as metallic aluminium. |
| 1934 | Full lining discontinued. Coaches lined with a single 1/2" yellow line just below the cantrail and 1/2" yellow line just above the top of the windows. The top section of the waist moulding would be painted black and edged with 1/2" yellow lines. Note that the yellow for both lining and insignia is now a chrome yellow. |
| 1936 | End colour specified as black. |
| 1940 | Form of the class designating 3 changed to a flat top version. |
| Wartime | Roof colour specified as grey and lining discontinued. |
| 1946 | Simple lining reinstated but in straw yellow. |

Reference: L.M.S. Coaches, an illustrated history. Jenkinson & Essery (OPC, 1977)

1923-8 As described.

B.R. Livery

It is not known, given their early withdrawal date, if any of these coaches were repainted by B.R. Photographs exist of some of the coaches lying derelict at Juniper Green in 1952 which clearly haven't—the only indication of change is in the form of an "SC" prefix and "M" suffix to the running number, even the "LMS" hasn't been painted out. However among these photographs is a view of Brake Third SC26092M which may have been repainted—there is no sign of any lining and the class designating 3s are absent. If it has been repainted it would have been in crimson, devoid of any lining with a grey roof and black underframe and ends. The coach number appeared in small yellow letters and figures towards the right hand end of the coach. Class figures were used only on doors to first class compartments.

Withdrawal

The withdrawal dates for individual vehicles are currently unknown but it is interesting to note that some vehicles at least survived after the withdrawal of passenger services from the Balerno Branch in 1943. They were still to be found on the Barnton and Leith branches at this time—see for example Scottish Branch Line Steam (Ed Jack Kernahan; Bradford

Barton, Truro, 1977) where there appears a fine photograph by J.L. Stevenson of a six coach set hauled by a class 439 0-4-4T number 55233 near Dalry Road with a Leith-Princess St. working in August 1949. The loco is in the first form of B.R. livery with "BRITISH RAILWAYS" on the tank side while the coach formation appears to be BT+T+T+F+T(?) +BT and at least one if not both BTs (surprisingly perhaps) have lost most of their footboards retaining only a small step below the guard's van door. The other coaches have the full complement of footboards as drawn.

One coach, BT number 26085, was photographed at St. Rollox in 1947 (A.G. Ellis collection number 1996 and H.M.R.S. collection number V2524). It is in L.M.S. livery with simple lining and in this case it has lost its central footboard. Photographs of condemned stock at Juniper Green on 20th April 1952 show F number SC26056M (A.G. Ellis collection number 7456) with a full complement of footboards and BT number SC26092M (A.G. Ellis collection number 7455) minus its central footboard.

In the February 1952 issue of the magazine *Railway Observer* (published by the Railway Correspondence and Travel Society) an unnamed correspondent states that at least 22 Balerno coaches were still in existence



Brake Third number SC26092M derelict at Juniper Green on 20th April 1952.

A.G. Ellis Collection, Negative Number 7455

in early 1952; one set was located at Balerno goods yard whilst the remainder were stabled on two sidings behind Juniper Green station. Individual details were as follows:

Balerno -

Thirds, SC26066M, SC26069 and 26073

Brake Thirds, SC26085M and 26092

First, SC26057M

Juniper Green-

Thirds, SC26066M, SC26062M, 26068, SC26070M, SC26071M, 26079, 26082 and 26719 [not renumbered]

Brake Thirds, SC26083M, 26084, 26086, 26089 and 26090

Firsts, 26054, 26060 and SC26066M [this latter is clearly mis-reported and may be SC26056M]

The report then goes on to confirm that the set at Balerno had been repainted at St. Rollox in November 1949; apart from one or two broken windows all coaches there were in reasonable condition. Apparently the report was generated by correspondence in the preceding December 1951 Railway Observer which had made reference to Third 26059 which had disappeared by early 1952. The report does not include the date of the site visit and there are no photographs.

My thanks are due to Paul Holder for supplying the information from the Railway Observer.

Drawings

The 4mm scale drawings which accompany these notes have been scaled from copies of the St. Rollox and Pickering's general arrangement drawings. The arrangement of the mahogany and steel panelled ends is shown of completeness although, as previously stated, it is not believed any of the coaches were built with these ends.