

B.R. COACH CLASSIFICATION CODE.

(USED BY BINNEY ON HIS DIAGRAM SUMMARIES)

(PER COLIN STREVENS) :-

C	COMPOSITE.
B	BRAKE
K	CORRIDOR
T	THIRD.
S	SECOND.
O	OPEN.
SL	SLEEPER
R	RESTAURANT.
K	KITCHEN (WHEN NOT R).
B.	BUFFET
	ETC ETC

SEE RLY MAG 1954
P 279 FOR FULL
DETAILS . ?

A NON-CARR VEHICLE IS ASSUMED WHEN THE CODE
DOES NOT INCLUDE K .

DIAGRAMS SERIES A

OPEN
= OPEN BAYS?
= SALOTTS?
JW.

A1
To
A23

No	COTS	LENGTH	WIDTH	TYPE	DESCRIPTION
A1	551	50 - 0 ³ / ₄	8-6 ³ / ₄ 9-0 ³ / ₄	FK	Clear - Bay W. L. 2/1 open 4/1 L
A2	693	"	8-6 ³ / ₄	"	" L. 2/1 open 4/1 L 8-6 Bay.
A3	789	"	"	"	" L. 2/1 open 4/1 L 10-0 "
A4	826, 932 985	"	"	F	" 7/1 See also C79
A5	839	56 - 0 ³ / ₄	"	FK	" 2/1 open L4/1 L
A6	938 967	52 - 0 ³ / ₄	"	FK	" L4/1. 2/1 L (all open)
A7	1501 1007	58 - 0 ³ / ₄	"	FK	" 2/1 open L5/1 L Case 2'-1 ¹ / ₂ "
A8	1021	" "	8-6 ³ / ₄	FK	" 2/1 open L5/1 L Case 1-10 ¹ / ₂
A9	1157	60 - 0	9-0	F	BARS I 8/1
A10	1176	70 - 0	9-0	FK	BARS I L8/1 L
A11	1182	70 - 0	9-0	BFK	" " L6/1 Comb. RNV & LHV
A12	1199	57 - 0	9-0	F	BARS II 8/1
A13	1239	69 - 11 ¹ / ₄	8-11 ¹ / ₄	FK	SPTL L8/1 L
A14	693	50 - 0 ³ / ₄	8-6 ³ / ₄	FK	Clear as A2 Seating altered
A15	1302	56 - 11 ¹ / ₄	8-11 ¹ / ₄	F	SP. NO Toplights 8/1
A16	1363	48 - 0 ³ / ₄	9-0	FK	Architraved L L.5/1 L.
A17	1364	49 - 2 ¹ / ₄	9-0	BFK	" LUG. BKE 2/1 L
A18	1363	54 - 6	9-0	FK	Re-architraved L6/1 L
19	1364	57 - 0	9-0	BFK	" " LUG. BKE 3/1 L
20	1581	↑	9-0	FK	ED/II
21	1566	NOTHING HERE	8-11	F	Low must 8/1
22	1586		8-11	FK	ED/III
23	1688 1703 1734	↓ JW.	8-11	FK	Done ended

RECEIVED IN WAN FROM
MIST. (MICH. LONGRIDGE) (ABOUT APRIL 1962)
DIAG A2 - D123
PHOTOS A2 - C30
" C30 - D29
" D29 - D104
NOTES (CRASHING DIAG. A to D)
(5-BOOKS)

THEN RECEIVED FROM COLIN STREUBENS
MAR. 63. DIMENSIONED PLANS (NOTES) BY BINNY
(THE LOT REF) FOR E1 to E167. & F1 to F21
CUTCH PHOTOS E20 to E.140.

DIAGRAMS SERIES C.

C1
To C20

N ^o	LOTS	LENGTH	WIDTH	TYPE	RES
C1	187.	45-0 ³ / ₄	8 0 ³ / ₄	T	ARE 8/3
2	207.	40-0 ³ / ₄	"	T	Clear 7/3 6-4 Bay.
3	{ 445 468 472 482 484 555 558 572 612 631 659 & 671	46-6 ³ / ₄	"	T	" 8/3 " " "
4	524	40-0 ³ / ₄	"	T	Clear 7/3
5	545	48-6 ³ / ₄	"	T	" 8/3
6	552	50-0 ³ / ₄	{ 8-6 ³ / ₄ 9-0 ³ / ₄ 8-6 ³ / ₄ 9-0 ³ / ₄	SK	Clear L. LVA 2/2 open 4/1 L.
7	553	50-0 ³ / ₄	"	TK	" L 5/3 3/3 open L.
8	692	52-0 ³ / ₄	8-6 ³ / ₄	TK	" L 5/3 L. 3/3 open
9	694	50-0 ³ / ₄	8-6 ³ / ₄	SK	" LVA 2/2 open L 4/2 L
10	{ 724 744 773 776 815 823 827 829 847 851 854 896 915 949 957 & 8 962 & 3, 977 1004	46-6 ³ / ₄	8-0 ³ / ₄	T	" 8/3 8-6 Bay
11	747 & 669	50-0 ³ / ₄	8 6 ³ / ₄	TK	Clear 1/3 L. 4/3 L. 2/3 open on sleepers
12	790	50 0 ³ / ₄	"	SK	Clear 2/2 open L. 5/2 L
13	791 & 795	54 0 ³ / ₄	"	TK	" L. 5/3 L. 3/3 open
14	846	56-0 ³ / ₄	"	T EX C	" 3/3 L. 2/3 L 2/2 L 1/2
15	867 940	56-0 ³ / ₄	8-6 ³ / ₄	CK	CLER L. 4/3 L. L. 3/2 L.
16	867 940	56-0 ³ / ₄	"	TK	Clear L. 5/3 3/2 L
17	{ 871 905 912 927 933 999 1020	54 0 ³ / ₄	"	TK	" L 5/3 L 3/3 open
18	936 965	54 0 ³ / ₄	"	TK	Clear L 8/3 open L
19	970 971 981	50 0 ³ / ₄	"	S	" 8/2
20	1002, 1022	51 0 ³ / ₄	"	TK	" 2/2 open L 5/2 L.

* CONJECTURED PARTICS — NO DIAG. SURVIVES

C 21
To C 45

No	LOTS	L.	W.	TYPE	DETS
C 21	1003 1023	56 $0\frac{3}{4}$	8- $6\frac{3}{4}$	TK EX CK	Clare L. 5/3 3/2 L.
22	1015 1018 1038 1053	46 $6\frac{3}{4}$	"	T	" 8/3
23	1041 1057 1080	58 $0\frac{3}{4}$	"	T	" 10/3
24	1069 1084 1098	69 0	9-6	TK	Dreadnought
25	1077 1080	58 - 0	8- $6\frac{3}{4}$	T	SE 10/3
26	1098	69	9-6	TK	Dreadnought ELEC. TESTING CRT.
27	1107 1110	70	9-0	TK	Concursion L. 10/3 L.
28	1136 1153	57	"	TK	BAR I L 8/3 L. 8' Bay. + See D 87/8
29	1154 1208 1214	70	"	TK	" " L 10/3 L
30	1167	56	"	TK	" " L 8/3 L
31	1172 1179 1194 1202	57	"	TK	BAR I & II L 8/3 L 9' Bay.
32	1234 1246	56 $11\frac{1}{4}$	8- $11\frac{1}{4}$	TK	SPTL L 8/3 L + See D 87/8
33	1236	69 $11\frac{1}{4}$	"	TK	SP. Multiple BAR Truss L 10/3 L
34	694	50 $0\frac{3}{4}$	8- $6\frac{3}{4}$	TK	3 Centre ex C9 CLERE Removed
35	1256	57	8- $11\frac{1}{4}$	TK	Wood panelled angle steel Truss L 8/3 L
36	671 747	50 $0\frac{3}{4}$	8- $6\frac{3}{4}$	T	Clare 2. L. 4/2. L. 2/2 ex slabs
37	1262 1274	48	8-6	T	Master 8/3
38	1277	69 $11\frac{1}{4}$	8- $11\frac{1}{4}$	TK	SPTL L 10/3 L
39	1248	57	9-0	TK	Canalizer C/F (or LI/F?) L 8/3 L
40	873	50 $0\frac{3}{4}$	8- $0\frac{3}{4}$	T	3 Centre 8/3 ex E 58
41	882	51 $0\frac{3}{4}$	"	T	" " " " E 59
42	837	51 $0\frac{3}{4}$	8- $6\frac{3}{4}$	T	" " " " E 60
43	1317	57 - 0	9-0	T	SPFE 9/3
44	1308	70 - $8\frac{1}{4}$	9-0	TK	SP Bow LH. only L 10/3 L.
45	1308	70 - $8\frac{1}{4}$	9-0	TK	---- RH " ----

C 46
To
C 69

C 46	1320 1337	70-0	9-0	TK	SP Flattened
47	-	32-6	8-4	T	EX Canbuin Observation b whals
48	1333	33 10 1/2	<u>BLANK</u>		VJ Rherdot.
49	1325	57-0	9-0	TK	BAR U/F SP L8/3/L ✓
50	1320	71-4 1/2	9-0	TK	SP. Bow seal end L10/3 L
51	1361	52-3	9-0	TK	artic. L7/3L 2x 1/2 Bay.
52	1362	52-3	9-0	TK	" " " LH. + 1/2 bay.
53	1341	49-3	8-6	T	Mater artic. 8/3
54	1352 1365 1369 1371/2 1374 1383 1395	57-0	9-0	TK	SP BE L8/3 L
55	1366	57-0	9-0	TK	SPTL BE L8/3L Bar U/F
56	1391	55-0	9-0	T	SP BE 9/3
57	1395	57-0	9-0	TK	" L8/3 L N ^o 5155 only
58	1411	58-4 1/2	8-10 1/4	TK	" L8/3 L.
59	1426 1434	61-4 1/2	9-5 3/4	TK	" "
60	1423 1436	61-4 1/2	9-0	TK	" "
61	1403 1459	(BLANK gr)	9-3	T	" 9/3
62	1447 1453 1475 1477	61-4 1/2	9-3	TK	" L8/3 L
63	1465	"	9-0	T	" 9/3
64	1489	"	9-3	TK	" L8/3 L
65	1489	60-0	9-3	TK	SP FE L8/3 L
66	1492 1506 1524 1551	58-10	9-0	T	9/3 (ALL LOTS ALSO TRAILER) DIAG A 42
67	1509 1513 1527	57-0	9-0	TK	L 8/3 L
68	1530	60-0	9-0	TK	Open/I 8/3
69	1537	60-0	9-0	TK	Centenary L7/3 L.

C70
to
C85

		↓ Blank gr.			
C70	1554 1559		9-0	TK	ED/I L 8/3 L.
71	1558		"	TK	open/II 8/3
72	1361 & 2		"	TK	De-oxid. L 8/3 L.
73	1573		"	TK	ED/II L 8/3 L
74	1575		"	TK	open/III 8/3
75	1569 1598 1609 1631		8-11	T	Low weight 9/3
76	1591 1625 1643		8-11	TK	open/IV 8/3
77	1593 1623		8-11	TK	ED/III L 8/3 L
78	1615		-		^{Beaker} Vale of Rhaidol
79	826 932 985	50-0 ³ / ₄	8-6 ³ / ₄	T	Chem 7/3 ex A4
80	1612		8-8	T	Bury Post Branch 9/3 N ^o -1329
81	1641		8-11	TK	ED/III additional Dues L 8/3 L
82	1691 1714	63-0	"	TK	DE L 8/3 L
83	1693 1712 1739 1745 1748	63-0	"	TK	10/3
84	1706 1735	63-0	"	TK	DE L 8/3 L
85	1685	63-0	"	TK	"LIGHT ALLOY" DE L 8/3 L. N ^o -2239

D 25
TO
D 48

3331
-40

	lots.				
D 25	870	56	$0\frac{3}{4}$	8-6 $\frac{3}{4}$	BTK Clear Blue 3/3 L (5'-8' COMPSS) SEE D25 ^{D74}
26	870	56	$0\frac{3}{4}$	"	" EX D25 ELEC. TEST COMPT IN VAN N° 3373
27	872	51-	$0\frac{3}{4}$	8-0 $\frac{2}{4}$	BT. 3 Centre Blue 5/3
28	904	56	$0\frac{3}{4}$	8-6 $\frac{3}{4}$	BTK Clear Blue 5/3 L See D77
29	916/7 923 998 1009 1019 1036 1050	56	$0\frac{3}{4}$	"	BTK " " 3/3 L See D70
30	931 955	56	$0\frac{3}{4}$	"	" Clear L 4/3 Blue SEE D73 See D73
31	931 953	"	"	"	" " Blue 4/3 L " D72
32	935	"	"	"	" " " 3/3 open L HINGED W/CG. DOORS
33	941	"	"	"	EX BTK. BTK Clear Blue L. Lobby. 2/3 open
34	953	"	"	"	BTK Galley conversion of D31 See D103
35	955	"	"	"	" " " " D30
36	964	"	"	"	" Clear Blue 3/3 open L Sliding LUGG. DOORS
37	972 ^B	50-	$0\frac{3}{4}$	"	BT Clear Blue 5/3
38	974	"	"	"	" Clear Blue 3/3 See D 99
39	1005	68-	$0\frac{3}{4}$	"	BTK Clear L 4/3 Blue
40	1006 1035	56-	$0\frac{3}{4}$	"	EX BSK BTK Clear L 3/3 Blue
41	1035	"	"	"	EX BSK BTK EX D40 ELEC TESTG COMPT.
42	1066 1085	70-0	9-6	BTK Dreadnought L 4/3 Blue See D100	
43	1120 1122	70-0	9-0	BTK Conversion L 4/3 Blue	
44	1135	57-0	9-0	" BARS I L 3/3 Blue LHV & RHV See D80	
45	1146 1152 1156	57-0	9-0	" Bars I L 4/3 Blue	
46	1168 1174	56-0	"	" Bar I L 4/3 "	
47	(1173 1180 1195) 1314	57-0	"	" Bar I & II L 4/3 Blue LHV & RHV	
48	1181	70-0	"	" Bar I Blue 3/3 L.	

D49
to
D72

	D 49	1188	57-0	9-0	BT	Bar II Blue 6/3
	50	-	37-7	8-0	"	M/C & MILNER RLY Blue 5/3 [?] (3/3) N° 3982
	51	1207 1215	70-0	9-0	BTK	Bar II Multibron L4/3 Blue LHV & RHV
	52	1195 1203 1296 1314	57-0	9-0	"	" " L3/3 Blue LHV & RHV. ^{?2.}
3735-46	D 53	1229	56 11 $\frac{1}{4}$	8-11 $\frac{1}{4}$	BT	Multibron Blue 7/3
	54	431 545	48 6 $\frac{3}{4}$	8-0 $\frac{3}{4}$	"	Clear Blue 4/3 en D4
1070-1077	55	1227	69 11 $\frac{1}{4}$	8-11 $\frac{1}{4}$	"	Multibron Blue 8/3
	56	1235 1247 1279 1291 1293 1315 1339	56 11 $\frac{1}{4}$	8-11 $\frac{1}{4}$	BTK	{ MULTIBRON ANGLE IRON SPTL Blue 3/3L LHV & RHV
3759-62	57	1237	69 11 $\frac{1}{4}$	8-11 $\frac{1}{4}$	"	Multibron L4/3 Blue LHV + RHV
	58	1135	57-0	9-0	"	Bar I Blue 3/3 L en D44
	59	836 ^B	51-0 $\frac{3}{4}$	8-6 $\frac{3}{4}$	BT	3 Centre 4/3 Blue Wingers D22
	60	836 ^A	"	"	"	" " Blue 5/3 " D23
	61	751	48-6 $\frac{3}{4}$	8-0 $\frac{3}{4}$	"	" " " 6/3 " D16
3747-58	62	1263 1275	BRANK IN	8-6	"	Mult SPTL Blue 6/3
	63	431 535	48-6 $\frac{3}{4}$	8-0 $\frac{3}{4}$	"	Clear Blue 4/3 Wingers D54
	64	310	46-0 $\frac{3}{4}$	"	"	Clear Blue 3/3 EX D3
	65	752	52-0 $\frac{3}{4}$	"	"	3-centre Blue 7/3 Wingers D17
	66	730 766	38-6 $\frac{3}{4}$	"	"	" " " 4/3 " D15
3811-26	67	1283 1304	56-11 $\frac{1}{4}$	8-11 $\frac{1}{4}$	"	SPTL Blue 6/3 LHV & RHV
	68	1285 1287 1314 1338	57-0	9-0	BTK	Bar I Blue 4/3L en D45
3793-04	69	1278	69-11 $\frac{1}{4}$	8-11 $\frac{1}{4}$	"	SPTL Blue 4/3L LHV & RHV
	70	916-7 923 998 1019 1026 1050	56-0 $\frac{3}{4}$	8-6 $\frac{3}{4}$	"	Clear Blue 3/3L Wingers D29
	71	596	48-6 $\frac{3}{4}$	8-0 $\frac{3}{4}$	BT	" " 5/3L 1/3 " D6
	72	931 953	56-0 $\frac{3}{4}$	8-6 $\frac{3}{4}$	BTK	" " 4/3 L " D31

D73
to
D96

D 73	931 955	56 - 0 ³ / ₄	8 - 6 ³ / ₄	BTK	Clare L4/3 Blue	Wingless D30
74	870	"	"	"	Clare Blue 3/3L	" D25
75	(852/3 925/6 939) (959 972A 1029)	50 - 0 ³ / ₄	"	BT.	" " 4/3	" D24
76	723 743 771 & 2	"	8 - 0 ³ / ₄	BT	" " "	" D14
77	904	56 0 ³ / ₄	8 - 6 ³ / ₄	BTK	" " 5/3 L	" D28
78	691	"	"	"	" " L4/3	" D10
79	691	"	"	"	" L4/3 Blue	" D11
80	1314	57 - 0	9 - 0	"	Ban I Blue 3/3L LHV & RNV	EX D 44
81	830	56 0 ³ / ₄	8 - 6 ³ / ₄	"	Clare Blue 3/3L	WINGLESS D20
82	1309	70 - 8 ¹ / ₄ ?	9 - 0	"	SP L4/3 Blue Bow Compl. End	
83	1309 1321	70 - 0	"	"	SP FE Blue 4/3L 7 th end both ends	
84	1321	70 - 0	"	"	" " L4/3 Blue	" " "
85	1318 1329	57 - 0	"	BT.	SP FE Blue 4/3	
86	1335	Blank p.	"	BT.	SP BE Blue 6/3 LNV & RNV	
87	1326 1332 ✓	57 - 0	"	BTK	Ban SP L3/3 Blue	exc C28/32
88	1326 1332 ✓	57 - 0	"	BTK.	Ban SP Blue 3/3L	exc C28/32, CANT
89	674	48 - 6 ³ / ₄	8 - 6 ³ / ₄ ?	BT.	Clare Blue 4/3	Wingless ^{D29} ← BC
90	1321	70 - 8 ¹ / ₄	9 - 0	BTK	SP. Blue 4/3L	Bow Compl. End
91	1335	Blank p.	9 - 0	BT	SP BE Blue 6/3	
92	1360	50 - 6 ³ / ₄	9 - 0	BTK	Arctic Blue 3/3	
93	1342	48 - 0	8 - 6	BT.	Madro Arctic Blue	6/3
94	1353 & 4	Blank p.	9 - 0	BTK	SP BE Blue 3/3 L	LNV & RNV
95	1375 1384	"	9 - 0	"	" " 4/3 L	" "
96	833	50 - 0 ³ / ₄	8 - 6 ³ / ₄	BT.	Clare Blue 4/3	WINGLESS D21

D 97
to
D121

	D 97	-	40'-11	8-0	BT	? EX Mc & MILFORD RAILWAY	Blue Compo.
4945-84 5501-16	98	1377 1389	Blank	9-0	BT	SP BE	Blue 6/3
	99	974	50-0 ³ / ₄	8-6 ³ / ₄	BT	Clew	Blue 3/3
	100	1085	70-0	9-0	BTK	SP FE	Blue 4/3L N ^o 3476
5517-40	101	1392	Blank	"	BT	SP BE	Blue 5/3
	102	722	50-0 ³ / ₄	8-0 ³ / ₄	"	Clew	Blue 3/3
	103	953	56-0 ³ / ₄	8-6 ³ / ₄	BTK	"	"
5133-39 5231-42	104	1399		8-10 ¹ / ₄	"	SP BE	L 4/3 Blue
5281-92	105	1427		9-5 ³ / ₄	"	"	Blue 4/3 L LHV. RNV.
5293-98	106	1428	BLANK	"	"	"	Blue 2/3 L " "
	107	1437	gn.	9-0	"	"	Blue 3/3 L " "
5303-14	108	1435		9-5 ³ / ₄	"	"	Blue 3/3 L " "
5299-5302	109	1406 1450 1457		9-3	BT	SP BE	Blue 6/3
5577-88 5631-36	110	1404 1460		9-3	"	"	Blue 5/3
5631-68 5373-80	111	1448 1454		9-3	BTK	"	Blue 3/3 LHV. RNV.
5637-66	112	1464		9-0	BT	"	Blue 6/3
	113	797	56-0 ³ / ₄	8-6 ³ / ₄	BTK	Clew	L 2/3 Blue ex H.1(?) N ^o 3734
	114	1174	57-0	9-0	"	Box I	Truck Testing ex D46 See Q41
5385-92 5447-60	115	1476 1478	Blank	9-3	"	SP BE	Blue 4/3 L LHV. RNV.
	116	1490	57-0	9-0	"	SP	L 4/3 Blue.
	117	(1493 1507 1525) 1552	55-4	9-0	BT	"	Blue 5/3
	118	1510 1514 1528	57-0	9-0	BTK	"	L 4/3 Blue.
4571-74	119	1531	60-0	9-0	"	Open I	Blue 2/3
4575-80	120	1536	60-0	9-7	"	Centenary	Blue 2/3
	121	1555	Blank	9-0	"	ED/I	L 4/3 Blue.

1583-97
 1599-1603
 1605-1611
 1613-1626

D 122
 to
 D 133.

4202-07
 1298-1301
 1541-2
 4995-6
 1323-28
 650-1

D122 1360
 123 1576
 124 1574
 125 (1570 1599
 1610 1632)
 126 1592
 127 (1594-5 1624
 1642)
 128 1616
 129 1611
 130 1644
 131 1692
 132 1694 1713
 133 1707 1732 1744

56-9 9-0 BTK.
 60-0 " "
 60-11¹/₄ " "
 57-0 8-11 BT.
 Blankh " BTK
 " " "
 " Blankh BT
 57-0 8-8 "
 Blankh 8-11 BTK
 63-0 8-11 "
 63-0 8-11 BT
 63-0 8-11 BTK

De-articulated Blue /3
 open/II Blue 2/3
 ED/II L. 4/3 Blue
 Low waist Blue 5/3
 open/ ✓ Blue 4/3
 ED/III L4/3 Blue.
 Vale of Rhenish.
 Burying Post Line Blue 7/3
 open/ ✓ Blue 5/3
 DE L4/3 Blue.
 6/3 Blue.
 DE L4/3 Blue

DIAG	LOTS	LONG	WIDE	TYPE	DESCR	E1-E30
E1	122	{45-6 ³ / ₄ } {38-7*}	8.0 ³ / ₄	C	* 2/1. 3/2. 1/Lugg. (order?) Cler I 2.1.1. Lugg. 1.1.2. ex. B.G. conv. Type I.	
E2	147	45-6 ³ / ₄	8.0 ³ / ₄	B.C.	CLER I 2.1.1. GD & LUGG. 1.1.2. " " " " "	
E3	147, 155, 256	46-6 ³ / ₄	8.0 ³ / ₄	B.C.	CLER I 2.2.1. GD & LUGG. 1.1.2. " " " " "	
E4	177	46-6 ³ / ₄	8.0 ³ / ₄	C	CLER I 3.2.1 (SAL) 1 (SAL) 2.3.	
E5	177	46-6 ³ / ₄	8.0 ³ / ₄	BC	CLER I 2.1.1. GD & LUGG. 1.2.2.	
E6	194	40-0 ³ / ₄	8.0 ³ / ₄	BC	CLER I 2.2.2. GD & LUGG. 1.1. EX BR. CONV. TYPE I.	
E7	194	40-0 ³ / ₄	8.0 ³ / ₄	C	CLER I 2.2.2. LUGG. LAV. 11. " " " " "	
E8	200	45-0 ³ / ₄	8.0 ³ / ₄	BC	ARC. 3.3.2.2. GD & LUGG. 1.1.	
E9	201	40-0 ³ / ₄	8.0 ³ / ₄	BC	CLER I 3.2.1. GD & LUGG. 1.3.	
E10	206	46-6 ³ / ₄	8.0 ³ / ₄	C	CLER I 2.2.1. LUGG. 1.1.2.	
E11	206	46-6 ³ / ₄	8.0 ³ / ₄	C	CLER I 2.1.1. LAV. LUGG. 1.2.2.	
E12	256	46-6 ³ / ₄	8.0 ³ / ₄	BC	CLER I 2.1.1. LAV. GD & LUGG. 1.2.2. EX BR. CONV. TYPE I	
E13	273	46-6 ³ / ₄	8.0 ³ / ₄	C	CLER I 2.2.1. LUGG. 1.1.2.	
E14	273	46-6 ³ / ₄	8.0 ³ / ₄	C	CLER I 2.2.1. LUGG. LAV. 11.2.	
E15	274	46-6 ³ / ₄	8.0 ³ / ₄	BC	CLER I 3.3.2.2. GD & LUGG. 1.1.	
E16	274, 309	46-6 ³ / ₄	8.0 ³ / ₄	C	CLER I 3.3.1. LUGG. 1.2.2.	
E17	411	46-6 ³ / ₄	8.0 ³ / ₄	C	CLER II 2.2.2. LUGG. 1. LAV. 1.1. RECTANGULAR LAYS.	
E18	411	46-6 ³ / ₄	8.0 ³ / ₄	C	CLER II 2.2.2. LUGG. 1. LAV. 1.1. EX E18? OBLIQUE LAV. PTNS.	
E19	414, 460	46-6 ³ / ₄	8.0 ³ / ₄	BC	3-CENTRE 1.2.3.3.3.3. GD & LUGG. (DD. 2P. D. L/O) WINGLESS SEE E122.	
E20	414	46-6 ³ / ₄	8.0 ³ / ₄	BC	3-CENTRE 1.2.3.3.3.3. GD & LUGG. (3P. DD. L/O)	
E21	430	48-6 ³ / ₄	8.0 ³ / ₄	BC	CLER II 3.3.1. LAV. 1 L/O D.D. 2.2.	
E22	430	48-6 ³ / ₄	8.0 ³ / ₄	C	CLER II 3.3.3.1.1. DD. 2.2.	
E23	461	46-6 ³ / ₄	8.0 ³ / ₄	BC	CLER II 1.2.3.3.3.3. BKE.	
E24	466	48-6 ³ / ₄	8.0 ³ / ₄	BC	CLER II 1/2/1.1. LAV IN VAN. 3.3.3.2. 1/2/2. OBLIQUE PTN.	
E25	466	48-6 ³ / ₄	8.0 ³ / ₄	BC	CLER II DITTO SQUARE LAV.	
E26	470 ^A	48-6 ³ / ₄	8.0 ³ / ₄	BC	CLER II 2.2.1. 2P D.D. L/O. 1.2.2.	
E27	470 ^B , 544	46-6 ³ / ₄	8.0 ³ / ₄	C	CLER II 3.3.2.1. LAV. 1.2.3. RECTANGULAR LAYS cf. E31/37	
E28	470 ^B , 544	48-6 ³ / ₄	8.0 ³ / ₄	C	CLER II 2.2.2. DD. 1. LAV. 11.	
E29	471	48-6 ³ / ₄	8.0 ³ / ₄	BC	CLER II 4/3RDS. 1/1 1/2 BKE WINGLESS SEE E106	
E30	487	48-6 ³ / ₄	8.0 ³ / ₄	BC	CLER II 3/3 2/2 VAN. LAV IN VAN. 1. 1/2/1	

DIAL	LOTS	LONG	WIDE	TYPE	DESCR.
E31	554	46-6 $\frac{3}{4}$	8.0 $\frac{3}{4}$	C	CLER III 3.3.2.1. LAV 1.2.3. [?] OBLIQUE LAV. PTNS. cf. E27/37.
E32	557	48-6 $\frac{3}{4}$	8.0 $\frac{3}{4}$	C	CLER III 2.2.1. DD. 1. LAV. 1.2. RECT. LAVS. OBLIQUE LAV. PTNS. EX E32.?
E33	557, 591, 600	48-6 $\frac{3}{4}$	8.0 $\frac{3}{4}$	C	CLER III 2.2.1. DD. 1. LAV. 1.2. EX E32.?
E34	614	48-6 $\frac{3}{4}$	8.0 $\frac{3}{4}$	C	CLER III 2.2.1.1. LAV. 1.2. DD.
E35	630	54-8$\frac{3}{4}$ 54-8 $\frac{3}{4}$	8.6 $\frac{3}{4}$	BC	CLER III 4/0.p. DD.p. 3/3. LAV. 2.1. LAV. 1
E36	630	54-0 $\frac{3}{4}$	8.6 $\frac{3}{4}$	BC	Diff. but with 'ROYAL' ends.
E37	634, 658	46-0 $\frac{3}{4}$	8.0 $\frac{3}{4}$	C	CLER III 3.3.2.1. LAV. 1.2.3. ALTERED CPT. SIZES. OBLIQUE LAV. PTNS. cf. E27/31
E38	695	56-0 $\frac{3}{4}$	8.6 $\frac{3}{4}$	CK	CLER III 3/3 LAV. LAV. 2/1 LAV 2/1 (OPEN)
E39	697	56-0 $\frac{3}{4}$	8.6 $\frac{3}{4}$	BC	CLER III BKE (LAV. IN) 3/3 LAVS 1/2 1/1 LAV 1/1 RECT LAVS. cf. E.41.
E40	729	50-0 $\frac{3}{4}$	8.0 $\frac{3}{4}$	BC	3-CENTRE BKE. 1/1. 1/2. 4/3 WINGLESS SEE E.130
E41	742	56-0 $\frac{3}{4}$	8.6 $\frac{3}{4}$	BC	CLER III BKE (LAV.) 3/3 LAVS 1/2 1/1 LAVS 1/1 WINGLESS SEE E121 cf. E39
E42	748	52-0 $\frac{3}{4}$	8.6 $\frac{3}{4}$	BC	CLER III BKE (LAV) 3/3 LAVS 1/2. 1/2/1 LAVS 1/1.
E43	749	56-0 $\frac{3}{4}$	8.6 $\frac{3}{4}$	BC	CLER III BKE [LAV] 4/3 LAVS. 1/2 1/2/1 LAVS. 1/1
E44	759, 814	56-0 $\frac{3}{4}$	8.6 $\frac{3}{4}$	BC	CLER III Bke [LAV] 4/3 LAVS 1/1 LAVS. 1/1
E45	765	58-0 $\frac{3}{4}$	8.6 $\frac{3}{4}$	BC	CLER III Bke [LAV] 4/3 LAVS 1/2. 1/1 LAVS. 1/2/1
E46	792	55-0 $\frac{3}{4}$	8.6 $\frac{3}{4}$	CK	CLER III L. 2/2 L.L. 4/1 L. (cf. ? E68) "SHOTS ON CORR. SIDE."
E47	796	52-0 $\frac{3}{4}$	8.6 $\frac{3}{4}$	CK	CLER III 2/3 (OPEN) L. 2/1. L. 2/1 (OPEN)
E48	798	56-0 $\frac{3}{4}$	8.6 $\frac{3}{4}$	BCCK	CLER III L. 2/1. 2/2. L 3/3. L. Bke. WINGLESS. SEE E105
E49	802	54-0 $\frac{3}{4}$	8.0 $\frac{3}{4}$	BC	3 Centre Bke. 2/1. 1/2. 3/3.
E50	803	54-0 $\frac{3}{4}$	8.0 $\frac{3}{4}$	BC	3-Centre 4/3. 1/2. 1/1 Bke.
E51	813	56-0 $\frac{3}{4}$	8.6 $\frac{3}{4}$	BE	3-Centre Bke. 4/3. 2/2. 2/1
E52	814	56-0 $\frac{3}{4}$	8.6 $\frac{3}{4}$	BC	CLERE. Bke. L. 4/3. L. 1. L. 1.
E53	831	55-0 $\frac{3}{4}$	8.6 $\frac{3}{4}$	CK	CLER. L. 3/2. L. L. 3/1. L. SEE E54 E92.
E54	831	55-0 $\frac{3}{4}$	8.6 $\frac{3}{4}$	CK	CLER. L. 4/3. 3/1. L. EN. E.54
E55	832	54-6 $\frac{3}{4}$	8.6 $\frac{3}{4}$	C	CLER. 2.L. 2.1. L. 1. 3. L. 3.3.
E56	837	51-0 $\frac{3}{4}$	8.6 $\frac{3}{4}$	C	3-Centre 3/2 3/1 2/3. SEE C.42.
E57	850, 907, 921	58-0 $\frac{3}{4}$	8.6 $\frac{3}{4}$	C	CLER. LUGA. 2/3. L. 1/3. 1/1. L 1/1 1/2. L. 1/2.
E58	873	50-0 $\frac{3}{4}$	8.0 $\frac{3}{4}$	C	3 Centre 2/3. 2/2. 2/1. 2/3 SEE C.40
E59	882	51-0 $\frac{3}{4}$	8.0 $\frac{3}{4}$	C	3 Centre 1/3 3/2 3/1 1/3 SEE C41
E60	884	58-0 $\frac{3}{4}$	8.6 $\frac{3}{4}$	BC	CLER. [L][3] 3/3 L. 1. 2. L. 2.

DIAG	LOTS	LONG	WIDE	TYPE	DESC
E61	885	58.0 $\frac{3}{4}$	8.6 $\frac{3}{4}$	BC	Clear. 2.L. 2/1 L. 3/3 [L] Bhe.
E62	889, 906	53.0 $\frac{3}{4}$	8.6 $\frac{3}{4}$	C	Clear. 3.2.L.2.1.L.1.3.L.3.
E63	903	51.0 $\frac{3}{4}$	8.6 $\frac{3}{4}$	C	Clear 1.L.1.1.L.2.2.L.2.
E64	910, 918	55.0 $\frac{3}{4}$	8.6 $\frac{3}{4}$	CK	Clear L. 3/2. L.L. 3/1. L. See E65, E66
E65	910, 918	55.0 $\frac{3}{4}$	8.6 $\frac{3}{4}$	CK	Clear. L. 4/3. 3/1. L. See E.64
E66	{ 910, 918 982, 986	55.0 $\frac{3}{4}$	8.6 $\frac{3}{4}$	CK	Clear L. 3/3. 4/1. L. See E64 ? ex-E71
E67	923	56.0 $\frac{3}{4}$	8.6 $\frac{3}{4}$	BCK	Clear ? LOBBY. 1/2. 2/1 Bhe. ex D.29
E68	928	55.0 $\frac{3}{4}$	8.6 $\frac{3}{4}$	CK	Clear L. 2/2. L.L. 4/1. L. See E69
E69	928	55.0 $\frac{3}{4}$	8.6 $\frac{3}{4}$	CK	Clear L. 3/3. 4/1. L. See E68
E70	982, 986	55.0 $\frac{3}{4}$	8.6 $\frac{3}{4}$	CK	Clear L. 4/3 3/1 L. ? See-DIAG EXTINGUISH BEFORE E N th ALTERN.
E71	982, 986	55.0 $\frac{3}{4}$	8.6 $\frac{3}{4}$	CK	Clear. L. 3/3 4/1 L. See [↑] SEE E66
E72	983, 988	58.0 $\frac{3}{4}$	8.6 $\frac{3}{4}$	BC	Clear Bhe 3/3 L. 2/1 L. 2/2. [WINGLESS E119]
E73	{ 987, 994, 1008 1030, 1040, 1049	55.0 $\frac{3}{4}$	8.6 $\frac{3}{4}$	CK	Clear L. 4/3 3/1. L.
E74	1028, 1031	58.0 $\frac{3}{4}$	8.6 $\frac{3}{4}$	C	Clear. LVAR. 3/3 L. 2/1. L. 2/2.
E75	1042	58.0 $\frac{3}{4}$	8.6 $\frac{3}{4}$	CK	Clear 2/2. L. 2/1 L. 3/3 LVAR.
E76	1058	58.0 $\frac{3}{4}$	8.6 $\frac{3}{4}$	BC	Clear GD. 3/3 L. 2/1 L. 2/2.
E77	1068	68.0	9.6	CK	Dreadnought L. 3/1 5/3 L.
E78	1092	69.0	8.6 $\frac{3}{4}$	BCK	Elliptical L. 2/2. 2/1 L.L. 4/3 Bhe.
E79	1111	70.0	9.0	CK	Concertina L. 4/1 5/2. L.
E80	1113, 1121	70.0	9.0	BCK	" " L. 2/2 2/1. 4/3. L. Bhe.
E81	1119	70.0	9.0	CK	" " L. 4/1 5/2. L.
E82	1137, 1148	56.0	9.0	BCK	BARS I. L. 2/1 4/3 Bhe. L.
E83	1138	57.0	9.0	BCK	BARS I L. 2/2. 2/1 2/3 Bhe. L.
E84	1145	70.0	9.0	CK	BARS I L. 4/1 5/2. L.
E85	1147, 1151	56.0	9.0	CK	BARS I L. 2/1 5/3. L.
E86	1155	57.0	9.0	BCK	BARS I L. 2/1 L. 4/3 Bhe
E87	1169	56.0	9.0	BCK	BARS I. L. 2/1 4/3. L. Bhe
E88	1171, 1193, 1201	57.0	9.0	CK	BARS I & II L. 4/1 3/3. L. LH. & RH.
E89	1187	57.0	9.0	C	BARS II 5/3 4/1
E90	—	40.11	8.0	C	Ex Manchester & Milford RLY.

DIAG	LOTS	LONG	WIDE	TYPE	DESCRIP
E91	-	40-11	8.0	C	Ex m/c & Mulford Rly.
E92	831	55-0 ³ / ₄	8-6 ³ / ₄	CK	Clear. L. 3/3. 4/1. L. EX. E 53.
E93	1210	70.0	9.0	CK	BARS II L. 4/1 5/3 L. LH & RH
E94	1200	57.0	9.0	BCK	BARS II L. 2/1 L. 4/3 Bhe.
E95	1212	57.0	9.0	BCK	BARS II L. 2/1 4/3. L. Bhe.
E96	1228	56-11 ¹ / ₄	8-11 ¹ / ₄	C	S.P.T.L. Multibar 5/3 4/1
E97	1226	69-11 ¹ / ₄	8-11 ¹ / ₄	C	" " 6/3 5/1
E98	1223	56-11 ¹ / ₄	8-11 ¹ / ₄	CK	" " L. 4/1. 3/3. L.
E99	1240	69-11 ¹ / ₄	8-11 ¹ / ₄	BCK	S.P.T.L. Angle Iron Bhe L. 2/1. 5/3. L.
E100	1092	69.0	8-6 ³ / ₄	BCK	inc E78 Fresh, 3-side
E101	1261, 1273	48.0	8.6	C	S.P.T.L. Metro 2/3 5/1
E102	1276	69-11 ¹ / ₄	8-11 ¹ / ₄	CK	S.P.T.L. L 4/1 5/3 L. LH & RH.
E103	1282, 1303	56-11 ¹ / ₄	8-11 ¹ / ₄	C	S.P.T.L. 5/3 4/1
E104	1280	69-11 ¹ / ₄	8-11 ¹ / ₄	BCK	S.P.T.L. Bhe L. 2/1. 5/3. L.
E105	798	56-0 ³ / ₄	8-6 ³ / ₄	BCK	Wingless E. 48
E106	471	48-6 ³ / ₄	8.0 ³ / ₄	BC	Wingless E 29
E107	748	52-0 ³ / ₄	8-6 ³ / ₄	BC	Wingless E. 42
E108	1276	69-11 ¹ / ₄	8-11 ¹ / ₄	CK	S.P. Hybrid L. 4/1 5/3. L. [? EX E102]
E109	1310, 1319	71-4 ¹ / ₂	9.0	CK	SPBE. L. 4/1 5/3 L. all LH. 1sts. BOWS BOTH ENDS
E110	1310, 1319	71-4 ¹ / ₂	9.0	CK	SPBE L 5/3 4/1 L. all RH " " " "
E111	1319	70.0	9.0	CK	SPFE L 4/1 5/3 L. all LH 1st 7ent Ends
E112	1319	70.0	9.0	CK	SPFE L. 5/3 4/1 L. " RH " " "
E113	1322	57.0	8.6	BCK	SPFE L. 2/1. 4/3 L Bhe
E114	1323	57.0	9.0	BCK	SPFE L. 2/1 4/3 L. Bhe
E115	1324	57.0	9.0	CK	SPFE L. 4/1 3/3 L. LH 1st (x see E118)
E116	1327	57.0	9.0	BC	SPFE 1/1 6/3 Bhe
E117	1092	69.0	8-6 ³ / ₄	BCK	Wingless E78 &/or E100
E118	1324	57.0	9.0	CK	SPFE L L. 3/3. 4/1 L. RH 1st (x see E115)
E119	983, 988	58-0 ³ / ₄	8-6 ³ / ₄	BCK	Wingless E72.
E120	813	56-0 ³ / ₄	8-6 ³ / ₄	BC	Wingless E51

E121 - E150

DIAG	LOTS	LONG	WIDE	TYPE	DESCRIP
E121	742	56-0 $\frac{3}{4}$	8-6 $\frac{3}{4}$	BC	Wingless E41
E122	460	46-6 $\frac{3}{4}$	8-0 $\frac{3}{4}$	BC	Wingless E19
E123	201	40-0 $\frac{3}{4}$	8-0 $\frac{3}{4}$	BC	Wingless E9.
E124	1336		9-0	C	SP BE. 5/3 4/1 close coupled.
E125	1336		9-0	C	SP BE 5/3 4/1 Loose.
E126	1340		8-6	C	articulated 2/3 5/1
E127	1351		9-0	CK	SP BE L. 3/3. 4/1 L. LH & RH.
E128	1350		9-0	BCK	SP BE L. 4/3. 2/1 L. Blue.
E129	1355		9-0	BC	SP BE 4/3 1/1 2/3 Blue.
E130	729	50-0 $\frac{3}{4}$	8-0 $\frac{3}{4}$	BC	Wingless E40
E131	1376		9-0	C	SP BE. 4/1 5/3.
E132	1382		9-0	CK	SP BE L. 4/1 3/3. L. (? all LH. 1st.)
E133	1340	48-0	8-6	C	Split Train articulated 2/3 5/1
E134	1390		9-0	C	SP BE 2/3 5/1 2/3.
E135	1393		9-0	BC	SP BE
E136	1398		8-10 $\frac{1}{4}$	CK	SP BE L. 4/1 3/3. L
E137	1424		9-5 $\frac{3}{4}$	CK	Bladder L 4/1 3/3. L. LH & RH.
E138	1425		9-5 $\frac{3}{4}$	BCK	Bladder L 4/3 2/1 L. Blue
E139	1438		9-0	CK	Cross Country L. 4/1 3/3. L. LH & RH.
E140	1407		9-3	BC	—? 4/3 1/1 1/3 Blue 7-OB.
E141	1405	61-2	9-3	C	3/3 4/1 2/3.
E142	1402		9-3	C	5/1
E143	1446		9-3	CK	South Wales L. 3/3. 4/1 L.
E144	1474		9-3	CK	South Wales L. 4/3. 3/1 L.
E145	1479		9-3	BC	4/3. 1/1 1/3 Blue 9-OB.
E146	1491	57-0	9-0	BCK	L. 4/3. 2/1. L. Blue. Drop lights both <small>L.V.C. DOORS.</small>
E147	1494	57-0	9-0	CK	4/3 1/1 1/3 Blue
E148	1503	57-0	9-0	BCK	L. 4/3 2/1 L. Blue D/L. one lugg. door.
E149	1538		9-7	CK	CENTENARY. L. 4/1 3/3 L.
E150	1539		9-7	BCK	Centenary L. 3/3 2/1 Blue L

DIAG	LOTS	LONG	WIDE	TYPE	DESCRIPT.
E151	1553, 1560		9-0	CK	ED/I L. 4/1 3/3 L.
E152	1557		9-0	BCK	ED/II L. 4/3 2/1 L Blue
E153	1572		9-0	BCK	ED/II L. 4/3 2/1 L. Blue
E154	1571		9-0	CK	ED/II L. 3/1 4/3 L
E155	1582		9-0	CK	ED/II L. 4/1 3/3 L.
E156	1567, 1596, 1630		8-11	C	2/3 3/1 3/3.
E157	1568		8-11	BC	4/3 2/1 1/3 Blue
E158	1587, 1621		8-11	CK	ED/III L. 3/1 4/3 L.
E159	1589, 1590 1622, 1640		8-11	BCK	ED/III L. 4/3 2/1 L Blue
E160	1588		8-11	CK	ED/III L. 3/1 4/3 L.
E161	1608, 1629		8-11	BC	LOT 1608 LOWER ROOF FOR HIGHWORTH BRANCH. 4/3 1/1 1/3 Blue
E162	1639		8-11	CK	ED/III L. 4/1 3/3 L.
E163	1689	63-0 64-0	8-11	CK	ED/IV Dome End L. 4/1 3/3 L
E164	1690, 1705, 1738	63-0 64-0	8-11	BCK	ED/IV " " L. 4/3 3/3 L Blue ✓ 2. 2.
E165	1704, 1737		8-11	CK	ED/IV
E166	1762, 1767	63-0 $\frac{3}{4}$	8-11	C	2/3 5/1 2/3.
E167	1750, 1775	63-0 $\frac{3}{4}$	8-11	BC	4/3 2/1 1/3 Blue
*	1749	59-3 $\frac{1}{2}$	8-11	C	3/3 4/1 2/3.

* last nationalisation - said to have been designed & built for the London Midland Region
NO E¹ N² allotted.

NOTE ALL DIAGRAMS IN RED.
DO NOT SURVIVE IN SWINDON D.O. BINDER, BUT there is strong case for their conjectures.
E11, however, is weakest case

FROM D. LEE

RED JACK SLINN SUPPLIED

BUT J SLINN HAS LOT 382 AS K3

DIAG. K. K1 to K19

DIAG.	CATEGORY	OVER BUFFS.	SIZE	BCC.	BORIE	QUAN	LOT	SERIAL	
K1	3-CEN. EX BG.		40'-0 ³ / ₄ x 9'-3 ¹ / ₄ 8'-0 ³ / ₄	23'-6"	7'-0T.	-	255 258	881-2 883-6	4 DD. DIA 35020 ML. WINGLESS K32
K2	3-CEN.		-----	-----	-----		288 307 312 382	887-92	4 DD. DIA 35021 ML. WINGLESS K28
K3	3-Cent.		-----	-----	8'-6D	10	312	903-912 [BG. 172-181]	WINGLESS K27?
K4	3-Cent	J. SLINN - CORRELATION BETWEEN LOTS & SERIAL NOS PARTLY CONJECTURE	-----	23'-2"	6'-4D		413 469 485 532 550 583 645	893-902 671-90 913-19 [BG. 188-197] 747-781 920-4 [BG 206-10 & 1001-20] 1021-1050 1058-1061	4 DD. DIA 35023 ML.
K5(G)	3-Cent		----- x 8'-6 ³ / ₄	23'-2"	6'-4D	1	645	1051	4 DD. DIA 52648 ML
K6(G)	3-cent		48'-6 ³ / ₄ x 8'-0 ³ / ₄	31'-8"	6'-4D	2	660	1054-5	4 DD. 27077A ML
K7(G)	3-cent		48'-6 ³ / ₄ x 9'-3 ¹ / ₄ 8'-0 ³ / ₄	31'-8"	6'-4D		660	1052/6/7	4 DD. 27077 ML.
K8	3 cent		48'-6 ³ / ₄ x 8'-0 ³ / ₄	31'-8"	6'-4"		660	1053	ORIGINALLY 1051-7, FINALLY 1053 ONLY
K9(G)	CL.		48'-0 ³ / ₄ x 8'-6 ³ / ₄	31'-6"	8'-6D	2	793	1062-63	DA 29445
K10(G)	CL.		-----	-----	-----	2	793	1064-65	
K11	3 cent		40'-0 ³ / ₄ x 9'-3 ¹ / ₄ 8'-0 ³ / ₄	23'-6"	8'-6D		812	1066-8	4 DD. DIA 35459 RE
K12(G)	CL.		56'-0 ³ / ₄ x -----	38'-0"	10'-0D	1	838	1069	"ROYAL" SEE ALSO Q19
K13(G)	CL.		-----	-----	-----	1	838	1070	" of Van
K14	3 Cent		40'-0 ³ / ₄ x -----	23'-6"	8'-6D		865	1071-90	8 DD.
K15(G)	3 Cent		40'-0 ³ / ₄ x -----	-----	-----		883 895 911 1000 1024 1048 1059 1075 1116	928-38/41-3 939-40 1091-1100 1111-1114 1115-1120 1121-1124 221-4 226-9/31-6 237-46	WINGLESS K25 BECAME K15 8 DD DIA 25296 EX K14 LOTS 911-1048 & PROB. 1059 HAD 8'-6" BOG. LOT 1075 8'-VOLUTE REMAINDER AMERICAN. 800 DWR SHOWS K14, K15 K16, 8'-6" BORIE.
K16	3 Cent		40'-0 ³ / ₄ x 9'-3 ¹ / ₄ 8'-0 ³ / ₄	23'-6"	8'-6D		919 1017 1033	1101-10 201-10 211-20	8 DD. "Pseudo-Cor END WINGLESS K26 AMERICAN BORIES.
K17(G)	CL.	57'-S"	54'-0 ³ / ₄ x 8'-6 ³ / ₄	36'-0"	10' D.	4	1043	1125-28	DIA 25298 RE
K18(G)	BARS II	60'-1"	5' x 9'	41'	9' FB.	3	1204	247-249	47982 ML PRES. TO LIGHT 57' 3 DD.
K19(G)	SPTL.	60'-0"	56'-11 ¹ / ₄ x 8'-11 ¹ / ₄	41'	9' FB.	5	1241	250-254	50817 ML K20 5 D

DIAG. K.
K 20 to K 40

DIAG	CATER.	OV. BUFFS.	SIZE	B.C.C.	BOWIE	WVAN	LOT	SERIAL	
K 20									POSS. WARTIME CONVERSIONS EQ. PHARMACY CARS? DIAG } 51611 ML RE POSS. DIFF. IS 3/4" IN OVERALL LENGTH. ? ? NOTHING.
K 21									
K 22(G)	SPTL.	60'-0"	56-11 1/4 x 8'-11 1/4	41-0	9' FB	25	1253 ✓ 1281 ✓ 1288 ✓ 1301 ✓	256 ✓ 257-266 ✓ 267 ✓ 1129-1153 ✓	
K 23									
K 24	3 Cent		40'-0 3/4 x 9'-3 1/4	23'-2"	6'-4" D	1	532? 550	1014 ✓	EX K 4 50029A ML. AS STORES VAN SEE Q17.
K 25	3 Cent		40'-0 3/4 x 8'-0 3/4	23-6	8'-6		865	1079	K 14 wings removed
K 26	3 Cent		-----	-----	-----				K 16 " "
K 27									
K 28	3 Cent		40'-0 3/4 x 8'-0 3/4	23'-6	7'-0" T	1	307	633	K 2 WINGS REM. 58136 ML.
K 29(G)	3 Cent		-----	-----	8'-6" D		1075 1116	236 238/9, 243	K 15 " " LOT 911 1097 58486 RE LOT 1048, 1121, 1124
K 30	3 Cent		-----	?	?				K 4 WINGS REM.
K 31	3 Cent		-----	?	?	2	1075	230-231	EX SLIP. K 26 WITH 3 WINDOWS IN EXTEND.
K 32	3 CENT EX BC.		-----	23'-6"	7'-0" T	1	258	884	K 1 " WINGS REM. 61311 ML.
K 33	3-CENT.	43'-6"	-----	-----	6'-4" D	1	485 ✓	749 ✓	EX K 4 74216 ML. AS 2 WINDOWS & GUNSTRY STORES VAN EX K 30
K 34(G)	BARS II & SPTL	60'-0" 1166/7	56-11 1/4 x 8'-11 1/4 L.1345	41	9' A	5	1344 ✓ 1345 ✓	1156 & 1164 ✓ 1166-1168 ✓	
K 35(G)	BARS II	60'-1"	57'-0" x 9'-0" L.1344	41'-6" L.1168	9' A	2	1344 ✓	1154-5 ✓	75130 ML. EX D. 44
K 36(G)	BARS II	60'	-----	41'-0" 41'-6"	9' A	7	1344 ✓	1157-62 ✓ 1163	(1158 & 60 LEFT HANDED) 75129 CIRCLE
K 37(G)	SPTL.	60'	56-11 1/4 x 8'-11 1/4	41'	9' A	1	1345 ✓	1165	75157 ML EX?
K 38(G)	SPI	60'-6"	58-4 1/2 x 9'-0"	43'-6	7' C	6	1346 ✓	1169-74	open Vans. EX?
K 39(G)	SPTL REBUILD	60'	57' x 9'-0"	41	9' A	1	-	255	K 19 Rebuild after fire.
K 40(G)	SP III	63'-6 1/2	61-4 1/2 x 9'-0" 60'-0	46'-6 44'-6	7' C	35	1413 1462 1481 ✓	1175-84 ✓ 3-589, 11, 51, 53, 55-57. ✓	87713 RE open Vans

K
K41 to K46

K41(K)	SP V.	60'-6 1/2"	57' x 9'	41'-6"	9' PS.	60	1495 ✓	101-110 ✓	98762A
							1512 ✓	111-120 ✓	105616 EMD.
							1535 ✓	181-200 ✓	
							1562 ✓	138-157 ✓	
K42(G)	ED III	60'-6 1/2"	57' x 8'-11"	41'-6"	9' PS.	40	1604 ✓	158-167 ✓	
							1652 ✓	121-130 ✓	
							1665 ✓	91-100 ✓	
								268-277 ✓	
K43	V. OF RHETDOL	14'-9 1/8"	13'-0" x 6'-0"	6'-0"	6'-6" WB 4W.	3	1617 ✓	135-137 ✓	
K44(K)	ED III	63'-4 1/2"	59'-10" x 8'-11"	41'-4 3/4"	9' PS.	10	1667 ✓	61-70 ✓	
K45(K)	ED IV.	66'-8"	64'- 63' x 8'-11"	44'-6"	9' PS.	10	1722 ✓	290-299 ✓	125548A EMD.
						25	1740 ✓	300-324 ✓	
K46(K)	ED IV.	-----	-----	-----	-----	10	1752 ✓	325-334 ✓	John Vans.

Del from D. Lee. D. 1926.
M.E.

RED - ADD. INFORM
FROM J. SLINN

DIAG. L.

	DIAG	DESC.	SIZE	SERIALS	STATIONED AT: -101	Regular Service & Remarks
L18?	L1	MAILVAN WITH ARMS ON BOTH SIDES & NET ON NEAR SIDE	5' x 8'-6	847 806 847-9 [BG 143-5]	- 238	10-10 PM PADD TO PENZ. SEE M24 848 = 6'-4" BGA. 847/9 - 8'-6"
L18?	L1	-----	-----	848 807	-----	-----
L18?	L1	-----	-----	849 808	O.O.C.	-----
	L2	MAILVAN WITH ARMS & NET ON NEAR SIDE	46'-6 ³ / ₄ x 8'-6 ³ / ₄	843 & 4	- 303	----- 12-55 AM BRIST. TO CARMARTHON
	L3	MAILV. WITH ARMS & NETS. LAVORY WITH ARMS & NET ON NEAR SIDE LAV.	48'-6 ³ / ₄ x 8'-6 ³ / ₄	841 ✓	SALOP. 465	EX 2086 (BG 599) MEAS. 5 3-25 AM SALOP TO ABERYSTWYTH
	L3	-----	-----	838 ✓	BRITOL. 598	EX 2083 BG 596 - DIFFER 6-20 AM BRIST. TO NORTH RD
	L4	-----	-----	842 ✓	465	EX 2085 5-30 AM PADD TO BRISTOL
	LS	-----	-----	916	LOT 413	EX K4 OR MORE PROB EX K30 WITH PARTITIONS REMOVED
	L6	-----	-----	845 ✓	OCC. 518	5-30 AM PADD TO BRISTOL
	L7	STORAGE VANS.	40'-0 ³ / ₄ x 8'-0 ³ / ₄	782, 785/C	520	AS RECD ALSO SERIALS 788-9 782-7 LOT 521 BG 204-5
	L8	M.V. WITH A. & NET ON NEAR SIDE	46'-6 ³ / ₄ x 8'-6 ³ / ₄	859 ✓	BRISTOL 579	12-55 AM BRISTOL TO CARMARTHON
	L9	PCL SORTING CARR WITH ARMS & NET. LAV.	46'-6 ³ / ₄ x 8'-6 ³ / ₄	860 ✓	846 LOT 604 860-1 LOT 746	9-25 PM PADD TO NEYLAND
	L9	-----	-----	861	OCC.	-----
	L9	-----	-----	846	-----	-----
	L10	SORTING CARR WITH ARMS & NET ON NEAR SIDE.	40'-0 ³ / ₄ x 8'-6 ³ / ₄	862 ✓	LOT 607	7-20 PM CARDIFF TO CREWE
	L10	-----	-----	863 ✓	ILLUST. 1947 MRC APR 667	3-25 AM SALOP TO ABERYST
	L11	MAIL VAN TENDER WITH ARMS & NET ON NEAR SIDE LAV.	-----	864 & 5 ✓	CARDIFF	7-20 PM CARD TO CREWE
	L12	M.V. WITH ARMS & NET ON NEAR SIDE	48'-6 ³ / ₄ x 8'-6 ³ / ₄	839 ✓	HENLEY 735 ON THAMES	-----
*	L13	LETTER SORTING CARR WITH SINGLE APPARATUS	70'-0 x 8'-6 ³ / ₄	834-836 ✓	LOT 1094	10-10 PM PADD TO PENANCE
	L14	PCL SORTING CARR WITH ARMS & NET ON OFF SIDE	70'-0 x 8'-6 ³ / ₄	830-832	WT 1095	-----
	L15	TENDER WITH ARMS & NETS.	46'-6 ³ / ₄ x 8'-6 ³ / ₄	851	-----	LOT 392 850-1 [BG 182-3]
	L15	TENDER WITH ARMS & NETS ON BOTH SIDES.	-----	852-853	OCC. (853)	LOT 1096 EX LOT 405 852-3 [BG 184-5]
	L16	M.V. WITH ARMS & NETS ON BOTH SIDES.	48'-6 ³ / ₄ x 8'-6 ³ / ₄	840	LOT 465	6-20 AM BRISTOL TO NORTH RD
	L17	MAILVAN EX CAM RLY VEH NO. 293	42'-0 x 8'-6	811 (GW)	-----	EX CAMBRIDIAN N ^o -293.
	L18	-----	-----	806-8	LOT 1430	SEE L1?
*	FITTINGS FOR RECESSED NET ON NEAR SIDE					

RED FROM *J. Linn*

DIAG. L

DIAG	CATER	SIZE	B.C.C.	BOTIE	QUAN	LOT N ^o	SERIALS
K19						1484	848-9
K20						1500	796
K21						1499	793-5
K22						1501	797-800
						1502	801-3.
K23						1503	812/3 [END? 814]
						1666	814 [POSSIBLY REPLACEMENT]
K24						1504	815-7
K25						1719	843-7.

also in
RED ADDIT.
ALSO J. SLINN

PARCEL & SUNDRY VANS (NEWSPAPER) eg

DIAG M.
DET. FROM J. SLINN

DIAG	LOT	SERIALS	EX	PERIM.	SURELY	DESCRIPTION	PAGE 1
M1	377 ✓	856-8	169-7 ✓	48'-0 3/4" x 8'-0 3/4"	46'-6 3/4"	ARC ROOF	857 HAD GANGWAY BOTH ENDS NEWSPAPER VAN 6'-4" BOT. WB 36'-0"
M2	444 ✓	854-5	186-7 ✓	40'-0 3/4" x 8'-0 3/4"		ARC ROOF	" "
M3	493 ✓	866 ✓		46'-6 3/4" x 8'-0 3/4"		3-CEN ROOF	" " 6'-4" BOT. WB 36'-0"
M4	550 ✓	867 ✓	1047 ✓ EX. K4	40'-0 3/4" x 8'-0 3/4"		3-CEN ROOF	" " 6'-4" BOT. BOT. CEN. 29'-6"
M5	??	??	??	??		??	??
M6	550 ✓	1019/23 ✓	EX K4	40'-0 3/4" x 8'-0 3/4"		3-CEN ROOF	REVOLVED TO K4. " (WYMAN) 6'-4" BOT. @ 23'-0" CEN.
M7	960 ✓	868-9 ✓		?		3 CEN ROOF	46'-6 3/4" x 8'-6 3/4" PRESUMABLY.
"	995 ✓	870-3 ✓					
M8	1061 ✓	837 ✓		68' x 9'-6 3/4"		ELLIP. ROOF WITH CONTINUOUS SKY LIGHT.	8'-0" BUCKETS. (LETTER SORTING SLIP) BOT. CEN. 52'-0" WITH BKE. COMPT. LAV.
M9	1062 ✓	823-4 ✓		68' x 9'-6 3/4"		ELLIP. ROOF	9'-0" BOT. CENTRES 52'-0" STOWAGE VAN WITH BKE. COMPT.
M10	1062 ✓	821-2 ✓		" "		AS M9 BUT WITHOUT GDS. DOOR	(BOTH THESE ARE/WERE PO. STOWAGE VANS)
M11	1091 ✓	825-9 ✓		70' x 8'-6"		ELLIPT ROOF	PARCELS VAN PAN. SIDES 4-DOUBLE DOORS.
M12	1144 ✓	874-5 ✓		70' x 9'-0"		" "	OCEAN MAILS. 7'-0" BUCKIE
M13	1165 ✓	833 ✓		70' x 9'-0"		" "	OUTSIDE FRAMING. 9'-0" BUCKIES @ 55'-6" CENT'S (4 SLIDING DOORS & GDS DOOR)
M13	1165	833		70' x 9'-0"		" "	" "
M14	1178 ✓	876-7 ✓		70' x 9'-0"		" "	NEWSPAPER VAN 4-SLIDING DOORS 6W BUCKIES.
M15	1185 ✓	1201/6 ✓		70' x 9'-0"		" "	OCEAN MAILS STOWAGE VAN 6W BOT. 3-SLIDING DRS
M16	996 ✓	791-2 ✓		36' - ?		?	BULLION VAN 2 SINGLE LEAF DOORS ONE SIDE ONLY (STEEL SHEETS - NO PANELS)
M16	996	791-2		36' - ?		?	BULLION VAN 2 SINGLE LEAF DOORS ONE SIDE ONLY (STEEL SHEETS - NO PANELS)
M17	1139 ✓	819-20 ✓		36'-			BULLION VAN 2 DOUBLE DOORS ONE SIDE ONLY (STEEL SHEETS - NO PANELS)
"	1220 ✓	878 ✓		36'-			BULLION VAN 2 DOUBLE DOORS ONE SIDE ONLY (STEEL SHEETS - NO PANELS)
M18	290 ²⁹³ ✓	7 ✓	EX 790	?		DYNAMOMETER CAR ✓	ROYAL CLER. (NOW ON DIAG Q20) ✓
M19	193 ✓	1208 ✓		46'-6 3/4" x 9'-0 3/4"		CLER I	8'-6" BOT. @ WB 38'-6" EX SLEEPER J2 (9041)
M20	449 ✓	1209 ✓	EX J3	50'-0 3/4" x 9'-0 3/4"		CLER I	8'-6" BOT. WB 38'-0" (EX BAY WINDOW SLEEPER N° 9042)
EX J1	193 ✓	1207 ✓	EX J1	46'-6 3/4" x 9'-0 3/4"		AS M19	BUT DIFF. DOOR SPACING (EX SLEEPER J1 N° 9040)
M22	1185 ✓	1202-3 ✓		70' x 9'-0"		ELLIPT ROOF	NEWS. VAN 6W BOT. 3-SLIDING DRS.
M23	1185 ✓	1204-5 ✓		" "		AS M22	BUT WITH ADDIN OF LAV. (BELIEVED ORIG. PO. STOWAGE

STOWAGE VAN.

EX J1

DIAG M

DIAG	LOT	Serials	DIM	Description	PAGE 2.
M24	238 ✓	847-9 ✓ <i>EX LI</i>	46'-6 ³ / ₄ x 8'-6 ³ / ₄	CLER I 848 - 6'-4" BOG. WB. 36'-0" 847/9 - 8'-6" u WB. 38'-0" <i>EX LI</i>	
M25	752 ✓	2076 ✓ <i>EX D17</i>	52'-0 ³ / ₄ x 8'-0 ³ / ₄	EX 3RD BKE D.17. 3 Centre Roof.	
M26	803 ✓	6718 ✓ <i>EX E50</i>	54'-0 ³ / ₄ x 8'-0 ³ / ₄	EX 3RD BKE E:50	
M27	524 ✓	1815 ✓ <i>EX C4</i>	40'-0 ³ / ₄ x 8'-0 ³ / ₄	EX THIRD C4 CLER I	
M28		VARIOUS & <i>EX C10</i> <i>EX C22</i>	46'-6 ³ / ₄ x 8'-0 ³ / ₄	EX THIRDS C10 & C20 CLER.	
M29		VARIOUS <i>EX D21</i>	58'-0 ³ / ₄ x 8'-0 ³ / ₄	EX THIRDS C23 CLER.	
M30	-	3436 ✓ <i>EX D38</i>	50'-0 ³ / ₄ x 8'-6 ³ / ₄	EX THIRD/BKE D38 CLER	
M31	-	1333 ✓ <i>EX C19</i>	" "	EX THIRD C19 CLER.	
M32	1000 ✓	2	40'-0 ³ / ₄ x 8'-0 ³ / ₄	ELEC. LIGHT GEN. VAN. <u>EX K29 N^o 1113.</u> NOW DIAG Q14 THE N ^o on this DIAG. was 1113. <i>NO 2.</i>	
M33	1344	1159 ✓	57'	(TOPLIGHT) MEDICAL INSP. COACH. <u>EX K36 N^o 1159.</u>	
M34	1441	VARIOUS 2061/2/4/8 & OTHERS <i>EX SIPHON G's</i>		CONVERSIONS OF SIPHON G's TO PARCEL VANS.	

J. Dinn " All the above Diagrams are in the SWINDON
1/4" Drawing Binder so they should be available "

HORSE BOXES DIAG N

DIAG. H.

GEN. NOTES (COPY FROM HIST. (BINNEY) GWR COACHING DIAGRAM

N. O. P. " TO FOLLOW!

Early B.G. Horsebox See. Mc Donnell's HIST OF GWR 1927 EDIT., 1/832 with accompanying information
STD GWR HORSEBOX dating from 1866 see H. ELLIS 1942 CONT CARR. P. 97. BUT PHOTO MUST BE CONS. LATER AS
In 1863 AMAL. WITH WEST MIDLAND GW HAD 40 STD. G. VEH., W.M. HAD 33, & SHROPS. & HERBERTS, 3 = 76 TOTAL
FITTED WITH VAC. HORSES.

Horse boxes were numbered in a series incl. no other type of vehicle - one for S.G. & one for B.G.
and the numbering of Swindon Built S.G. BOXES started at 127 in 1870.

They were never painted in WHITE & CREAM - all BROWN or all LAKE acc. to period.
From 1870, sixteen DIAGs emerged, all being given prefix 'N' - no copies of
N15 & N16 available for inspect. at time of writing.


ADD. NOTES TO TABLE ANALYSING THE SIDE DETAILS:-

N8 & N9 appear to differ mainly in width of base comp. door, N9 being much wider than
N8 - also has a louvre over it in place of N8's panel.

Alterations were sometimes made to vehicles without corresponding alt. to DIAG DWG. eg N8 DIAG
shows no louvre on the base comp. door, whereas photos exist showing N8 vehicles with & without LOUVRE.

The side elev. of N12 & N13 appear indistinguishable, the roof radii however differ,
N12's appearing less curved than N13's

N14 as N13 has lamp top in different position (eg. not over the C/L of the opening door
to the horse compartment).

NOTE:- BINNEY DIDN'T DRAW ~~USUAL~~ USUAL ROUGH SKETCH OF MAIN DIAG DWG  etc giving list N^{nos}
& per page. ie. 1 Page for 1 DIAG, as per normal system
so these few sheets summarising HORSE BOXES
are safe record. (except PHOTOS OF DIAG DWG.)
IN SAME BOOK

collected from HST. (BINNEY)
 DIAG. BOOK N: O-P.
 8' to follow.

GWR HORSE BOXES N1 to N16. END & SIDE DETAILS

<u>ENDS DETAILS</u>		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	N14	N15	N16
<u>ROOF</u>	ARC.	x	x	x													
	3 centre LOW				x	x	x	x	x	x							
	----- HIGH.										x	x	x	x	x		
<u>BRIGHTS/MOULDINGS</u>																	
	TO ROOF		x			x	x										
	TO ROOFSTICK.							x	x								
	TO CORNICE LEVEL			x	x												
<u>BOARDING, HORIZONTAL,</u>		x	x	x				x	x	x	x	x					
<u>PANELS & MOULDINGS</u>	SQUARED				x												
	----- ROUNDED					x	x										
<u>STEEL PANELLLED.</u>													x	x	x		
<u>SIDES</u>	FLAT	x	x	x	x		x	x	x	x	x	x	x	x	x		
	--- WITH TURNUNDER					x											
<u>HEADSTOCKS</u>	WOOD	x															
	----- METAL, ENDS VERT.		x														
	----- OBLIQUE			x	x	x	x	x	x	x	x	x	x	x	x		
<u>LIGHTING</u>	NONE INDICATED	x			x												
	----- OIL		x	x		x	x	x	x	x							
	----- GAS.									x	x	x	x	x			

HORSE BOXES


DIAG. N

P.1.

DIAG	LOT	SERIALS PAINTED NUMBERS.	BODY DIMS L X WIDTH.	WB	DATE COMPL.	N ^o OFF	REMARKS	
N1	3	127-156	14'-0 1/2" x 7'-6" 16'-0" x 7'-6"	9'-0"	1870	30	LOT 137 TRACED WITH WB OF 10'-6" ARE:- 39, 341-4, 346 & 8, 358/9. LOT 132 WITH WB. OF 10'-0" ARE:- 54, 349-51/53/55-57, 362-4/367-78, 380-85. WB. OF OTHERS IS 9'-0"	
	16	157-181			1870	25		
	25	182-193			1870	12		
	61	194-223			1872	30		
	88	224-243			1873	20		
	106	9, 244, 292			1873	50		
	135	10, 20, 293-339, 4.			1876	50		
	137	39, 54, 30, 38, 340-385			1876	50		
	148	2, 3, 17, 40, 394-439.			1876	50		
N2	190	6, 7, 19, 25-28, 31, 32, 34, 41, 386/7, 440-6	14'-0" x 7'-6" 15'-6" x 7'-6"	10'	1879	20	LOT 336 WAS ORDERED AS N2. (12. WITHOUT BALE CPT), BUT THE LOT ALSO APPEARS ON N3. WHICH HAS A BALE THE FOLL. APPEAR TO HAVE BEEN COMPLETED IN 1885. - CPT. 11/14/21/29/35/60/61/75/83/85/71/86/91/12/15/24/33 36/37/42/51/53/58/66/67/74/76/90/392/393. AND IN 1886 (LOT 353) :- 22/23/43/55/59/62 63/64/69/81/84/142/171/354/498/499-513. ACC. TO TRAFFIC INR. NONE OF ABOVE HAD BALE CPT, IN WHICH CASE ALL APPT. TO CONFORM TO N2. THE 30VEN. OF 1886 ARE THE 30 LOT OF 353 SEE DIAG. N3. IF NONE OF ABOVE VEHICLES HAD BALE CPTS, IT IS DIFFICULT TO SEE WHY THE LOTS APPEAR ON DIAG. N3.	
	311	490-7.			27/6/85	8		
	335 B.G.	S.G. 611-620 B.G. 233-242			11/85	10		
	336	SEE REMARKS = LOT 336 OTHERS LOT 344			10/85	20		
N3	336	SEE REMARKS ON N2.	15'-6" x 7'-6"	10'-0"	2/86	20	ALL THESE N ^o ARE STATED TO HAVE BALE CPTS, & UNDOUBTEDLY CONFORM TO N3. The convertibles were on 9'-1" wide underframes (against 7'-6") & they had bodies 8'-3" wide, against 7'-6" The dates may be completion or placing of dates or combination of both.	
	338 B.G.	S.G. 621-40 B.G. 243-262				9/85		10
	344	SEE REMARKS ON N2				-/85		30
	353	" " " "				13/5/87		10
	401 B.G.	S.G. 641-50 B.G. 263-272				13/5/87		10
	402	47, 56, 57, 96, 101, 123, 458, 466, 470, 471				20/12/87		20
423	18, 44, 49 65, 32 70, 92, 95, 97, 102	20-12-87	20	20				
424 B.G.	104, 111, 306, 514, 515, 516-20							
N4	437	521-570	15'-6 3/4" x 8'-0 3/4"	10'	16-2-88	50	M.L. NOTES ON LOT 437, APPEARS:- 20 - 5/4/88 BUILT 8'-0" WIDE 30 - 18/4/88 FIRST LOT BUILT 8'-0 3/4" OVER MLDG. 20 ORD. WOOD PANELS. 30 STEEL PANELS. ENDS & SIDES. " ONE MIGHT EXPECT THE 20 WOOD PANELLED ONES, TO BE WIDER THAN THE STEEL PAN. SWET. ... BRKDN IN RESPECTIVE QUANTITIES? Early attempts at steel panelling on wood framework not successful, due to chemical	
	450	113, 389, 450, 455, 1, 5, 8, 72, 388, 452.			3-8-88	20		
	458	571-580			17-10-88	10		
	504 PART OF	14, 45, 79, 82, 93, 100, 447, 448, 464, 484.			29-6-89	10		

HORSE BOXES

DIAG N P2

DIAG	LOT	PAINTED N ^S	DIMENS.	WB	DATE COMP.	N ^o OFF	Remarks
N5	496	88	16'-2 ³ / ₄ x 8'-0 ³ / ₄	10'	12/4/89	1	NOTE AGAINST LOT 496 IN DWG OFF. LIST, PER MICH. L. :- TURN UNDER SIDES, & ENDS, (FIRST ONE BUILT) 18/9/90
N6	50A PART	581-590	15'-8 ³ / ₄ x 8'-0 ³ / ₄	10'	25/6/89	10	<div style="border-left: 1px solid black; padding-left: 5px; margin-left: 20px;"> ONLY GIVES 20 AS TOTAL 20? ? ? </div>
	565	591-610			18/9/90	20	
	600	 LOT 600 WAS DOUBLED. 671-690			25/5/91 4/8/91	10 20	
N7	689	691-700	15'-6 x 8'-0 ³ / ₄	10'	30-1-93	10	
	698	701-720			17-3-93	20	
N8	725	721-740	16'-0" x 8'-0 ³ / ₄	10'	18-10-93	20	LOT 799 N ^S 771-790 ARE UN-AUTHENTICATED - Remainder is reasonably probable. * 2ND HAND FRAMES & WHEELS.
	734	114-122, 124 *			12-6-94	10	
	756	99, 103, 105-109, 112, 125, 126.			9-5-95	10	
	768	741-770			3-8-95	30	
	799	771-790			20/2/96	20	
	828	479-483, 485-489			26/10/96	10	
	834	467-9, 472-478			7-1-97	10	
	849	390, 449, 451, 454, 459, 461, 463, 465, 460, 462.			26-6-97	10	
	855	77, 78, 98, 170, 80, 151, 155 182, 277, 391.			15-9-97	10	
	881	791-800			16-2-98	10	
	892	347, 801-2, 361, 379, 457, 191 316, 360, 456.			5-5-98	10	
	914	803-8, 215, 281, 286, 340.			11-1-99	10	
	922	809-13, 130, 226, 312, 394, 402.			1-6-99	10	
	934	38, 138-9, 167, 352, 814-7, 133.			29/11/99	10	
	952	320, 338, 818-25			17/5/00	10	
	973 PART.	201, 179, 366, 406, 413, 826-830.			30/1/01	20	

SEE N9
FOR
REMAINDER

HORSE BOXES

DIAGN

P3

DIAG	LOT	PAINTED NOS	DIMENS	WB.	DATE COMP.	NO OFF	Remarks
N9	973 PART OF	831-840	17'-0" x 8'-6" ^{3/4}	11'	30/1/01	10	
N10	1132 PART OF	842-848	21'-0" x 8'-6"	12'	4/2/07	20	DUAL FITTED GAS LIT.
N11	1132 PART	849-861 1163 862-871 1184 841, 872-890 1205 2, 30, 34, 54, 127, 132/3, 141, 145, 149 165, 172, 185, 187, 196/7, 202, 211-3. 1221 301-2, 308/4, 311, 314/5, 318, 324, 326/7 331/2, 334, 343, 345, 350/1, 353, 354, 362, 364/5, 368/9. 1222 217/8, 221, 224, 229, 231, 235, 243, 245/6 250-2, 254, 257, 260, 262, 268-70 272, 275, 279, 280, 282.	21' x 8'-6"	12'	1907 APPROX 1909 " 1910 " 1912 " 1912 " 1913 "		→ WESTINGHOUSE FITTED.
N12	1242 1243 1254	304, 319, 323, 328, 341, 348, 355/6 370, 374, 376/7, 405, 409, 411 198, 204, 207-9, 232-4, 261, 278, 287 289/90, 296-7. 7, 19, 20, 26, 28, 31, 39, 131, 134/5, 143, 150, 154, 162, 166, 173-5, 177/8, 184, 188, 192-5, 242, 384, 414, 415	21'-0" x 8'-6"	12'	1915 1916 1918		
N13	1267 1268 PART 1367 1379 1386 1397 1408	SEE REMARKS (MANY!) 223, 225, 236/7, 239/40, 228. 144, 146, 152/3, 156-161, 163/4, 168/9 892-897, 898-927. 147/8, 176, 180/1, 183, 186, 189/90, 199. 241, 244, 247-9, 253, 255/6, 258/9. 263-267, 271, 274, 276, 283-5, 288, 291-295, 298-300, 306, 329, 337, 361, 273, 394/5, 421, 423, 426, 440-448, 450, 482/3, 480, 476	21' x 8'-6"	12'	1920/21 APPROX " " 1925-6 1926 1928 1928 1930	66	LOOKS ODD, BUT AUTH. 2-SOURCES LOT 1267 = NOS: - 203, 205, 207, 310, 313, 317, 321/2, 325, 330 333-336, 342, 344, 346, 349, 357/8, 363, 367, 371-373, 375, 378, 380-83, 385, 387, 396-404, 407/8, 410, 412, 416-420, 422, 424/5, 427-439.
N14	1268 PART	227, 230, 238	21'-0" x 8'-6"	12'	1922		
N15	1444 1461	489-493, 495-497, 500-502, 504-6 508, 510-514 515, 517, 518, 521, 523, 525, 528-31 533-537, 539, 541/2, 544/5, 549/50	21'-0" x 8'-6"	12'	1930 c 1931-2 c		CONTINUED: 552/3, 557/8, 560/61, 563-569 572, 575-578, 580/1, 589.
N16	1577	507, 509, 516, 519/20, 522, 524, 526/7 532, 535, 538, 540, 543, 546-8, 551, 554-6 559, 562, 570/1, 573/4, 579, 582-588, 590-596 598/9, 601-6, 608-13, 620/1, 626/7, 628-719.	21'-0" x 8'-6"	12'	1936/7	150	

ESTY FROM HIST (BINNEN)
GWR COACHING DIAGS.

N. O. P. (C) TO FOLLOW

CARRIAGE ETC TRUCKS

DIAG. P.

(P1)

DIAG	LOT	LONG	WIDE	WHEELS	BODY	PURPOSE	REMARKS
P1	4	16-0	8-0 ³ / ₄	4	COVERED	Carrriage Truck	
P2	7, 62, 89, 107 136, 145.	16-5	8-2	4	OPEN.	" "	
P3	191 [268 ²] 404	15-6	8-2	4	COV.	" "	
P4	352	15-6	6-10 ¹ / ₂	4	OPEN	" "	
P5	419 459 570	15-11	8-0	4	OPEN	" "	
P6	436 542	27-4 ¹ / ₂	8-2	4	COV	" "	
P7	438	15-6	8-0 ³ / ₄	4	COV	" "	
P8	467, 891, 954.	15-6	7-11	4	OPEN	" "	
P9	581 622	27-4 ¹ / ₂	8-2	4	COV	" "	
P10	894	30-0	8-0 ³ / ₄	6	COV	" "	
P11	1025, 1065, 1104.	45-0	7-8 ¹ / ₂	8	OPEN	" "	
P12	1026 1105	21-0	7-8 ¹ / ₂	4	OPEN	" "	
P13	1106	27-4 ¹ / ₂	8-6	4	COV.	" "	NB 19'-0"
P14	1134 1197	27-4 ¹ / ₂	8-6	4	COV	" "	NB 18'-0"
P15	1153 1206/16/17 1244/45/55.	21-0	8-2 ¹ / ₈	4	OPEN	" "	
P16	1191	50-0	8-6	8	COV	SCENERY VAN	OUTSIDE FRAMES.
P17	1192	50-0	8-6	8	OPEN	" TRUCK	+ SEE P. 21
P18	1233 1265	50-0	8-6	8	COV	" VAN	INSIDE FRAMES.
P19	1238	28-6	8-6	4	COV.	CARR. TRUCK	
P20	1238 v. 20.	28-6	8-6	4	COV	CARR. TRUCK OR ELEPHANT VAN.	
P21	1498	50-0	8-6	8	COV	SCENERY VAN	EX P. 17.
P22	1650	30-6	8-6	4	COV.	CARR. TRUCK.	
P23	1753	50-0	8-6	8	COV.	SCENERY VAN	
P24	1769.	-	-	-	-	-	EXIST. OF P24 REPORTED BUT NO DETAILS. *

* LOT 1769 N^{os} 596-600
MONSTER 'C' 50'.0" x 8'-6"
9'-0" BODIE 34'-6" CENTRES.

COVERED SCENERY VANS 8 WHEELED

DIAG. P.

There are 4 Diagrams of these, of which the last design, (presumed to be P23) P4 came out after the GWR had been nationalized. Some distinguishing features are:-

Outside Framing.

Inside Framing.

Projecting metal window frames, glass recessed.

Flush " " " " " flush.

Door Louvers to upper quarter light, 1 and.

" " upper third of door only.

Barr Trussing.

Angle Iron Trussing.

Bogie 7' Collett.

" 8' (Unknown).

" 9' American.

" 9' VOLUTE.

" 9' Collett, latest type.

P16	-	-	-
	P18	P21	P23
P16	P18		
-	-	P21	-
-	-	-	P23
P16	P18	P21	-
-	-	-	P23
P16	-	P21	-
-	P18	-	P23
-	-	P21	-
-	-	P21	-
P16	P18	-	-
P16	-	-	-
-	-	-	P23

OPEN CARRIAGE OR SCENERY TRUCKS 8-WHEELED

DIAG. P.

There are two diagrams only.

P11. Described as a carriage truck unique in having the Dean 8'-6" carriage bogie & therefore easily identifiable &:-

P17. Described as an Open Scenery Truck, having a bogie of 8'-0" WB, which it appears that an illustration in a GWR publication "The 10-30 LTP", (publ. about 1925), proves at one time at least to have been the 8'-0" volute type.

4W & 6W PASS. BKE VANS

16 DESIGNS OF WHICH 2 NOT CODED)

DIAG. V

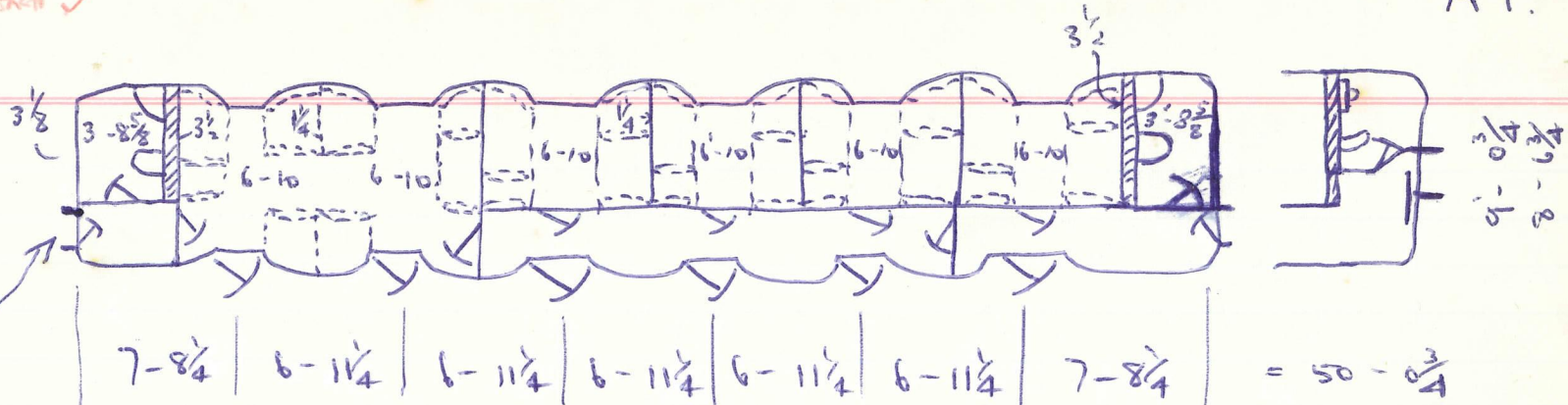
FULL DETAILS.

TYPE	DIAG.	SERIAL NOS	LOT NOS	SIZE (BODY DIMS.)	ROOF	WB	N° OF WHEELS	FIRST BUILT	DETAILS	FROM P LEE
P.B.V.	Va	1	7, 23, 27, 32 34, 48, 60, 69 SEE ALSO	21'-0" x 7'-6 ³ / ₄ " WITH SLIGHT VARIATIONS PHOTO (L & G.R.P. NO 21785)	-	12'	4	1870 to 1873	PROB AS V2 (SOMETHING LIKE PHOTO IN 19TH CENT CARR. P51, PROBABLY)	
P.B.V.	Vb		104 ONLY.	25'-0" x 7'-6 ³ / ₄ "	-	16'	4	1874	PROB. AS V13.	
P.B.V.	V1&2		146 ONLY.	21'-0 ³ / ₄ x 8'-0 ³ / ₄	ARC	12'	4	1876	V1 without PROJECTIONS	
POV.	V3		59 ONLY	27'-0 ³ / ₄ x 8'-0 ³ / ₄	ARC	18'	6	1872.	To P.B.V. 1907/8	
P.B.V.	V4&5		599, 649, 947, 1892	28'-0 ³ / ₄ x 8'-0 ³ / ₄	3-CEN.	18'	4	1892	V4 WITHOUT PROJ'S.	
MLV.	V6&7		597, 646		CLUB III	18'	4	1891	V7. WITHOUT PROJ'S	
P.B.V.	V8&9		164, 172, 197	29'-0 ³ / ₄ x 8'-0 ³ / ₄	3-CEN	18'-4"	6	1879	BUILT AS B.C. WITH ARC ROOF.	
P.B.V.	V10		N/K ? ju.	30'-0 ³ / ₄ x 8'-0 ³ / ₄	ARC	18'-6"	6	1876	PROB. NOT A 'NEW' VEHICLE	
P.B.V.	V11&12		775	30'-0 ³ / ₄ x 8'-0 ³ / ₄	3-CEN	18'-6"	4	1896	V12 WITHOUT PROJ'S	
P.B.V.	V13&14		117, 134, 192 277, 340, 365	31'-0 ³ / ₄ x 8'-0 ³ / ₄	ARC	19'-0" (LOT 365) 22	6	1874	V14 WITHOUT PROJ'S	

PBV = PASS BK VAN.
POV = POST OFF. VAN
MLV = MAIL & LVR VAN
WINGS STARTED TO BE REMOVED ABOUT 1918

NO DIAG IN BOOKS
TOOK PHOTO CORNER ✓

A1.



For original plan see The Engineer 15th APRIL 1892 P. 316.

Bays 6'-4" NB 38'-0 Tunnels 4' Centre LOT 551 only N^o 254

Originally side gangway, conv. to centre gangway with hinged door (faintly discernible on DWG. VFF. Blueprint) & finally with sliding door.

Creastory III panelled, but of abnormal width of 4'-2³/₄" as J3. [Rly Engrs. Dec 1895 P409/10]

NO DIAG IN HIGH LOW BOOKS.

Check of Intervals.

ENDS for DS of the same set x 3¹/₈

2 LAYS @ 3'-8³/₈

6 Bays in Comp @ 6'-10

5 DTWS @ 1¹/₄

6 ¹ / ₄
7-5 ¹ / ₄
41-0
6 ¹ / ₄
<hr/> 49-5 ³ / ₄
7
<hr/> 50-0 ³ / ₄

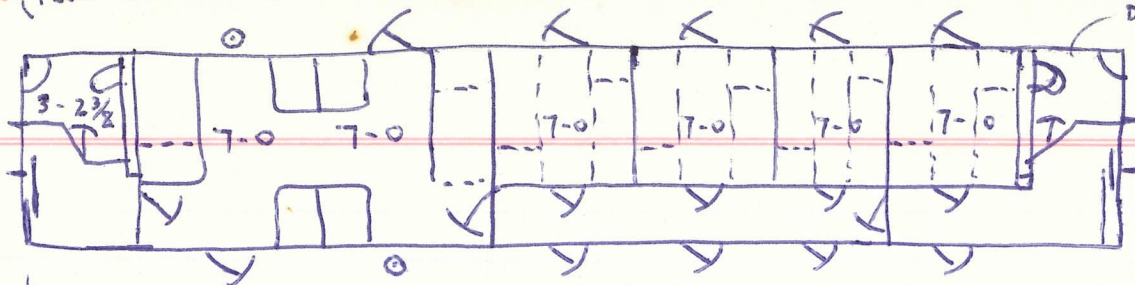
∴ Plan Tarkis

PHOTO OF DIA TAKEN (POOR PHOTO - ORIGINAL)

DIM. MISSING
gn.

A2.

STEP
END



8'-6 ³/₄

$$1-10\frac{5}{8} \times 5-4\frac{5}{8} \times 7-1\frac{1}{4} \times 7-1\frac{1}{4} \times 7-1\frac{1}{4} \times 7-1\frac{1}{4} \times 7-1\frac{1}{4} \times 5-4\frac{5}{8} \times 1-10\frac{5}{8} = 50-0\frac{3}{4}$$

TO WHERE?

1st CL. CORR. LOT 693 N^o [8]255 - [8]258 Clear Panel.

8'-6 Bay. WB 42 Trunk lock at 4'-0 Centre tho' not shown on DIA.

DIA. N^o 30640 [DL.] Date stamp 16 June 1925 WT 23T 15c. L.H. marked "Step End".

Lamp to R of LAV WIND. on upper deck. Water filler shown

Door shown at ⊙, which marks one scratched out window guard evidently superimposed on the rest markings of the original state of the drawing.

Gangway ^{openings} formerly closed by door hinged on LAV side.

ENDS

6 ³/₄

2 LAVS

6-4 ³/₄

6 COMP M BAYS

42-0

5 PTNS @ 1/4

6 ¹/₄

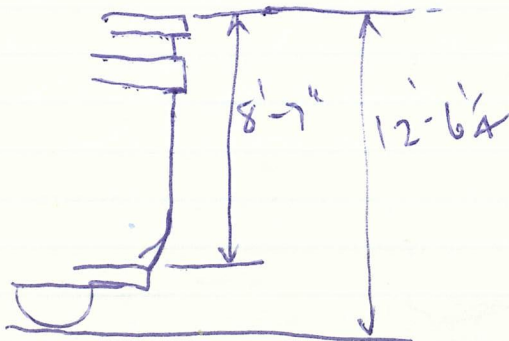
49-5 ³/₄

∴ 2 TANK PTNS

7

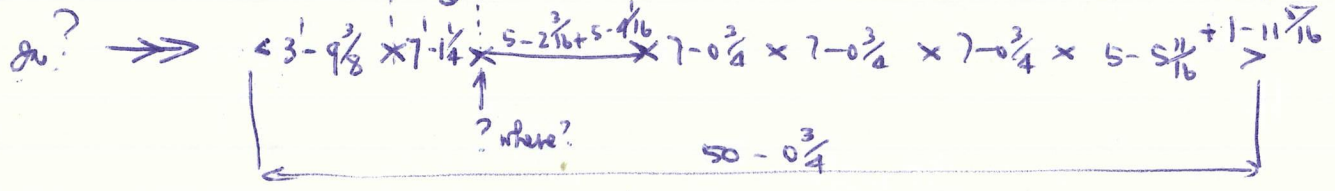
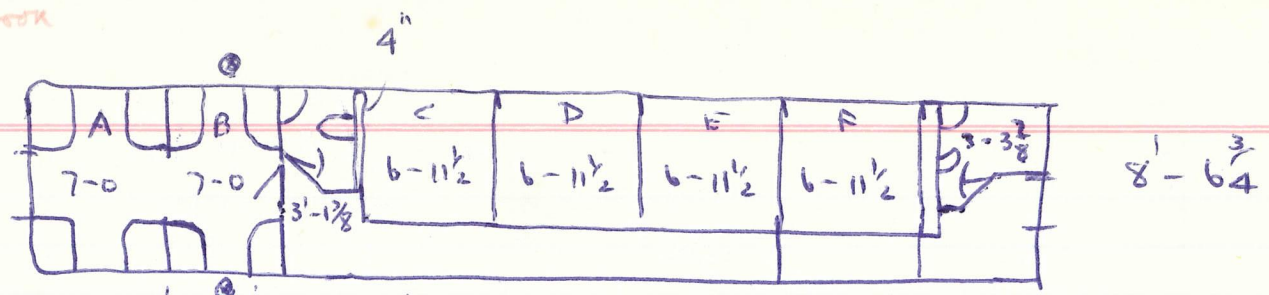
50-0 ³/₄

A14 is A2 with no alteration except reading as far as one can see.



NO DIAG IN BOOK
NO PHOTO IN BOOK

A3



LOT 789 10' Bay NB 42' Panel Chrs. These doors almost certainly originally fitted; bolthead round doorposts.
8260 CV DIA. but are 4 vehicles 8259-8262.

LANDS	6 3/4
2 Bays	14-0
5 CMPTS	27-11 1/4
LAVS	3-1 7/8
"	3-3 3/8
4 PTNS 1 1/4	5
2 Tanks	8
	<u>50-0 3/4</u>

To PROVE continuity of LAV windows on C/L of LAV CMPTS.
 C/L B - C/L LAV 1/2 of 7'-0 PTW 1/4 LF - C/L LAV = 1/2 of 6'-11 1/2 = 3'-5 3/4
 1/2 of 3'-1 7/8 1-6 15/16 1/2 of 3'-3 3/8 1-7 15/16
 5-2 3/16 5-5 11/16 ✓
 D&DM

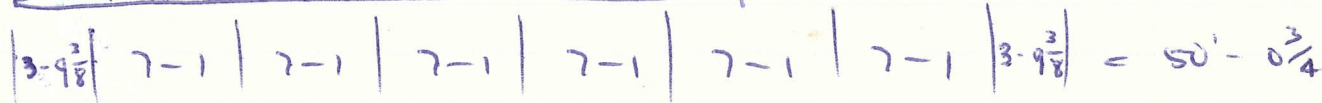
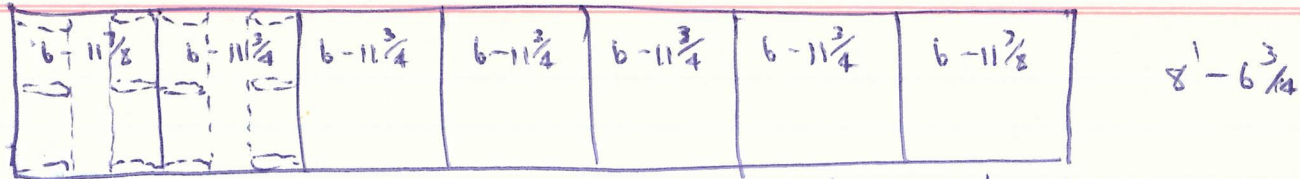
NB other designs of this year (1896) having blank doors had one single bottom panel moulding (vertical) under E of blank door & to have had the weather boards in the top panel not separated off by vertical moulding's
 In this respect the 1896 construction varies from that dated 1893.

Note unequal LAVS.

A4
A5
A6

A4.

SAME →



$\frac{1}{4}$ " Ding No 24927. WB 42' Bog 10-0 T Posts 2'-0 Center
PSEUDO CORR. ENDS. CLER III

LOT 826 (8) 263 - 282

932 (8) 284 - 293

985 (8) 304 - 313

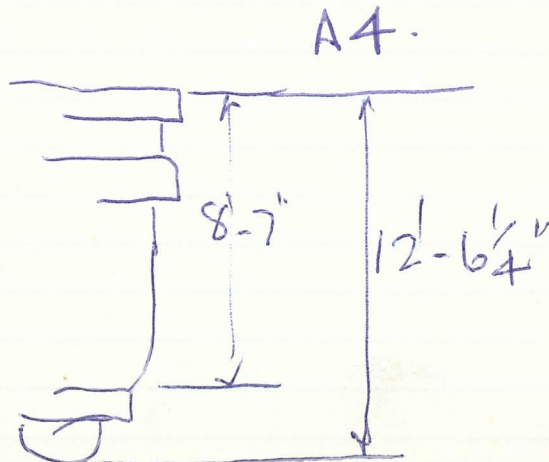
LOT 985 Connected to 3rd. See DIA. C79

NB Both $\frac{1}{4}$ " & 8" diagrams app to be incorrect in showing the clearest lights the number & shades length & yet omitting the tiny upright panel between them & the weather boards. Also the V.B. the correctly milled is drawn as the more.

A5 Royal ends to body & clearest (Parallel)
T. WB 48' Bog 10-0 T Post 2' Center.
LOT 839 only No 8283 The 1st design known to have been built with clearest and not partition system. ERECT LIGHT ALWAYS.

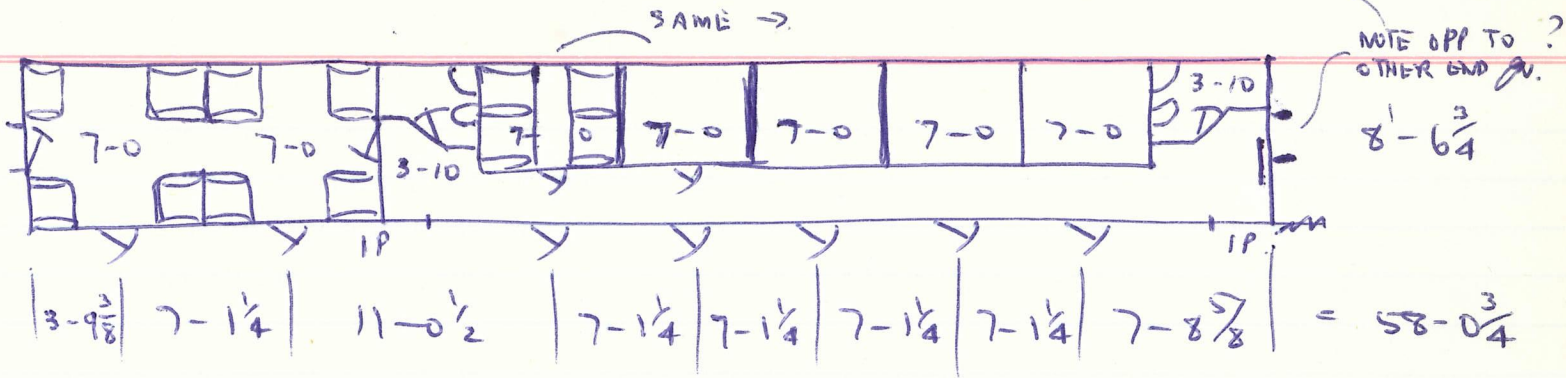
A6 DWG 25236 Bog 10' WB 44 T Post 2'
Clearest III unpanelled. LOTS 938 & 967
Vehic No 8294 and 8299

Earlier train app elect lid when 1st built & app 2nd train also.



TRUCK PHOTO A8 DIAG & A7
 " " A8 COACH & A7

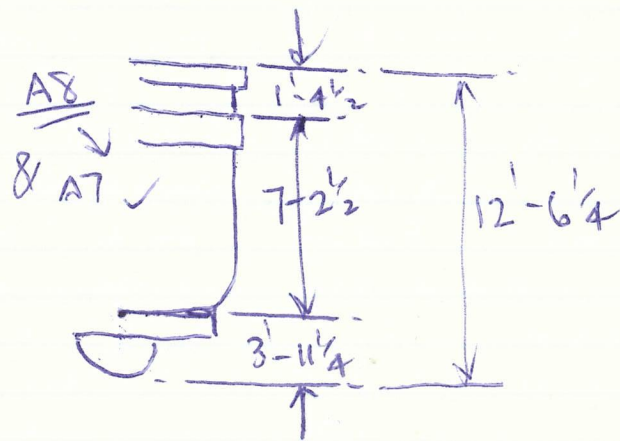
ie. SLIDE V HINGE A7
 A8



1/4 DIA. A7 N° 25324 LOTS 1001 & 1007.
 A8 24928 LOT 1021

The sole difference bet A7 & A8 app. to be that A7 has under the
 normal contemporary width of ~~2-1 1/2~~ 2-1 1/2" whilst A8 has only 1-10 1/2 wide
 Bayne 10'-0" Total W.B. 48'-0" Class III unpanelled.

A7	LOT 1001	(8) 314, 315
A7	1007	319, 322
A8	1021	316-318.



A 9
A 10

A 9. $\frac{1}{4}$ " DIA 37477 BARS I

63'-1" O BUFF.

LOT 1157

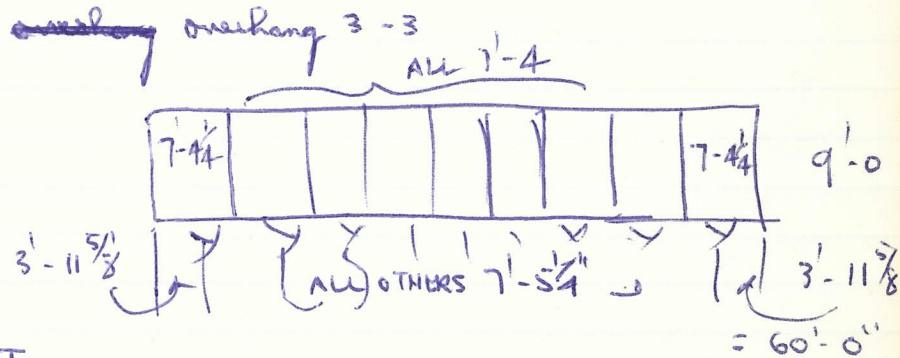
N^os 8197 - 8216

Bay 9-0 American B.C.C. 44-6

Lighting

Pseudo Clear End

Semi Elliptical Roof.



A 10 $\frac{1}{4}$ " DIA. N^o 39904 BARS I

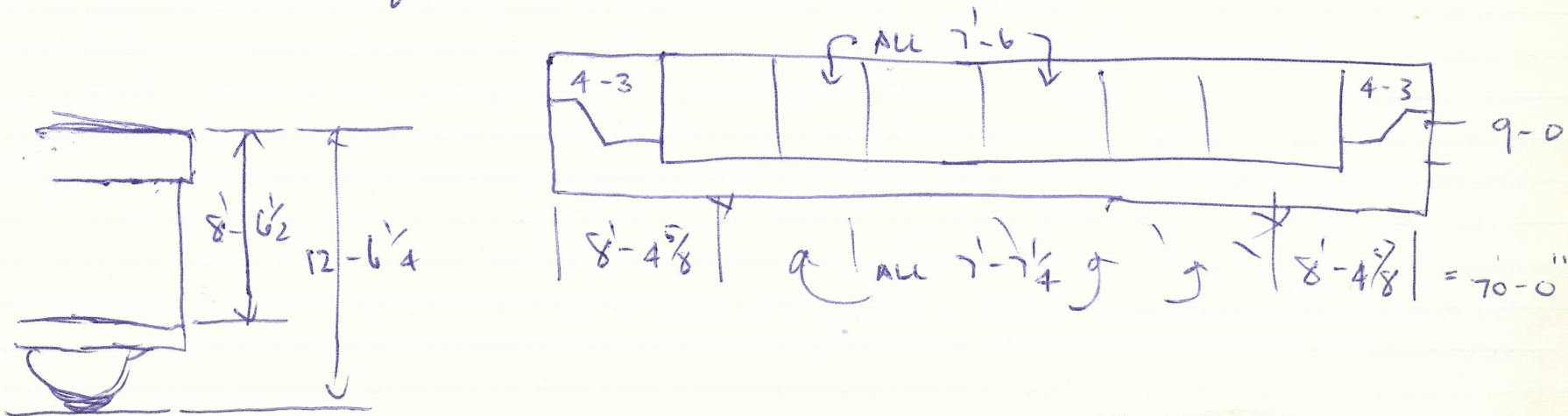
LOT 1176

N^os 8181 - 8196

Bay 9-0 American B.C.C. 54-6

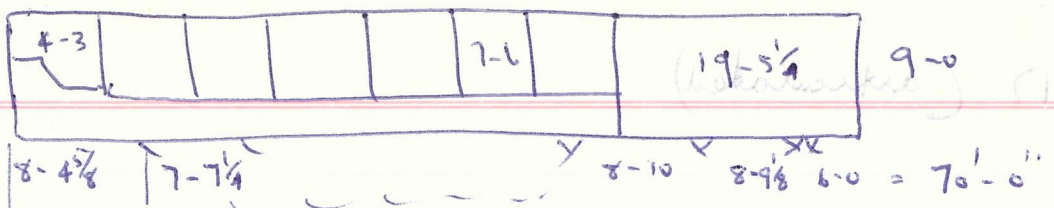
Overhang 3-3

Semi Ell. Roof.



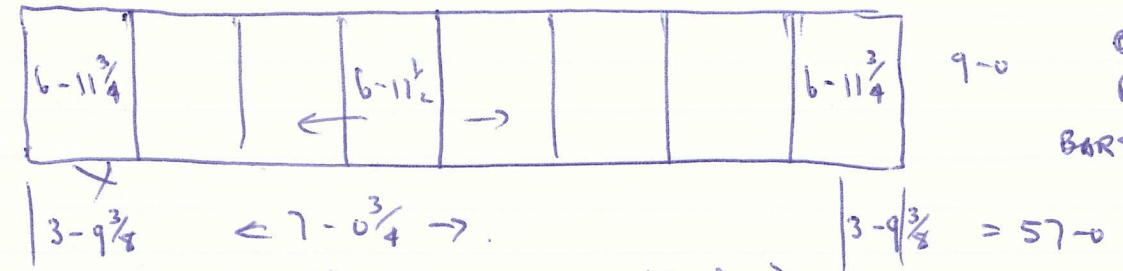
A11
A12
A13

DIAG NOT SEEN BY MLCW



LOT 1162 only Nos 8178 8179 RHY No 8180 LHV. Bars I Spunk. Chang 3'-3"
 American Bogies 9'-0" Bogie Centres 54'-6" (but Sumner Do Bunder with the 8th DIAG NOT given BOG CENTRES 54-6 FOR 8178 51-0 - 8179/80)

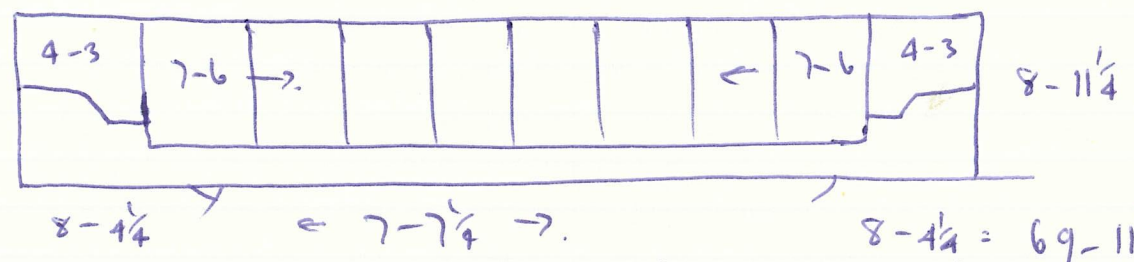
A12.



Bogie Centres 41'-0"
 Bogie - Posts 9'-0" (1909 DESIGN)
 BARS II Full Height PANELS.

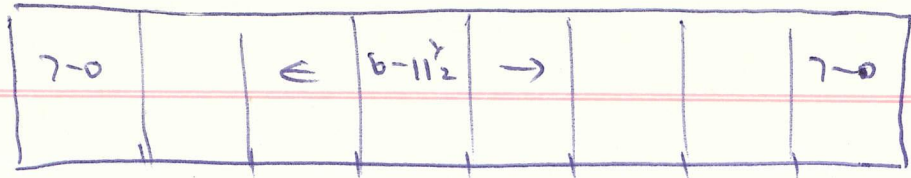
Toplights over the extreme end 1/4 lengths.
 LOT 1199 No 8263 only NOV 1912. Bunder Can End or not? (NON-CORR OF 1911 DID NOT HAVE THEM)

A12



LOT 1239 No 8322-8336 [15] Bogie 9'-0" (orig Design with equidistant?)
 Bogie Centres 54'-0"
 Steel Panel Toplight. angle Iron Trusses.

A15



8-11 1/4

A15
&
A22

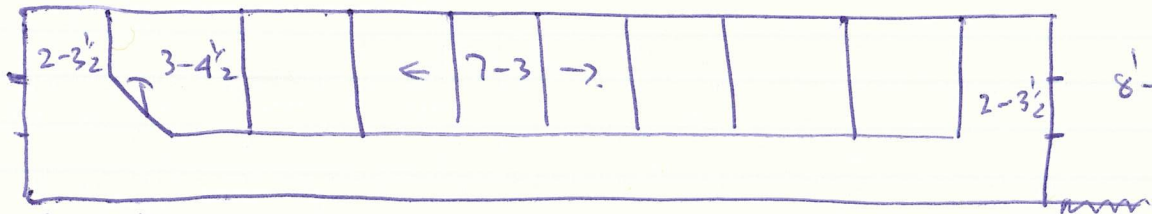
3-9

7-0 3/4 →

3-9

1/2" DIA No 60995 SPTL style lost from memory in 1924 when painted in LAKE there were no toplights. The cover panels were sheeted over
 LOT 1302 nos 8072 - 8089 BOGIE 9-0 (1909 TYPE) B.C.C. 41-0
 overhang to headstocks marked 3-5 5/8 FLEET LIGHTING.
 Semi Elliptical Roof some canvas some steel.

A22



8-11

DIMS
HERE FULL
OF CONJECTURE

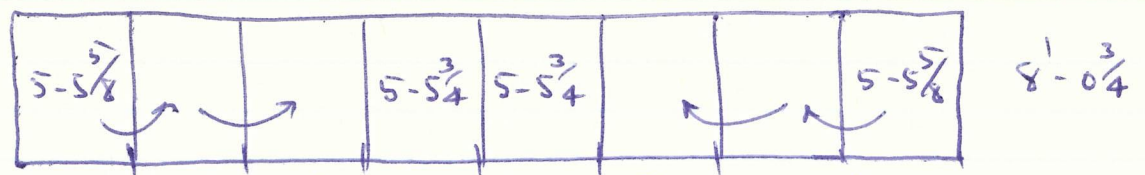
LOT 1586 only Nos 8092 - 8111 [10]

EXT height to Vent's 12-9 1/2

Length over huffers 63-7 3/4

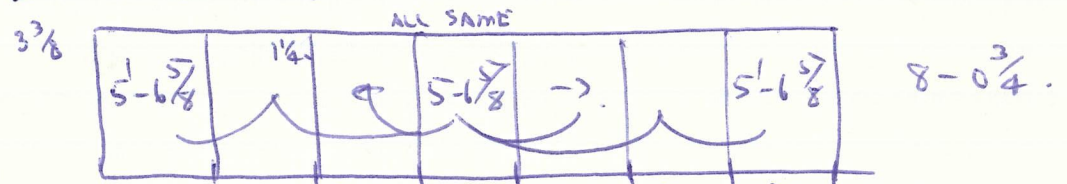
C1.
C2

C1



$$3-0\frac{3}{16} \quad 5-1\frac{7}{8} \quad 5-6\frac{7}{8} \quad 5-6\frac{15}{16} \quad 5-7 \quad 5-6\frac{11}{16} \quad 5-6\frac{7}{8} \quad 5-6\frac{7}{8} \quad 3-0\frac{3}{16} = 45-0\frac{3}{4}$$

Boogie 6'-4" WB 34-6 low window ARC Roof 7-2 1/2 BODY HGT.
 Rail to Roof 11-1 3/4 LOT 187 "NARR a 2nd Cl Car"
 When with 7-0 truck, WB. prob. 30'-6 as in E8.
 ordered as 370, 371, 371 Conv. to B.G. as 509 & on re conversion became
 either 2293 or 2294 370 pres. then remembered either 2294 or 3.
 The conversion prob 2293 next to the last lot of converted ex B.G. which
 ended at 2292



$$3-0\frac{11}{16} \quad 5-7\frac{5}{8} \quad 5-7\frac{5}{8} \quad 5-7\frac{15}{16} \quad 5-7\frac{15}{16} \quad 5-7\frac{5}{8} \quad 5-7\frac{5}{8} \quad 3-0\frac{11}{16} = 40'-0\frac{3}{4}$$

C2

1/4" DWG 34982 Class I 7-2 1/2 + 1-4 1/2 = 8'-7" Rail level to Roof 12'-6

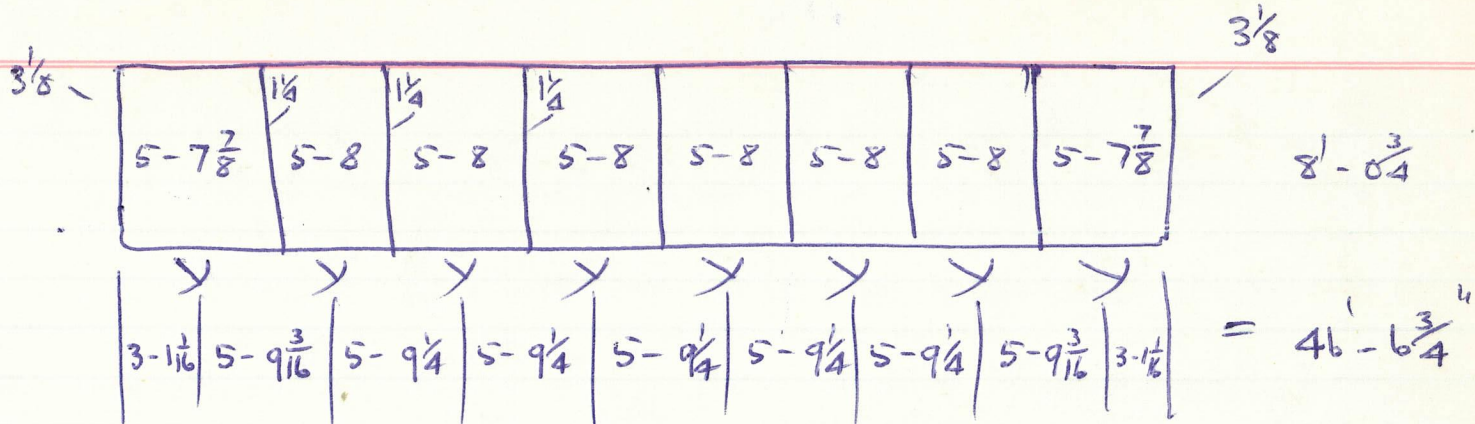
Bes. when B.G.?
 gw-

Truck 7-0 WB 30'-6
 Boogie unknown but 6'-4" is suggested by many
 LOT 207 only Nos 1234 - 1245 identified

1235/36/37/40/44 were temp converted to B.G. remaining
 their original NOS on re-conversion

T PH C3 DIA. (POUR)
 PHOTO OF C3 CRACK POUR

C3



1/4" DIA NO 26255

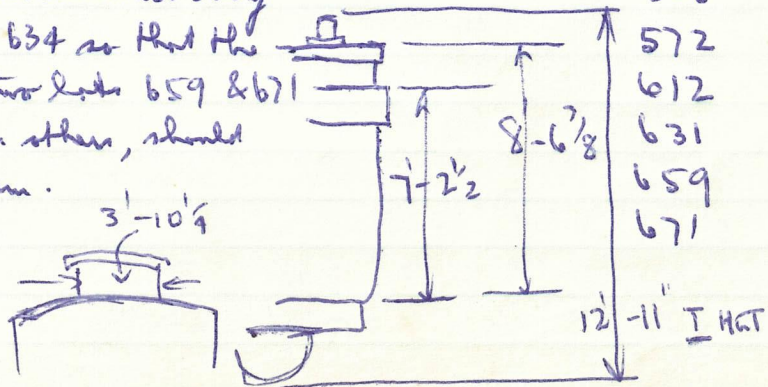
RODIE 6-4 TWB 36-0

LENGTH OF STEELBAR ON BOARDS 11'-9"

CHECK

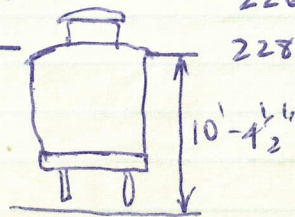
ENDS 6 1/4
 7 PTS 1 1/4 8 3/4
 2 CMPS 5-7 7/8 = 11-3 3/4
 6 CPM. 5-8 34-0
46-6 3/4

Note: - Other DIAG implies
 thru 3 1/8 ends which in
 old practice for periods of
 earlier lots, thick 3 3/8
 re often at least as early
 as lot 634 so that the
 last two lots 659 & 671
 & perhaps others, should
 have them.



Note: The DIAG shows Clearest Type II but lot 544
 is known to begin the characteristic type III so that
 the last seven of the following lots should exhibit the
 latter form.

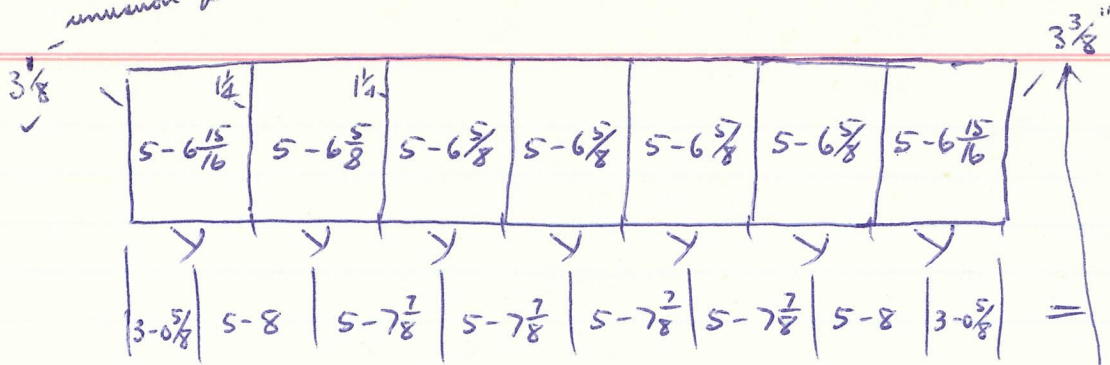
LOT	B.C.	S.C.
448	576-595	2111-2130
468	600-609	2131-2140
472	-	1753-1772
482	610-639	2141-2170
484	-	1779-1798
555	-	1839-1858
558	-	1859-1938
572	689-698	2201-2210
612	-	2211-2230
631	-	2251-2264
659	-	2265-2284
671	-	2285-2292



T P10 IF C4 DIA.
NO P14 OF C4 CONTACT IN BOOK

C4

unusual? ju.



WIDTH NOT SHOWN
ON DIA.

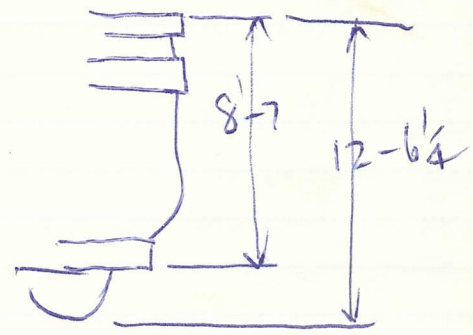
40'-0 3/4"

CLERESTORY TYPE II Bogie 6'-4" T.W.B. 29'-6"
LOT 524 NOS 1799-1838

Check of Internals

ENDS	6 1/4
6 PINS x 1/4	7 1/2
2 CPTS x 5-6 15/16	= 11-1 7/8
5 " x 5'-6 5/8	27-9 1/8
	<u>40-0 3/4</u>

MUST BE 2 x 3 1/8" so 3 3/8 RH. is wrong - should be 3 1/8 ju.

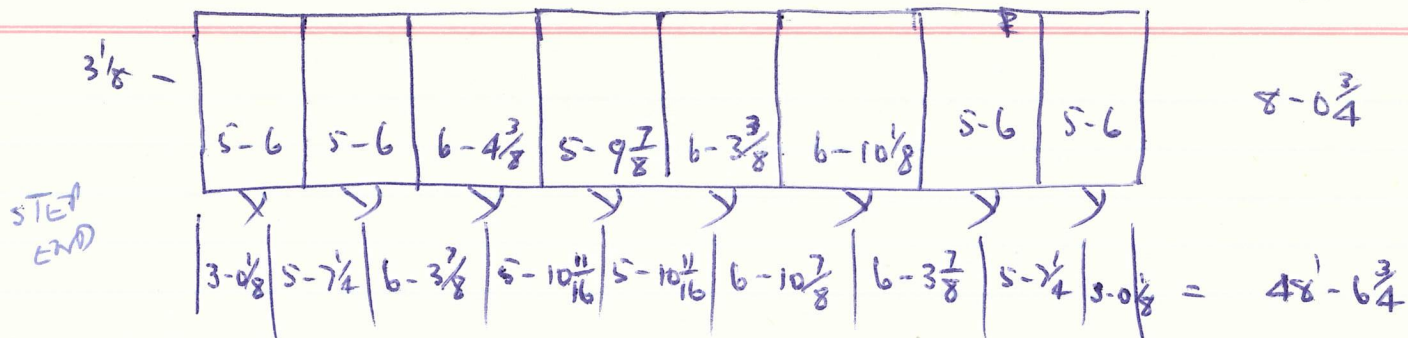


DIA ✓
NO CORCH PHOTO

NW CS WAS CUT OFF MY PHOTOGRAPH

CAN TRACE IT VIA LOT NO 545 } ON
VEHICLE NO 659 } DIA CS

CS



CS is a conversion from a centre van BK/3RD of which no drag remains.

ORIG FROM LOT 529 4 - 3RD COMP. 1 - GDS & 2 LVGG COMPTS N.G. BODY BUT B.G. BOGIES
NOS 659 - 664

On APR 1 1890 transferred to LOT 545 becoming NOS 2171 - 2176

DIAG CS shows type III of which the earliest certain lot is 545 the very lot to which LOT 529 was transferred. NO certain evidence that suspect LOT 529 were TYPE II

1/4" DWG 34985 Bogie 6'-4" IWB 38'-0 CLEAR III (DUBIUS)

LOT 545 only NOS 2171 - 2176.

Several complicated notes not copied

BODY HEIGHT USUAL 8'-7"
TOTAL " " 12'-6 1/4"

FROM DWG LOANED C. STREV

N^o 34985 DIAG CS →

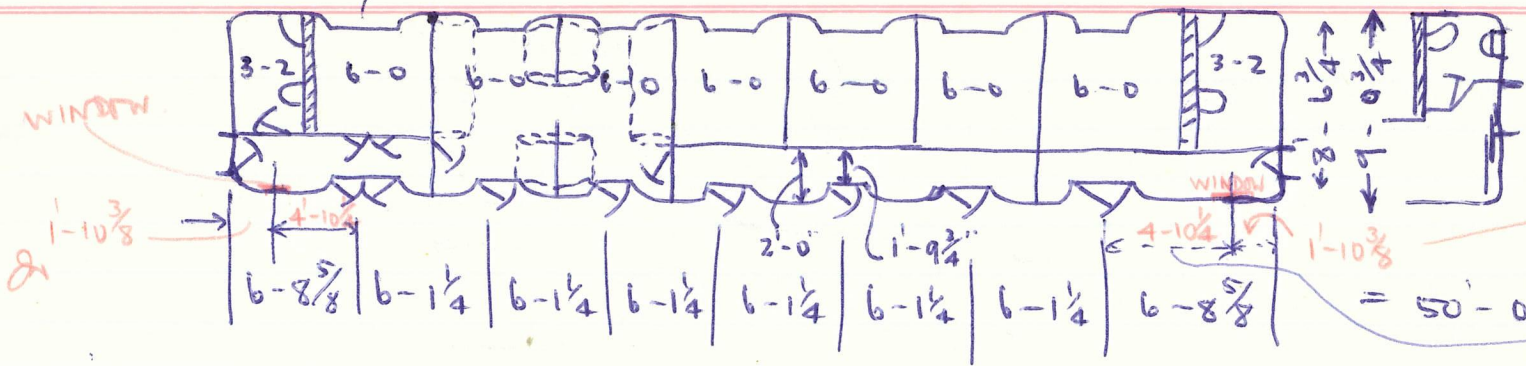
BINN' - Conversion from 3.3 L.V.G. G.D. W.G. 33
LOT 529 (B.G. 659 1-664) S.C. 2171-76
TRANSF. FROM L. 529 TO L. 545 (L. 545 IS D.A.)
ARRANGEMENT of clear lights, panels & weather
brackets over the 4 centre CPTS. is suspect,
unless a completely new pre-fabricated clear
was made

DIA ✓
NO PHOTO IN M.L. BOOK

LIVE COMP. J.W.



C6
C7



ADDED BY J.W.
BUT DWG FROM C. STR. SHOWS 1'-10¹/₈" ✓ & 4'-10¹/₂" ✓

ORIG. SIDE GANGWAY FORM: Plan in Railway Eng 15th April 1892 P 306 N^o 253
Centre Gangway Form 1/4" DWG 30635 Round Topped Door NOV 1890
Boys 6'-4" T.W.B 39-6 T. Post @ 4' Centre Wide Clearesty 4'-2³/₄ LOT 552
AS

AS 3RD IT BECAME 3731

The D. Room are not so far apart as the Single Door

C7. 1/4" DWG 30633
LOT 553 wide Cleared. N^o 255
See The Eng 15th April 1892 P 316
Wide Cleared 4'-2³/₄
(Basic Dim. very similar to C6) J.W.
but open complex on right (i.e. reversed of above)

