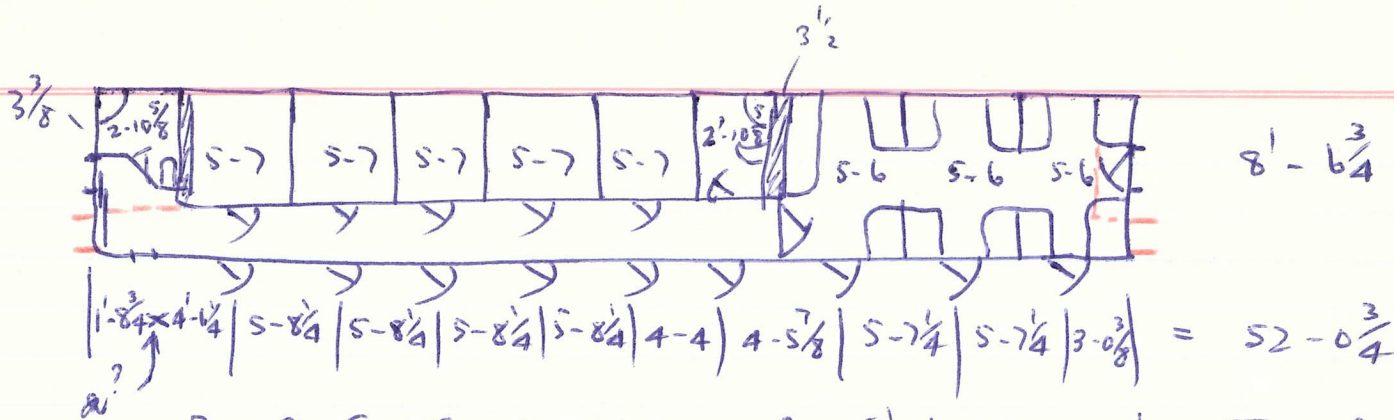


DIA ✓
PHOTO ✓

C8



3rd Class Car 692. Bay 8'-6 T. NB 44'-0 TRUSI. P 4'-0 Center.
 Powell. Car. NO long corridor lights Originally side gangway indicated
 in red DIM. Plan in Railway Eng. July 1894 p 211-2
 692 NOS 2833 - 2842 (afterwards converted to centre gangway in the end
 693?)

Originally the centre bay of the open compartment had no side door. The paneling & moulding was just as if a door was present except that instead of mouldings, covering the edge of a door down the depth of the bottom granite panel, there were mouldings.

Plus loads of other information connecting to Trailers & Slopes etc
 (Complicated) JN

2843 to TRAILER 14	2834 to CPO SLEEPER 1582(7582)	BACK TO C8 AS 2833	HEIGHTS 8'-7" & 12'-6 1/4" (TO ROOF)
2839 - - - - 16	2840 - - - - 1583(7583)	Back to C8 as 2841	VSUML
2841 to - - 15			
2842 - - - - 17			

C8 - had extra doors fitted later to the middle bay of the open portion.

PTO

3rd Cl. Cor. Cor. The Word "Third" superimposed on erased "Second"

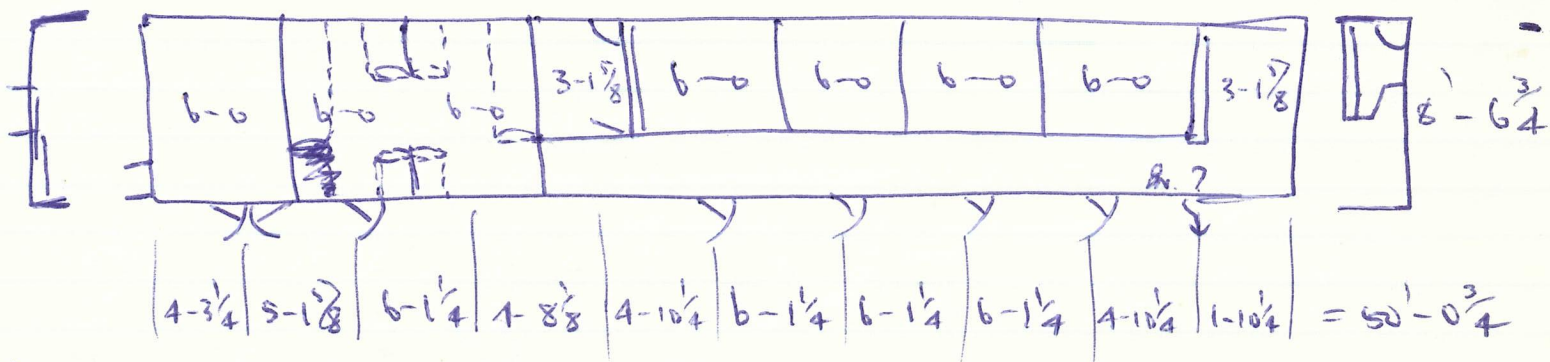
Boyd 8-6 T. WB 42'-0 Trusses @ 4' centres the net shown

LOT 694	N ^{os} 5249	Ref ^o to 3RDS.	3723
	5250		3724
	5251		3725
	5252		3726

See R. Eng Plan 1894

One of these four vehicles later had the Chereating removed, the only known instance. It became C34. No date unknown but the 1/4" Eng in 58912

This place is between C35 LOT 1256 DWG 55191 of OCT 1916 and G.54 LOT 1284 (59211) of FEB 1921.



Loads of complicated notes - leave also for modelling

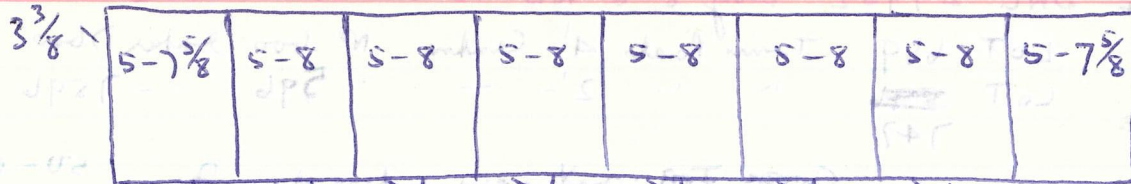
TOOK DIAG PHOTO
 " 3 - PHOTOS CRASH

JW ADDED → FROM DIAG WHICH IS VAGUE FOR PHOTOGRAPHING
 BODY HGT 8'-7"
 TOTAL - 12-6 1/4"
 " INCL LAMP TOPS 12-11 1/8"

- 200?
 184 VEHICLES BUILT
 1897 to 1902

C10.
 C11 & C12
 NOTE C11
 & C12

WERE POOR
 DIAG &
 CORRIDOR
 NOT
 ENOUGH
 CORRIDOR



8-0 3/4.

Boys 8'-6" T.W.B. 38'-6" NO TRUSSING SHOWN - SUSPECT FEET AT 4FT CENTRES
 for earlier LOTS 724 & 744 The Director Selvon LOT 745 has feet this distance
 apart tho' LOT 749 (E43) does not. ALL DOORS SITED CENTRALLY.

LOTS 724 744 (4FT TRUSS FEET & MOST PROBABLY)

LOTS 773 776 815, 823 827, 829 847 851 854 (2FT. TRUSS POSTS, CLERE PANELLING)

" 896 915 949 957 958 962 963 977 1004 (" " " " NOT PANELLING)

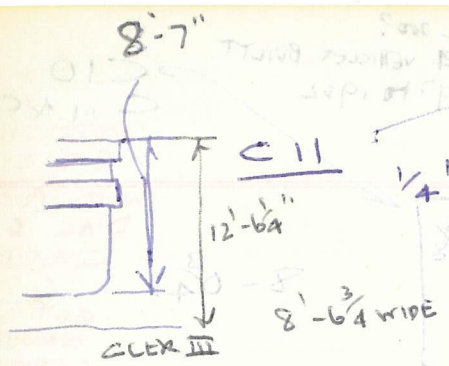
Key reason of width of only 8'-0 1/2" it is unlikely that any had PSEUDO GANTRY END.

LOT 724	2843 - 62.
744	2908 - 2932
773	2933 - 2952
776	1944 - 1953
815	2993 - 3012
823	3013 - 3032
827	3033 - 3052
829	3053 - 3082
847	3083 - 3112
851	3113 - 3132
854	3183 - 3192
896	1957-9, 1969, 1971-3
915	3193 - 3202

LOT 949	3203 - 3217.
957	1252 - 1261
958	1246-50/62/64/66-8
962	1230-3 1939-43 1960
963	1222-5/7-9/69-70 1968
977	{ 1188-92/94/99 1202/03/05
	{ 1208-11/14-17/19/20
" 1004	1172/73/79/80-82/84-87

PTO FOR C11 & C12

FORMERLY 2ND/3RD COMB 669 1600/7600 BECOME 3172 THIRD EX 7596
 4747 1596/7596 3173 EX 7600
 ON DISCONT. OF 2ND CLASS 1940



C11
 1/4" DWG 29962 Bog 8-6 WB 42-0 Cor 1-10 1/2
 LOT 669 Turn Lead 4'- Centre N° 600 Enter 7600 AS 2nd 3173
 LOT ~~669~~ " " 2'- " 596 " 7596 " 3172
 747

COVER JOB - not very interesting ju 50-0 3/4 LONG
 8-6 3/4 W.

C12
 Bog 10-0 WB 42-0 TP 2' Centre
 CORR WIDTH 1-11 or 1/2" more than 1893 S.H.

LOT 790 { 243 R.N° 3729 (E.P.) PAT DWG N° 25243.
 ← 244 -- 3730

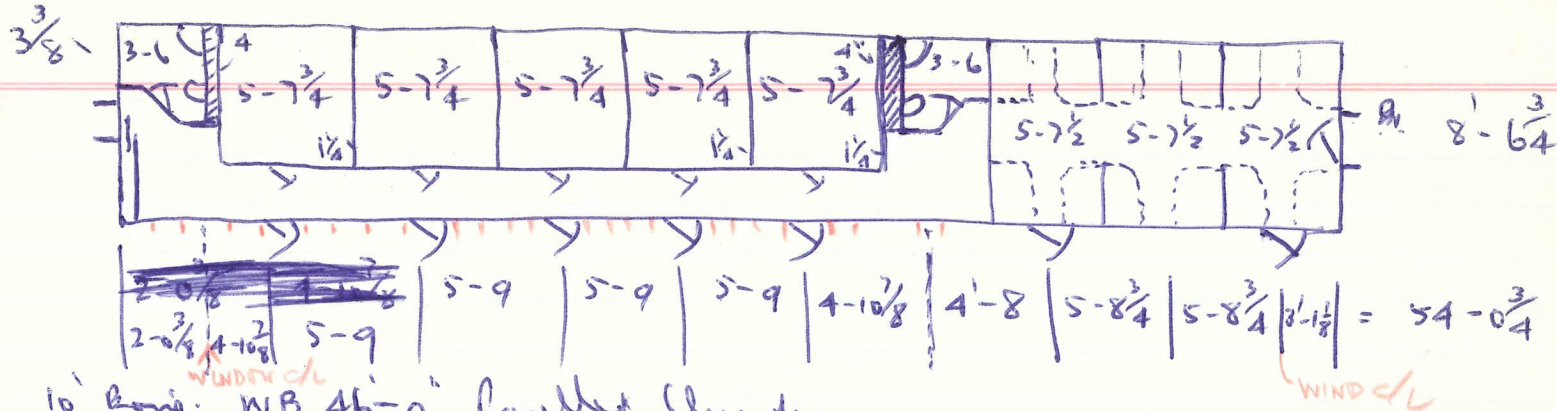
NOT INTERESTING

[Faint, mostly illegible handwritten notes and lists of numbers follow, including a list of numbers at the bottom:]

1500 - 1500
 1501 - 1501
 1502 - 1502
 1503 - 1503
 1504 - 1504
 1505 - 1505
 1506 - 1506
 1507 - 1507
 1508 - 1508
 1509 - 1509
 1510 - 1510
 1511 - 1511
 1512 - 1512
 1513 - 1513
 1514 - 1514
 1515 - 1515
 1516 - 1516
 1517 - 1517
 1518 - 1518
 1519 - 1519
 1520 - 1520

T DIA PHOTO
NO COACH PH IN BOOK

C13



10' Bay. WB 46'-0" Parallel Corridor

LOTS 795-791 (On that side) This implies DIA applies to 795 only
 Note as built, the centre bay of the open section had no door. There was a hole then
 moulding round deck light & a neat moulding down the bottom gusset panel
 The weather board was a long cover ~~panel~~ panel extending from door to door.
 At a later period the centre bay was equipped with doors producing
 a new DIA & pos that the first coach altered belonged to the
 later lot 795? DIA suggest that original tracing has been altered

LOT 791	2989 - 2992	ordered as part of block known "OCEAN MAILS CORRIDORS"
795	2985 - 2988	SOUTH WALK "

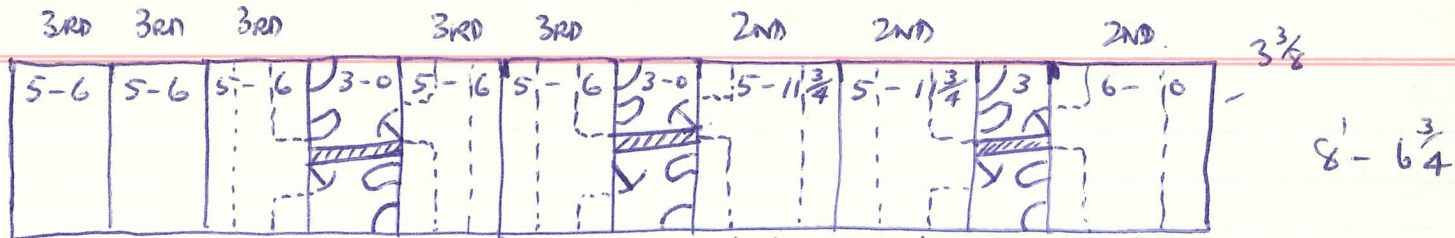
No long lights on corridor side.

There may have been a small lamp top - the perforated metal top without
 the usual large moulding on the lower deck above the corridor
 & outside the middle lavatory door.

Height 8'-2 1/4" - 6 1/4"
USUAL

T DIA PHOTO
NO CIA PH IN BTRK

C14



$$| 3-0\frac{3}{8} | | 5-7\frac{1}{4} | | 5-7\frac{1}{4} | | 8-8\frac{1}{2} | | 5-7\frac{1}{4} | | 8-11\frac{3}{8} | | 6-1 | | 9-2\frac{3}{8} | | 3-3\frac{3}{8} | = 56-0\frac{3}{4}$$

Boyle 10'-0 TWB 48-0 Crestory Panelled out. Bands Cor. Ends.

No lamp tabs shown over L.A.V.S. but they must always have been on the lower decks because of the angle at which the partition tanks are set.

LOT 846 only.

AS COMPOS. NTS 955-964 LATER 6955-6964
AS THIRDS. NTS 1053-1062.

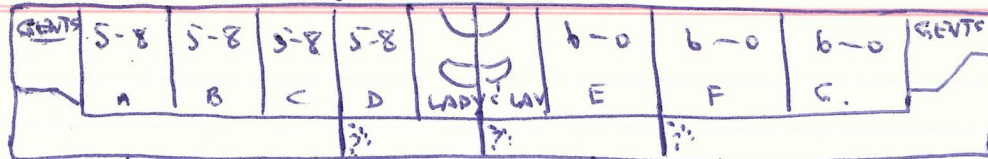
NOT 8'-7 & 12'-6 1/4
(USVAL)

Track 16 DIA.

M3 < 15 DIA

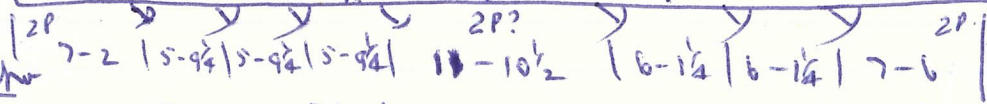
C 15
C 16

CONJECTURED C 15 (NO SWINDON DIAG EXISTS)



$8' - 6\frac{3}{4}$ HGT 8'-7
 $\& 12' - 6\frac{1}{4}$
 USUAL
 $56 - 0\frac{3}{4}$

2nd/2nd Comp



LOT 867 had pan. Ores. with door across the corridor sep the LADIES only COMPTS & ACCOMPANYING
 CARS from rest of coach then there were panels on the corridor side where these doors occurred
 LOT 940 had no pan. Ores. & was without the two extra doors across the corridor. Thus
 there were long corridor lights between COMPTS C&D also E&F.
 i.e. C15 coach altered bodily by Jv.

C 16 This represents later form with the two mid-laws removed and a COMPT
 5'-10' substituted. There is a door on the corridor side serving this new
 COMPT central with relation to C of COMPTS D & E: $5 - 10\frac{1}{4} + 6 - 0\frac{1}{4}$

The DIAG represent LOT 940 & thus had a continuous series of long corridor lights,
 of photo of C16 in bicolor painting style. LOT 867 has been added to the DIAG.
 This retained the panels on the corridor side where the doors separating the ladies
 only section from rest of coach, formerly had been the the doors themselves were removed
 of photo. of C16 in monochrome painting style

C16 DIAG in good illust of fact that one DIAG may cover designs of more
 than one external appearance Bot. 10-0 T.W.B. 48-0

CHECK UP INTERNALS

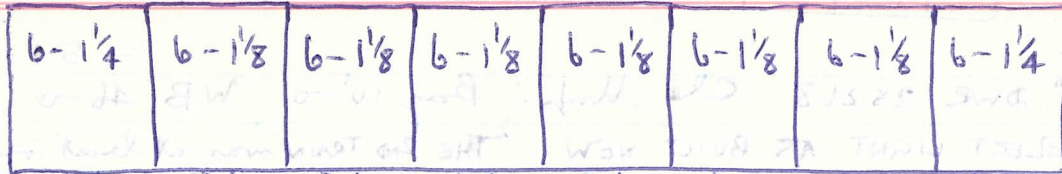
STDS	6 3/4
9 PTNS @ 1/4	11 1/4
LAV	3 - 11 3/8
LAV	4 - 13 3/8
4 COMPTS 5-8	22 - 8
1 - " 5-10	5 - 10
3 - " 6-0	18 - 0
	<u>56 - 0 3/4</u>

LOT 867	COMPTS 945-954	-IN 1907	6945-69.54	AS 3RDS 3708 - 3717
LOT 940	" 1601-1610	" " " "	7601-7610	" " " " 3162 - 3171

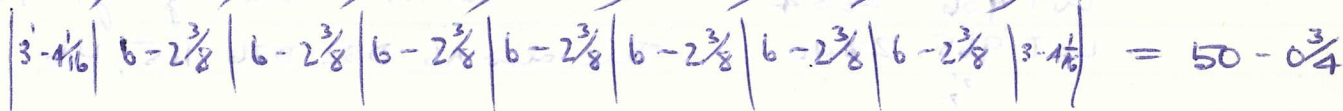
3166 report. to have
 been burnt in 1911
 Swindon fire.

C19

C19
& C20



8-6³/₄



Christy Unpainted Pseudo Cor. End.
 Bogis 10'-0 TW.B. 42-0 Originally 2nd class then declassified to 3rd.

LOTS 970. 260-274 (5260-5274) to 3rd 1351/53-5/59/61-64/66-69/71/73.

" 971 231-240 (5231-5240) " " 1331/33/36-39/41-43/49

" 981 275-279 (5275-5279) " " 1375/26/29/82/83

HGT 8'-7"

4 12'-6 1/4 (USUAL)

4 12-11 1/8 OVER LAMPS.

C17. 1/4 DWG 25267 CORR TO LATER STD of 2'-1 1/2

~~LOT 871~~ Panel Class. ~~905 912 927 93~~ ON LOT 871

Unpainted " 905 912 927 93 ON LOTS 905 912 927 933 999 & 1020

LOT 871	NOS	3133 - 3142
905		3143 - 3162
912		3163 - 3182
927		3218 - 3227
933		3228 - 3237
999		3238 - 3241
1020		3242 - 3247

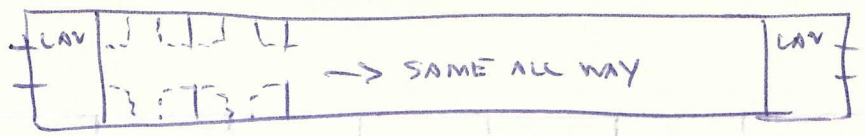
N^o 3148, 3152 Connected to tender car. N^o 18 & 35 rest

SEE OVER FOR C18 & C20



C17.

C18



8-6³/₄

1/4" DWG 25268 Cle. Mph. Bay 10'-0" WB. 46-0

= 54-0³/₄

ELECT LIGHT AS BUILT NEW THE 2ND TRAIN was at least ordered for about light.

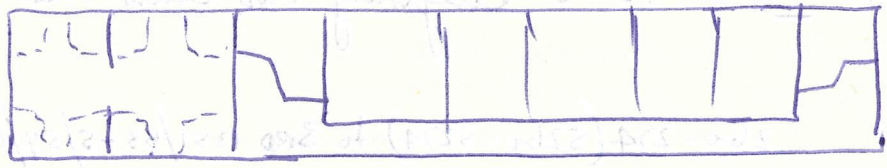
LOT 936 2834

For 1st " see Rly Eng. 1900

LOT 965 2840

See also A6 D32 D36 H5, H6.

C20



8'-6³/₄

Cleas. Mph handled. WB 43 10 Bay.

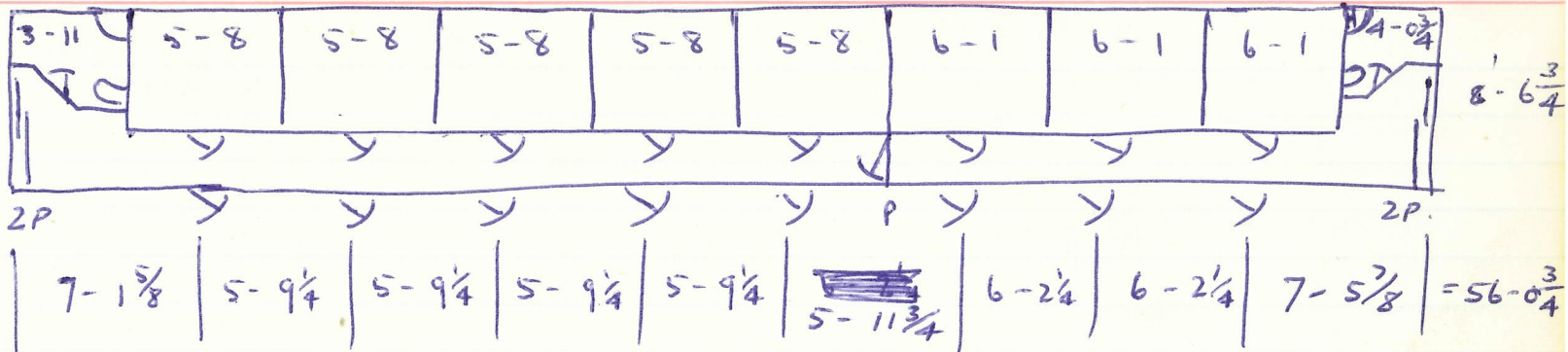
= 51-0³/₄

LOTS 1002 AND 228-230 later 5228-30 3RD 3720-2

ES 113 1022 226-7 5226-7 4 3718-9

T DIA. PH
T CORN PH

C21



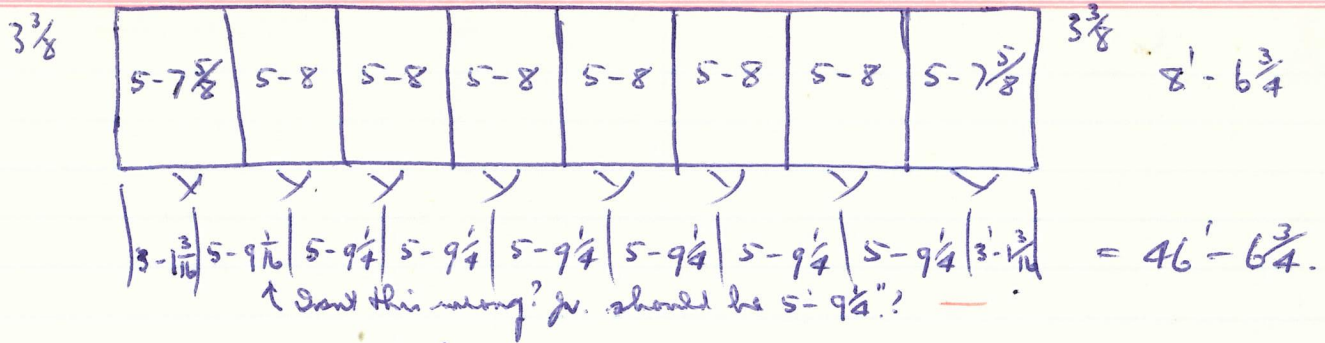
Closetory unpannelled.
Boys 10' T.W.B. 48-0

Check of Intervals.

ENDS		$6\frac{3}{4}$
9 PTNS @ $1\frac{1}{4}$		$11\frac{1}{4}$
5 Compl 5'-8	28-4	
3 " 6-1	18-3	
LAV	3-11	
LAV	$4-0\frac{3}{4}$	
	<u><u>$56-0\frac{3}{4}$</u></u>	

LOT 1003 1623 - 25 (7623 - 25) to 3703 - 3705
LOT 1023 1626, 1627 (7626, 7627) " " 3706 - 3707.

HOT 8'-7 1/4 (2'-6 1/4 (USUAL))



Crest. Unpainted Board - Curved End.

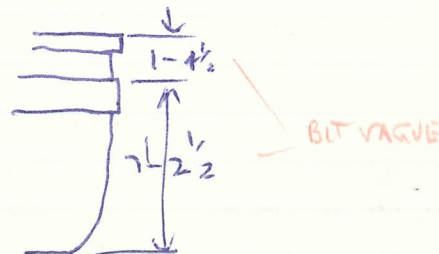
Bozie 8'-6" T.N.B 38-6 This is C10. built 6" under & with different end.

- LOT 1015 N^o 1156/59/60/61/62/64/65/67/68/77.
- " 1018 N^o 1302-06 1311/16/19/20/22
- 1038 N^o 1330/32/35/40/42/46/52/56/57/60
- 1053 N^o 1345/47/50/58/72/75/77/78/80/81

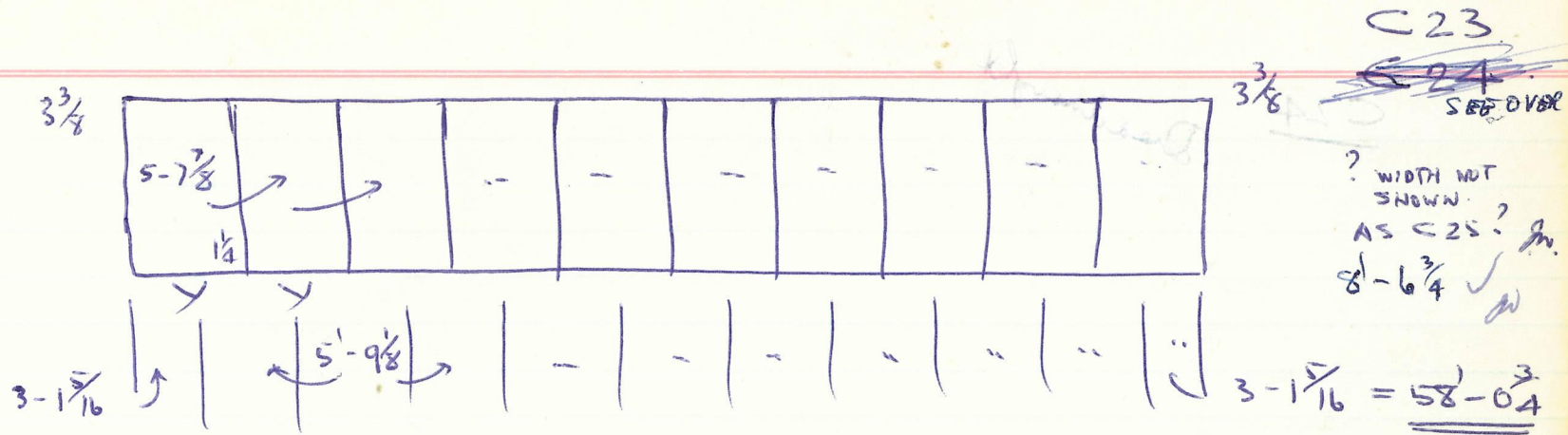
GTS LIT

39 built 1903-04

Total Height $12' - 6\frac{1}{4}"$



T DIA P.
T 2 PHOTO CACHES.



Clustering unpanelled Roando Caution End.

Boyle 10'-0" FOR LOTS 1041 & 1057, Standard Dean Design TW.B. 48'-0"
FOR LOT 1070, Dean Design adapted for emergency, boiler without
aerial view TW.B. 50'-6"

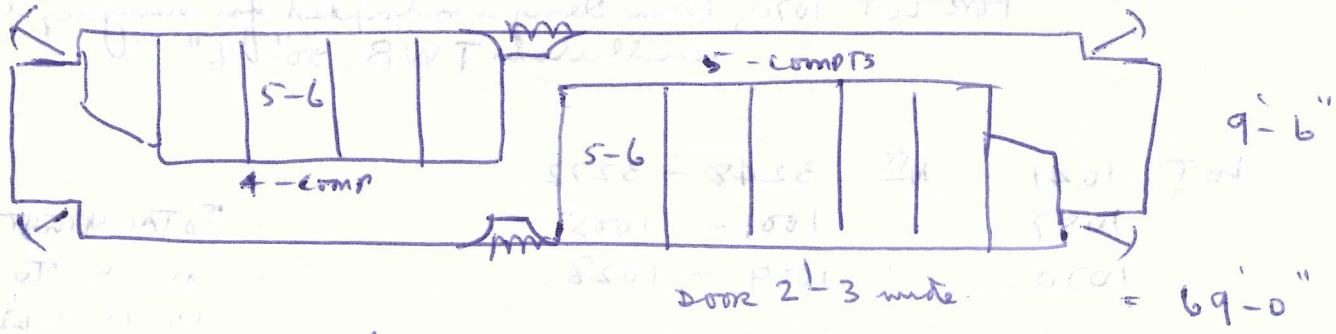
LOT	1041	NS	3248 - 3272.	TOTAL HEIGHT (REF) 12'-6 1/4" usual " " TO GAS LAMP 12'-11 1/8" " " ELECTRIC 12-7.
	1057		1501 - 1505	
	1070		1009 - 1028.	

40 GAS LIT } BUILT 1904
5 BURN " }

SLEEVOVER
FOR C24

C24

Deadweight



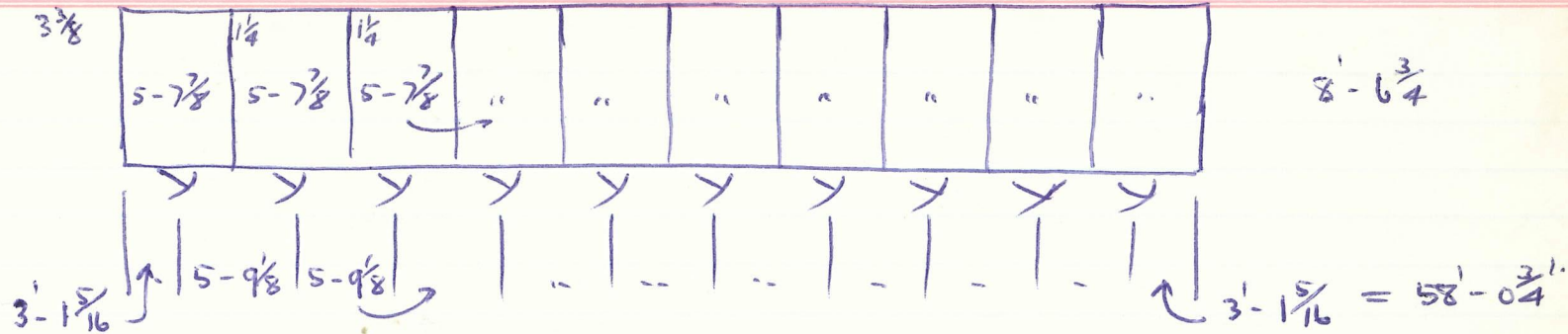
1/4" DIA. NO. 25761 A Bay 9-0 originally valve springs Bcc. 54-0
 DWG 25761 LOT 1069 N° 2295-2300 (6) ORIG. LUCAS LEATHER EL. LIGHT 9-0 VALVE
 " " (A) 1084 3277-3290 (14) " GAS 9-0 PLATE *
 1098 3291-3300 (10) " ELEC. " " *

* Looks similar to 1910 design but is more massive & has shock springs
 LOT 1069 ordered 29/4/04 as 2 off 68" long; length to 69-0 13/1/05 later increased to 6 off
 LOT 1084 " " " 24 off reduced to 14 20/4/05
 1098 nothing significant JW.

T DIA Pit
T COA "

C 25
C 26

C25



Semi elliptical roof Pseudo-counter ends.

Boys 10-0 T.W.B. 50'-6 DEAN BUTIE ADAPTED TO BOLSTER - NO SCROLL IRONS.

LOT 1077 N^o 1029-32 1034-39 (10)

LOT 1080 1040-42 1044-47 1050-52 (10)

NGT. 8-7 & 12-6 1/4
USUAL.
TO ROOF TOP.

Same as LOT 1070 [C 23] with new roof.

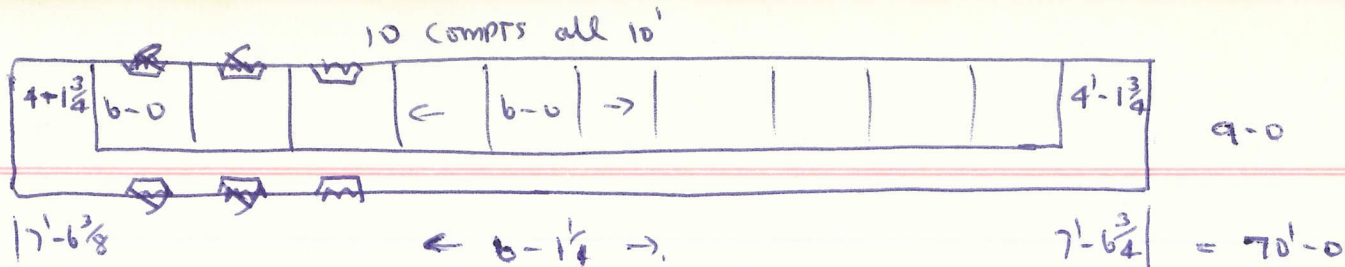
C26

This is C24 Connected with one Compt. to Elect Test. Compt. 1909

LOT 1098 N^o 3291 only Date of restoration to C 26 not known

? C24 ju

C27



C27.

C28

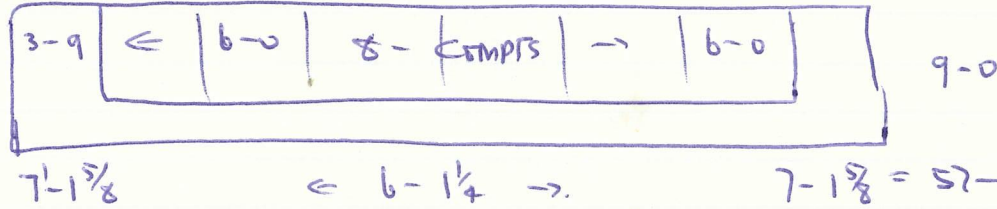
C29.

C30

BOG WB. 9-0 BCC. 54-6 CONCRETE. REET BAR TRUSSES ORIG. GAS LT.

LOT 1107 N^o 2401-9/11-2421 [20]. LOT 1110 N^o 3601-3616 [16]

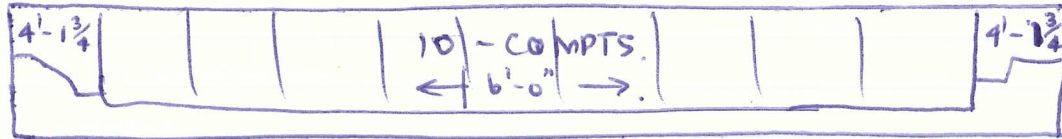
C28



1/4" DIA 32341 BARS I BOGIE 8'-0 AMERICAN BCC 42-6

LOTS 1136 & 1153 N^o 3629-3658 & 3659-3668 RESP. VENTILATORS
Lighting GAS for LOT 1136 ELEC for LOT 1153. Semi-Ellipt Roof.

C29



1/4" DIA N^o 38401 BOG 9-0 BCC 54-6 LOTS 1154 N^o 3669-3688 [20] BARS I
LOT 1214 has round bar turning. " 1208 2539-2548 [10] " II
" 1214 2549-2568 [20] MULTIPLE BARS II

C30

VENTILATORS

COMPTED 7'-0 7/8' ← 5'-11 3/4' → 7'-0 7/8' = 56'-0

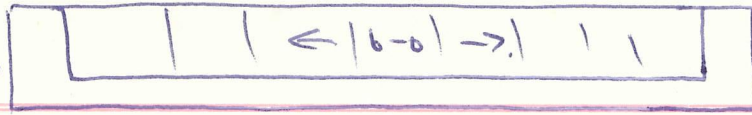
1/4" DIA 38409 BARS I Semi Ellipt Roof. LOT 1167 only N^o 2422-2435

BOGIE 8'-0 AMERICAN BCC 40'-0' ELEC LIGHT.

DIA Doesn't give EXTERNAL NET DIM IN C28 21 IN 2-

C31

1/4" DIA. N^o 39806



9'-0"

C31
C32
C33
C34
C35

* The 45H & 46H of this lot are dated FEB 1911 (SWINDON FIRE)

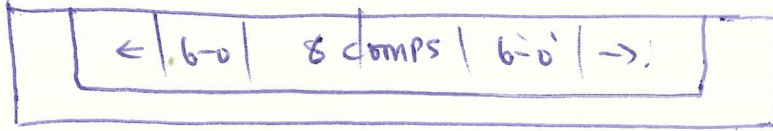
LOTS 1172 2436-55 BARS I
* 1179 2456-64/2466-2502 BARS II
1194 2503-2532 " "
VENTILATORS. 1202 2533-2538 " "

Boogie 9'-0 (1910 Patt) BCC 41'-0
ELEC LIGHT.
N^{os} 2452/2455-64/2466-2538 SOLD
1917-18 FOR AMBULANCE WORK.

C32

1/4" DIA. 39806A

C31 DERIVED FORM



8'-11 1/4 ?N.

8'-11 3/8 (CAPPING)

BOOGIE 9' (1910 PATT)
BCC 41'-0
ANG. IRON TRUSSES.
ELEC LIGHTING

7'-1 1/4 ← 6'-1 1/4 →

7'-1 1/4 = 56'-11 1/4

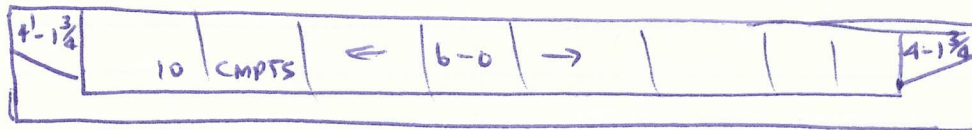
LOT 1234 N^o 2569-80 LOT 1246 N^o 3913-3947. SEMI WUP. RUFF

VENTILATORS

C33

BOOGIE 9'-0
BCC 54-6

MULTIPLE ROUND BAR
TRUSSES.
STEEL PANEL TOPLIGHT



8'-11 1/4

7'-6 ← 6'-1 1/4 →

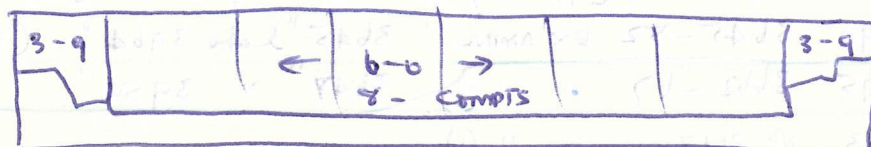
7'-6 = 69'-11 1/4

LOT 1236 only 2581-2600 [20]

C34. This is C9 with clews removed C9 lot 694 were, as Bds 3723-6 & the vehicle in question was N^o 3725 DIA N^o in 58912 Body height given as 7'-2 1/2 (i.e. normal height for lower decks. so no new complete roof provided - just filled in (ONLY KNOWN CASE) as C54 had NEW SEMI-WUP ROOF FITT.

C35

1/4" DIA. 55191
BOG. 9'-0 FISABELLY.
BCC 41-0
ANGLE IRON TRUSSES



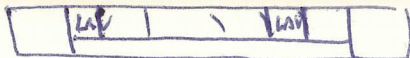
8'-11 1/4

7'-1 5/8 ← 6'-1 1/4 →

7'-1 5/8 = 57'-0 SEE OVER →

Check of intervals see C28 This DIA. does NOT mark Dowel centre measurement

C36



NO INTEREST IN

C36
C37
C38
C39

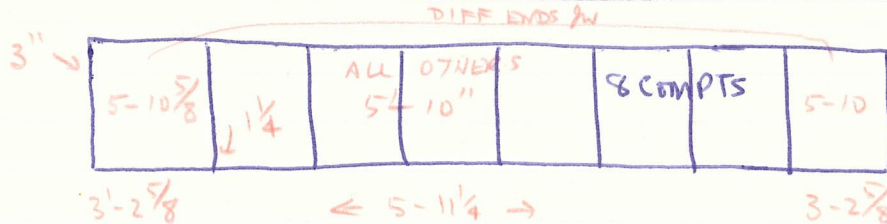
1/4" DIA. N° 58840 Clear Panel. Converted from compts Sleech.

LOT (671) ERROR FOR 672 N° 1599 Lot# 7599 built 11/92 to 3rd 3152 Dec 1919
 " 74) 1595 " 7595 " 2/95 - - - 3148 " "

Bogie 8-6 VB 42-0

C37.

COMPTED
IN RED



Angle Iron Trusses.

"METRO" for Block Train.

← WIDTH APPEARS TO BE 8'-6" or 8'-7" ACC TO PAINTED FES.

3'-2 7/8 ← 5'-11 1/4 → 3'-2 7/8 = 46'-0 ✓

LOT 1262 N° 3901-2 WT 1274 N° 3903-3912 Bogie 9-0 Steel Pan. Toplight.

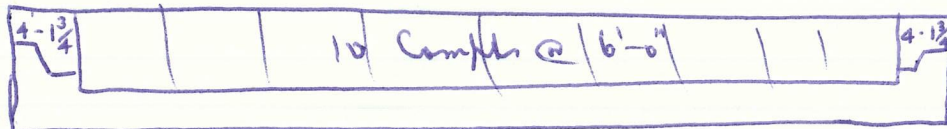
OV. LGTH PAINTED ON SOLEBARS is 49'-7" - the vehicles were short buffered.

As originally built, should have had 2 vents per compt. They may exist in LH & RH versions acc. to the side of the compt the ventilation are over with relation to main alarm signal and/or Brake CYLINDER. One vent was missing removed from most if not all double vent vehicles, leaving the ~~vent~~ seating 2. But as LORRA's photo of N° 3910 shows only one vent per compt & no second seating, single vents only may have been provided in the design.

C38

Bogie 9'-0
BCC. 53-0

STEEL PAN. TOPLIGHT.
ANGLE IRON TRUSSES

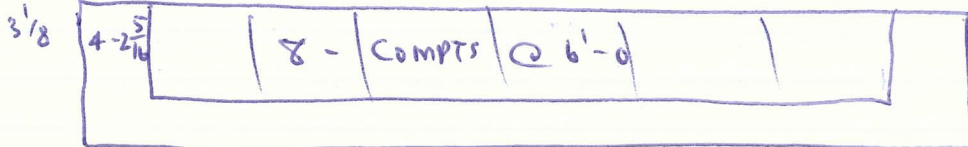


LOT 1277
N° 3988 [12]
3990-4000

7'-6 ← 6'-1 1/4 → 7'-6 = 69'-11 1/4

N° 4000 reported to have been mtd. frame after collision at SHRIVEHAM

C39



7'-5 7/16 ← 6'-0 1/8 → 7'-5 7/16 = 57'-0 ✓

Semi Ellipt Roof SPTL. LOT 1248 only N° 3948 only
 Bogie (1910 Pat.) BCC 41-0 Central Cantilever Underframe
 Flat ends without transoms WEE lighting "Steel Framing" Ventilator.

DIA C 40 ✓
 DIA C 41 ✓
 DIA C 42 ✓

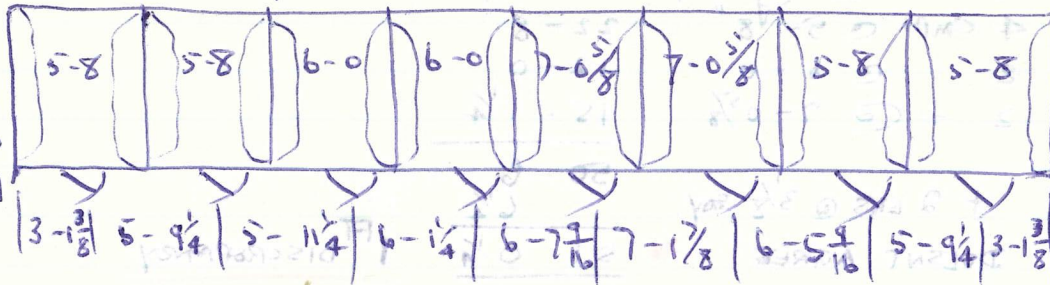
NO NOTES IN BOOK PHOTO C42.
 NO PHOTOS IN BOOK FOR C40 & C41
 ↓ MY OWN (IN CASE THE DIAG PHOTOS ARE UNCLEAR)

NOTE: NOTHING IN M. LONG FROM C39 to 48 & 50 to 54

C 40
 C 41
 C 42

C 40

LOT 873
 N^o 3387 LATER 7171
 3275 " 7170
 3274 7169
 [BIRMINGHAM AUTO TRAIL]
 3276 7172

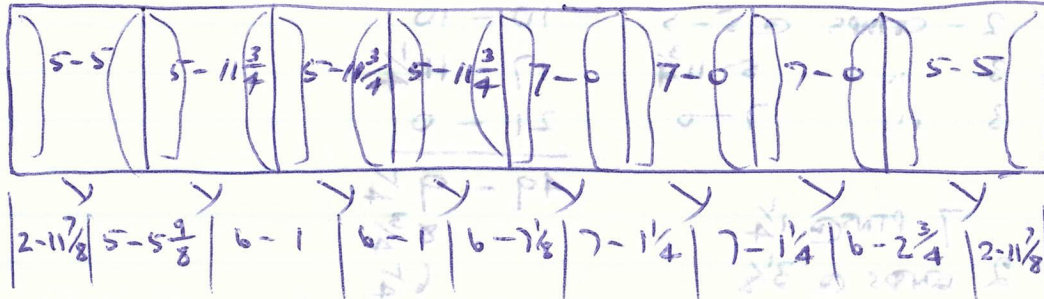


49
 55
 42' T.W.B.
 LENGTH 50 - 0 3/4
 8 - 0 3/4 8' - 6 BOG
 SWINDON 1898
 LOT 873.
 = * 50 - 0 3/4
 P.T.O.
 NOTE.

3RD CLASS CAR.
 BUT PREV. MUST HAVE BEEN COMPO

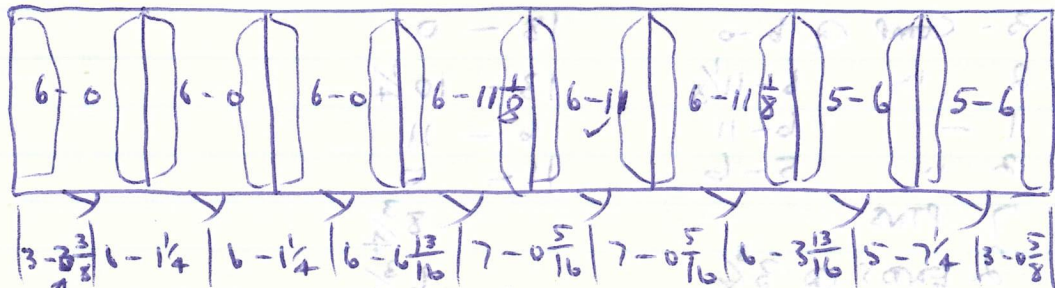
C 41

3RD CLASS CAR.
 BUT MUST HAVE PREV BEEN COMPO



43' T.W.B.
 8 - 0 3/4 8' - 6 BOG SWINDON 1898
 LOT 882
 N^o 3390 LATER 7173

C 42

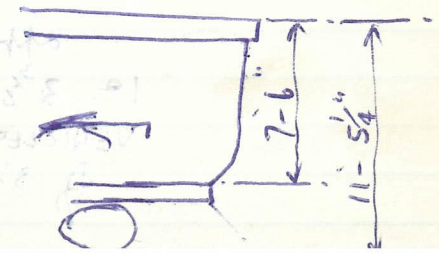


43' T.W.B.
 10' BOG.
 LOT 837 N^o 3273
 3RD CL.
 BUT PREV COMPO

C 49. COMB of EX AMBUL BOG 9-0 BCC 41-0 (LOT 1325 N^o 4521-4540)

C 55 LOT 1366 N^o 4377 JAN 26 "2ND HAND UN/FRAME"
 8 CMPT CORR 3RD Steel Panel. BOB TUNNER
 9-0 Royal. BUT CENT. 41-6.

ALL ABOVE READ -
 i.e. C40, 41, 42.



LITTLE INTEREST IN LONG. BOOK.

C 40
C 41
C 42

C40

7 PTNS @ $\text{ray } 1\frac{1}{4}$ = $8\frac{3}{4}$
 4 CMPI @ $5-8$ 22-8
 2 @ $6-0$ 12-0
 2 @ $7-0\frac{1}{2}$ 15- $1\frac{1}{4}$

50-6
6 $\frac{1}{4}$

+ 2 ENDS @ $3\frac{1}{8}$ RAY.

DOESNT AGREE * 51-0 $\frac{1}{4}$

1 FT DISCREPANCY

C41

2 - COMPS @ $5-5$ 10-10
 3 " @ $5-11\frac{3}{4}$ 17- $11\frac{1}{4}$
 3 " @ $7-0$ 21-0

49-9 $\frac{1}{4}$

7 PTNS @ $1\frac{1}{4}$
 2 ENDS @ $3\frac{1}{8}$

8 $\frac{3}{4}$
6 $\frac{1}{4}$

51-0 $\frac{1}{4}$ ✓ AGREES

C42

3 - COMP @ $6-0$ 18-0
 2 " @ $6-11\frac{1}{8}$ 13- $10\frac{1}{4}$
 1 " @ $6-11$ 6-11
 2 " @ $5-6$ 11-0

8 $\frac{3}{4}$
6 $\frac{3}{4}$

7 PTNS
 2 ENDS @ $3\frac{3}{8}$

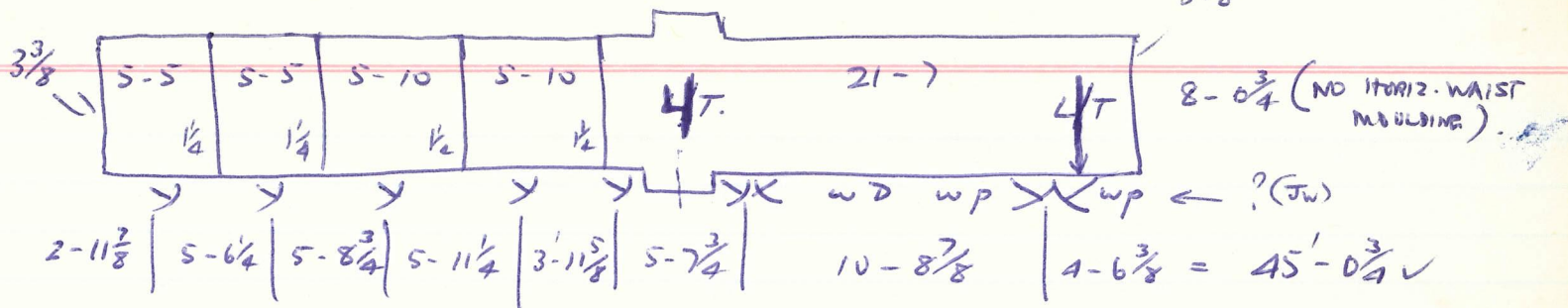
51-0 $\frac{3}{4}$ ✓ AGREES

appear to be thicker
 i.e. $3\frac{3}{8}$ for $8-6\frac{3}{4}$ WIDE
 VEHICLES INSTEAD
 of $3\frac{1}{8}$.

T DIA.
NO CATCH PHOTO IN BOOK

$3\frac{3}{8}$

D1



EX E8 Body 8'-6" TWR, 37-0 Body Height 7'-2 1/2" Total 11'-1 3/4" (BCC = 28-6)

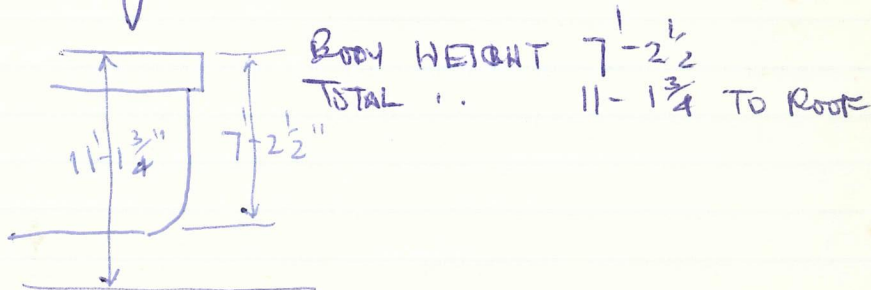
LOT 200 ONLY LOW WINDOW ARC RUFF (SERIALS = 202) Dale.
SWIN. DIAC 34838 J.B. "V"

Check List

ENDS		$6\frac{3}{4}$
2/2nd 5-5	10-10	
2/wid 5-10	11-8	
Von	21-7	
4 Pms x 1/4	5	
	<u>45-0 3/4</u>	

The Van Dorn have no display and are about 1'-10" each wide

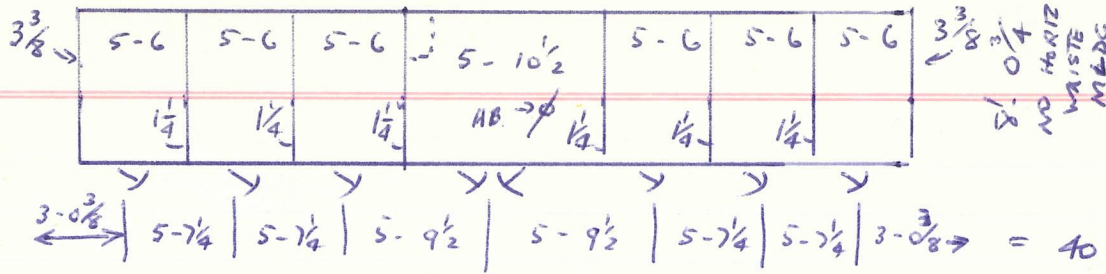
UPHOLST. of all Comp shown as for 2nd class.
(Copper to relate to 2nd 258 connected from COMPO E8 in APRIL 1899 & probably attached to VAN ended at same time. Ultimately THIRD 2387).



Body Height 7'-2 1/2"
TOTAL 11'-1 3/4" TO ROOF

T DIA. PH
NO CRACK

D2.



STEP
LEAD

TWB 30'-6 in

EX B.G. Convertible Type I Class Type I Body 8-10 1/2 HIGH Total Hgt 12-9 1/2 (TO ROOF)
The end elev. shows Class Type II i.e. with 3-centre contour to lower decks (but arc upper decks. This is not reliable; photos of B.G. convertibles Type I show that on narrowing the bodies the lower decks was given a steep camber of more or less uniform radius.
Diagram shows the 7' track, total W.B. 30'-6" but it is doubtful whether as Std G. vehicles they ran on these trucks & not on Deen Rogers when bogied 6'-4" W.B.
Low window. Lamp top not shown. Prob. Guard seat & H. brake not signal as no vents in the class over the van. If so, the luggage does had originally no drop lights in them i.e. panels.

Checks of internals.

ENDS. 6 3/4
6/3rd x 5-6 33-0
Van 5 10 1/2
6-ptns x 1 1/4 7 1/2
40-0 3/4 ✓

LOT 227	B.G. 431-6	S.G. 2087-92
" 234	" 437-442	" 2093-98
259	" 444-49	" 2099-2104
271	" 450-55	" 2105-10

*NOTE: NOT 443

B.G. LEAD. EX B.G. CONV. TYPE I. B.G. N° 431.

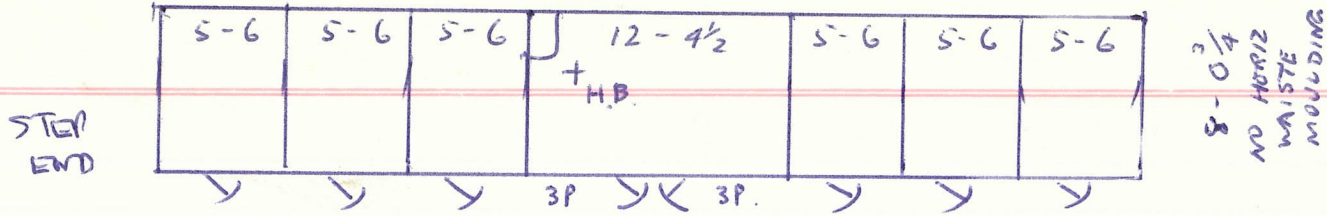
D. See. EX B.G. 1

7-TRAVOK

SW. DIAG. 34874 JB.

T DIA PH.
NO COX !!

D3.



$$\leftarrow 3-0 \frac{3}{8} \mid 5-7 \frac{1}{4} \mid 5-7 \frac{1}{4} \mid 9-0 \frac{1}{2} \mid 9-0 \frac{1}{2} \mid 5-7 \frac{1}{4} \mid 5-7 \frac{1}{4} \mid 3-0 \frac{3}{8} \rightarrow = 46-6 \frac{3}{4} \checkmark$$

SWINDON DWG 35417 ✓

TOTAL HGT 12'-6" (TO-ROOF)

Std G. Clear. I Body 8-7 high No lamp tops shown Low window.

Truck 7-0 ~~WITH TOTAL WHEEL BASE~~ 34-0 Later 8'-6" Bogies T.W.B. 38-6"

Still later converted to D64

LOT 310 Nos 1569-1598

Handbrake is probably later addition as no vents in clear over van & plenty of room for wings yet none fitted.

Checks of intervals.

ENDS	6 ³ / ₄
6 x 5-6	33-0
Van	12-4 ¹ / ₂
6 ftms x 1 ¹ / ₄	7 ¹ / ₂
	<u>46-6 ³/₄</u>

Some temporarily converted to B.G.

1569 to B.G.	490
1580	493
1581	492
1585	494
1590	491
1593	495

On reconversion they reverted to their original Nos

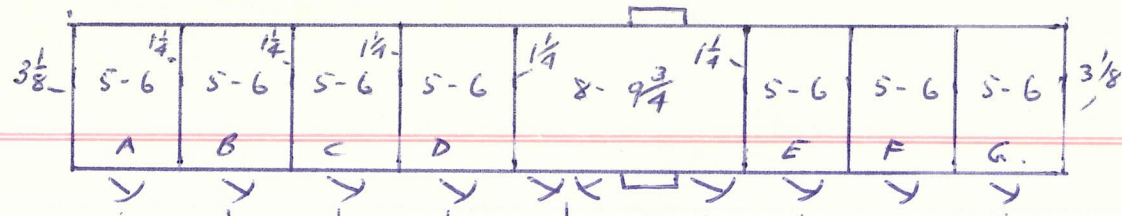
D. del.
SW. DIA. 35417 J.B.

DIAG DWG SHOWS USE OF
OLD TYPE COACH DOOR HANDLES
(BINN)



T DIA RH
NO CSA V

D4



$3-0\frac{1}{8} | 5-7\frac{1}{4} | 5-7\frac{1}{4} | 5-7\frac{1}{4} | 4-9\frac{7}{8} | 5-10\frac{1}{2} | 3-9\frac{7}{8} | 5-7\frac{1}{4} | 5-7\frac{1}{4} | 3-0\frac{1}{8} \rightarrow = 48'-6\frac{3}{4} \checkmark$

LOT 431 Nos 1723 - 1752
 " 545 PART OF Nos 2177 - 2200 ex BG. 665 - 688
 (CLEAR TYPE II)

Note DIAG shows ARC upper decks, but CS (a conversion of part of LOT 545) shows 3-centre upper decks (CLEAR type III). This variation between the lots conforms with std. practice at their respective dates. Some are known from photos to have been BG convertibles Type III by reason of their vehicle Nos. LOT 545

2 ENDS @ 3 1/8" = 6 1/4"
 7 COMP. x 5-6 38-6
 Van 8-9 3/4
 7 PTNS @ 1/4 8 3/4
48-6 3/4 ✓

D54 is D4 with the 3 RH combats converted to luggage

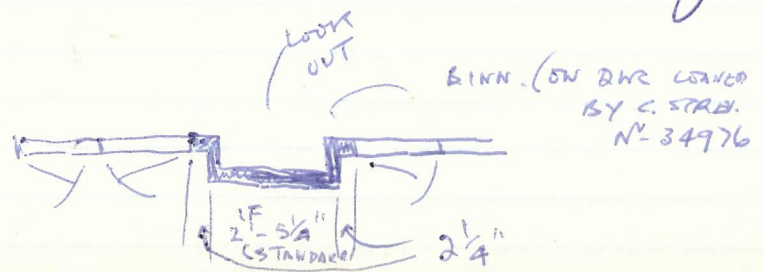
D63 is wingless version of D54. Some of both retained the original D. Doors.

4/L of DOUBLE DOORS to C/L GUARDS D. = 5-10 1/2
 1/2 DOOR @ 2'-0" = 3'-0"
 WING 2-5/4
 2 x STD Spacings @ 2 5/8" 5/4
5-10 1/2 ↑ FINAL.

PHOTO IN R MAG. MAY 1950 / 320 shows a D54 with 8'-6" bogie but all DIAGRAMS show 6'-4"

EXAM. D4 D54 & D63 for endorsement as to any bogie variation - also CS.

Q → DIAG. SHOWS 38' Total WB with 6'-4" Bogies



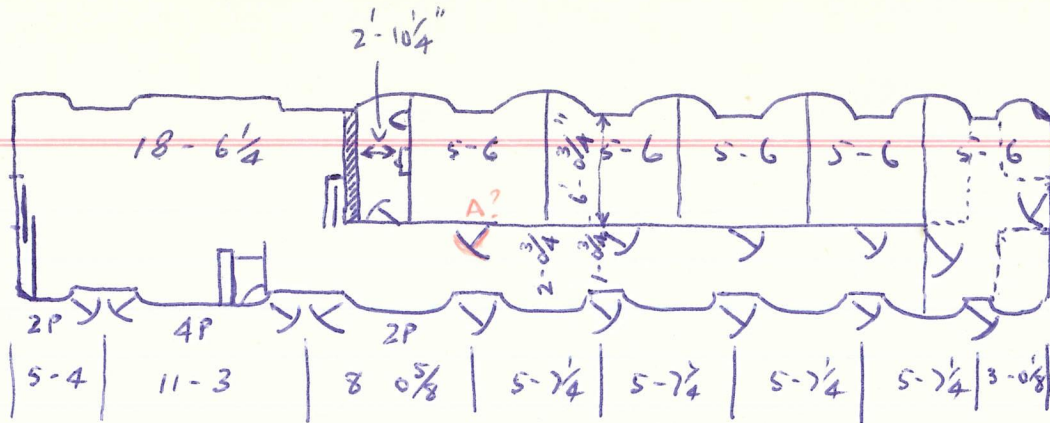
TOTAL HGT 12'-5 3/4" TO ROOF

D. Lu: -
 SWINDEY DIAG 34976 ✓ JB.
 BINNEY DWA 84002

T DIA 114 TO
NO COACH 11

D5

STEP
END



8'-6 ³/₄ &
9'-0 ³/₄

= 50'-0 ³/₄''

6'-4 long TWB. 39-6 Trans Posts believed to be at 4' centres similar to corresponding sleeper.

Note Wide Clearing 4'-2 ³/₄'' Wheelbase abnormal; overhang greater than normal prob. due to LENGTH

Check of intervals.

SUBS. NOTE: DIM. PLANS IN THE ENGINEER 15TH APRIL 1892 when the coach was 50'-0 ³/₄''

row 7 in its side gangway form see first diff measurements)

Rly Eng.

ENDS	6 ³ / ₄
VAN	18 - 6 ¹ / ₄
LAV	2 - 10 ¹ / ₄
5 X 5-6	27 - 6
5 PTS x 1 ¹ / ₄ ''	6 ¹ / ₄
<hr/>	
	49 - 11 ¹ / ₂
∴ TANK PTN	1 ¹ / ₄
<hr/>	
	50 - 0 ³ / ₄

ENDS	6 ³ / ₄
VAN	18 - 6 ¹ / ₄
LAV	2 - 8
5 X 5-6	27 - 6
5 PTS x 1 ¹ / ₄	6 ¹ / ₄
<hr/>	
	49 - 9 ¹ / ₂
∴ TANK PTN.	3 ¹ / ₂
<hr/>	
	50 - 0 ³ / ₄

Something wrong here.

HGT. 8'-8 (BOOM) & 12'-6 ¹/₄ (FROM RAIL TO ROOF)

Wash basin was on tank side & a common WC. was in the N.E. corner. Corridor door of compartment A was hinged normally A? other differences: - OUTSIDE: -

5 - 9 ³ / ₈	FOR	5 - 4
11 - 0	"	11 - 3
7 - 10	"	8 - 0 ⁵ / ₈
3 - 0 ³ / ₈	"	3 - 0 ¹ / ₈
<hr/>		
27 - 7 ³ / ₄		27 - 7 ³ / ₄

CHECK A1 & C7.

D. Lee. - SW. DIAG 30634 JB.

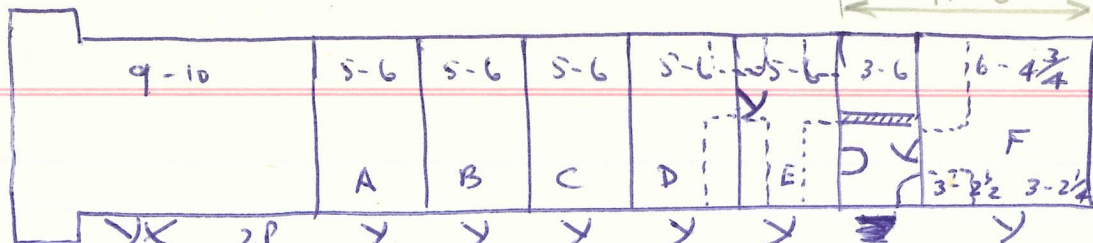
T DIA PH
NO CEA

"MAIL" ?

SEE V6

D6
D7.

9-3/4



8-0 3/4

NO D7
DIAG.
IN
BOOK

4-7 1/2 | 8-3 3/4 | 5-7 1/4 | 5-7 1/4 | 5-7 1/4 | 5-7 1/4 | 4-7 3/4 | 5-0 3/4 | 3-5 5/8 = 48'-6 3/4

SW. DIAG 34978 JB. (D) (See)

Blk/3rd altered from COMPOSITE MAIL/LOT 596

ORD. AS B.G. 27-5-91
CHANGED TO N.G. 4-8-91

Boys 6-4 T. wheelbase 38'-0"

Clerestory II but period of lot 596 in Clerest II Nos 2080 2081

Van Lamp take not shown END 626V as the wings had been added.

Checks
ENDS

VAN	9-60	6 3/4
5x 5-6	27-6	
LAV	3-6	
1x 6-4 3/4	6-4 3/4	
6 Pass Pass x 1 1/4	7 1/2	
	48-5	
∴ VAN/CPT PTN	1 3/4	
	48-6 3/4	

Clerest. is normal except for long lights (set against the ends) over the big end comp.

COMP. MAIL probably implies Centre Pass. & Mail
Date of alteration from MAIL to family pass. is doubtful. Mail/3rds were altered to MAILS in 1895/6

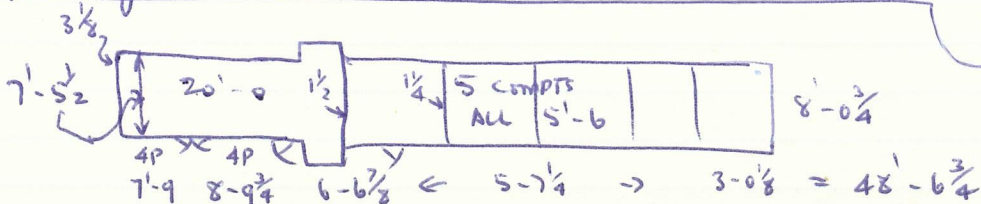
Some alt pass. made before vehicles went into traffic as appear to be the case with LOT 793 & probably LOT 798

With wings removed D. 71 2081

something wrong here.

D7.

Boys 6'-4"
WB BLANK B.
CLERE III

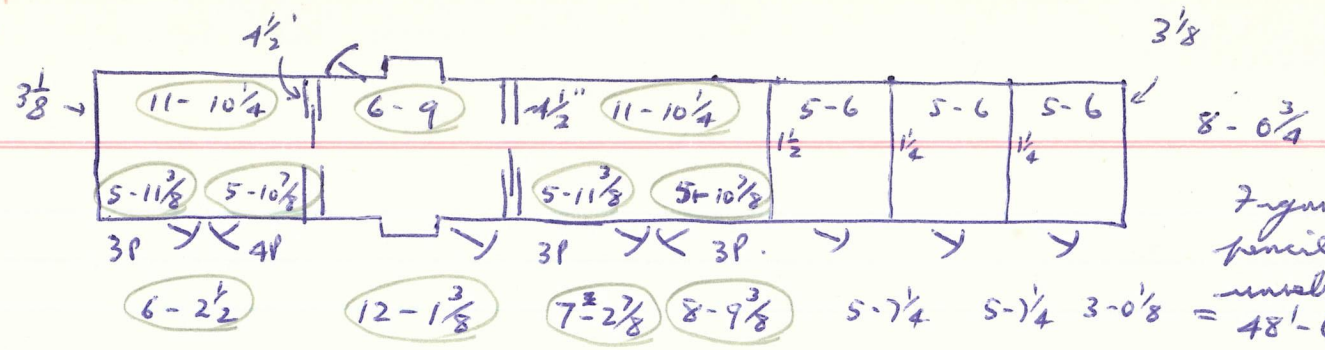


HAT 8'-7" + 12'-6 1/4"

LOT 611 2231-40 [10]
675 2810-12 (3)
Minglen 2237/32/40/33 2810
NO minglen DIA.

T DIA PH
T COA -

D8
~~---~~



Figures derived in pencil ans. of being unreliable.
= 48'-6 3/4 ✓

LOT 613 2241 - 2250 6'-4 bogies.
" 673 2801 - 2804 6'-4 " (but photo of 2803 shows it on 8'-6" bogie probably with reconstructed underframe.
Total wheelbase 38'-0
No new DIA. NIS used for removal of wings. Thus treated were 2241/4 & 2804 1-70. LOT 769 PROBABLY (? incomplete).

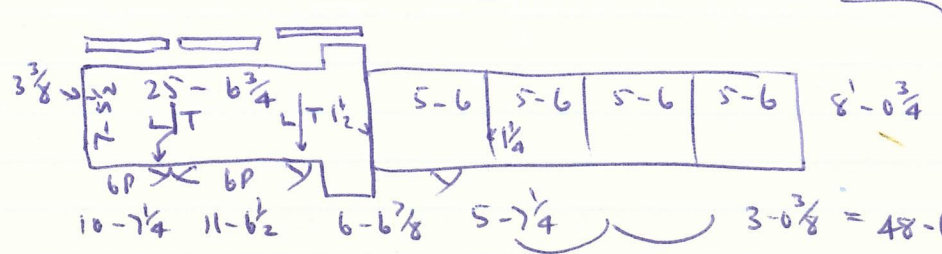
INT. MEASUREMENTS

Ends at 3 1/8	6 1/4
2 VANS @ 11-10 1/4	23-8 1/2
1 yd	6-9
3 Comp x 5'-6	16-6
2 Pts @ 1 1/4	2 1/2
1 Pt next VAN	1 1/2
	<hr/>
	47-9 3/4
	9"
	<hr/>
	48-6 3/4

Comp tops not indicated
In D13 they are c/L left leaf of LH/DD.
c/L GUARDS VAN
c/L RH leaf of RH/DD
NOT IN DIAG. BOOK (TW).

Note: (TW) Copious notes about discrepancies of whether DD. are in centre of van etc or not - no conclusions.

D9



Here 8'-7" or 12'-6 1/4
9'-3 1/4 over PROJ. (VINGS)

Bog 6'-4 WB 38 CLERE III LOT 674. Nos 2805-9
Missing DIAG corresponding in D89 2805-8 Reported

D10.

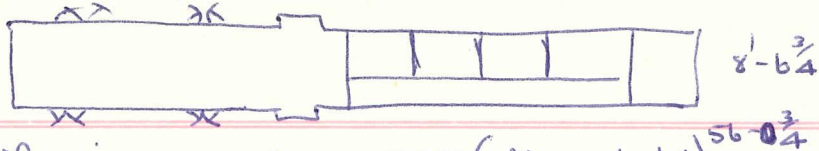
D10.

D11

D12

D13

COMPREHENSIVE ARGUMENTS & NOTES



LH VAN 2823/25/27/29/31

LOT 691 (see also D11 RHV.)

BRK 8-6

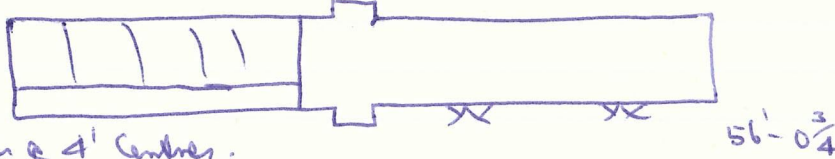
WB 48 TPlats 4' Centres.

with wings removed see D78 (all so reported)

D11

BR 8'-6
TWB 48'

TPlats @ 4' Centres.



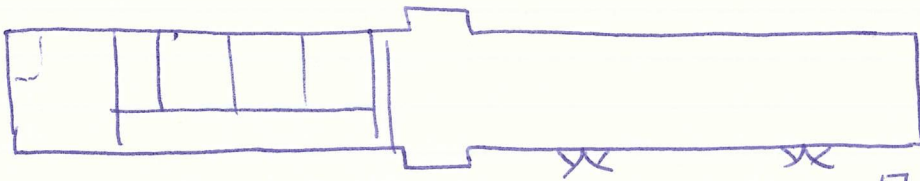
LOT 691 (2824/26/28/30/32

WITH WINGS REMOVED D79 - all so reported except 2828

COMPREHENSIVE ARGUMENTS & NOTES

D12

8'-6 3/4



ORIG BLANK
6P END.

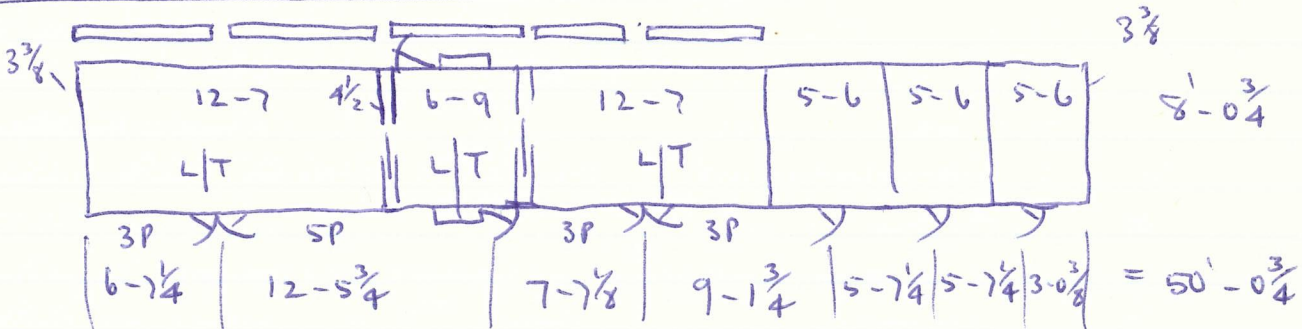
BR 8'-6

WB 48-0

T.P. 4' Centres.

2 vehicles originally Blue 200s. 247 248 To 3RD/BRAKE 3727/8 LOT 696 only
Wings removed on both but no mangles DIAG.

D13

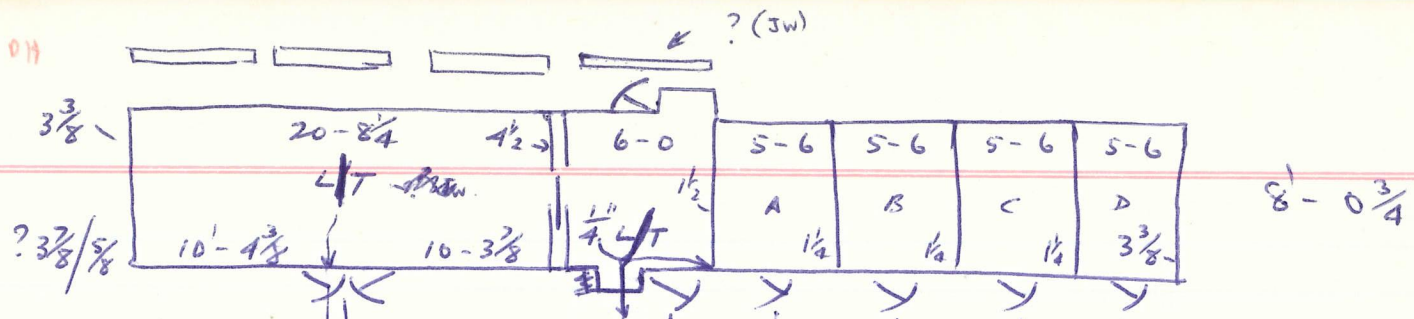


BR 8'-6 WB 42 Clear Type III

LOT 722 only N^o 2818-2822 orig returned as blue L673 (D8).

T DIA.
NO COA PH

D 14



STEP
LTM

Boogie 8-6 T.W.B. 42-0 Cleve III
Corresponding Wings DIAG in D. 76

LOTS 723 743 771 & 772.

ENDS	6 3/4
VAW	20 - 8 1/4
GD	6 - 0
4 x 5'-6	22 - 0
3 PTNS 1 1/4	3 3/4
1 " 1 1/2	1 1/2
	<hr/>
	49 - 8 1/4
∴ Slider	4 1/2
	<hr/>
	50 - 0 3/4

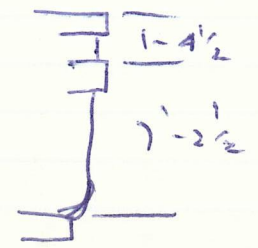
LOT 723	2813 to 17 (5)
743	2883 to 2907 (25)
771	2973 to 2982 (10)
772	2953 to 2972 (20)

D 76

LOT 723	2815 & 17
" 743	2903
771	2979
772	2961, 63 65-68 & 70

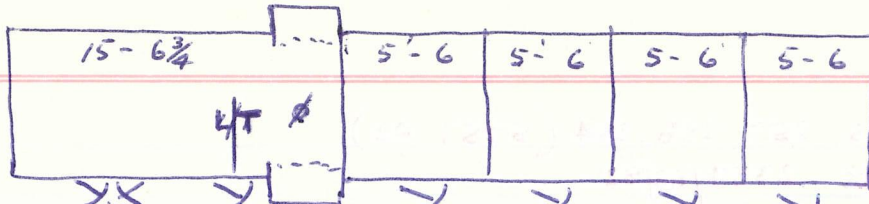
2813, 2814 became compass 2/2, 2/3 863, 864 (LATER 6863 & 4) LATER BT 2396 & 7
 2971 " " 2/2, 2/3 719 (6719) " BT 2971
 2959/60 " " 2/2 2/3 865, 866 (6865/6) " BT 2398 & 9

TOTAL HGT 12'-6 1/4



DIA P.
NO CSA 11

D.15



NO D16917
IN BOOK

$$2 \times 5-7\frac{1}{4} \quad | \quad 6-6\frac{1}{2} \quad | \quad 6-6\frac{7}{8} \quad | \quad 5-7\frac{1}{4} \quad | \quad 5-7\frac{1}{2} \quad | \quad 5-7\frac{1}{4} \quad | \quad 3-0\frac{3}{8} \rightarrow = 38-6\frac{3}{4}$$

BEGIE 6'-4" I wheelbase 28'-0" 3-Centre Roof:

LOT 730 2863 - 2882

Wingless Diagram corresponding is D66

766 2058 - 2067 "OLD FRANKS"

Checks on Internals:

ENDS	6 ³ / ₄
VRN	15- 6 ³ / ₄
4 x 5'-6	22-0
3- PINS x 1 ¹ / ₂	3 ³ / ₄
1- PTW x 1 ¹ / ₂	1 ¹ / ₂
	<u>38-6 ³/₄</u> ✓

DIAG D15 shows two class upholstery with diamond ~~cross~~ cross hatching, arm rests & 2 cushion inside. It shows lamp top which D66 does not. DIS ~~possibly~~ changed from Bk 2nd to Bk 3rd & below the LOTS 730 & 766 partly deleted in N° 257 to 257 & 9 Note on D66, W.B. is incorrectly given as 6'-6" instead of 6'-4" DIS TAKE 17T 18c D66 18T 5c.

ENDS TO C/L of DD outside 5-7 ¹/₄
less end 3 ³/₈
* 5-3 ³/₈"

* Prob both lots old frames & design made to fit them. Only old frames can think of would be EX B.G. metres which were narrowed & late in life given by a master of trucks

C/L of DD to C/L GDS. DOOR 6-6 ¹/₂
less 1/2 door 1-0 ~~3 ³/₈~~
margin * 5-3 ¹/₈ 6-3 ³/₈
2 ⁵/₈"

SLZ ENDS :- 254-7/9 were originally Beds, 2064 2864 2060
2059, 2881

ultimately reverted to Beds as 2382-6 (in that order?)

This 2 ⁵/₈" is the standard distance (outside) from the edge of a goods door to a wing!

D66 (Wingless D15) Reported :-

2058/62/66/67 2863/68/69/71-74/76/78-80 2382-6 (COMPLETE)

HATS 7'-6 & 11-5 ¹/₄ (ROOF)

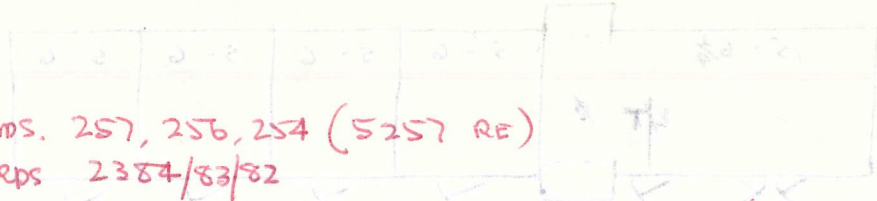
9'-3 ¹/₄ over wings.

D. 18

10-10-81

D15 2059/60/64 To 2MOS. 257, 256, 254 (5257 RE)
To 3RDS 2384/83/82

2864/81 To 2MOS 255 259 (5255 RE) To 3RDS 2385/86



10-10-81

The first part of the document is a list of data points and their corresponding months and years. The second part is a diagram showing the sequence of these data points. The third part is a list of data points with their corresponding months and years. The fourth part is a list of data points with their corresponding months and years. The fifth part is a list of data points with their corresponding months and years.

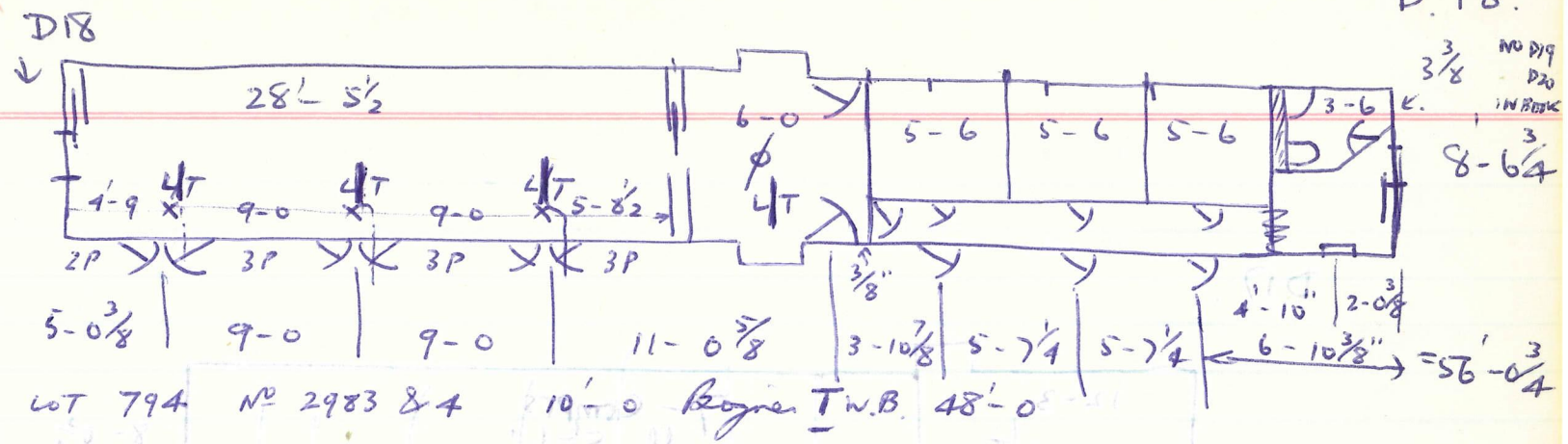
2384	2385	2386
2387	2388	2389
2390	2391	2392
2393	2394	2395
2396	2397	2398
2399	2400	2401
2402	2403	2404
2405	2406	2407
2408	2409	2410
2411	2412	2413
2414	2415	2416
2417	2418	2419
2420	2421	2422
2423	2424	2425
2426	2427	2428
2429	2430	2431
2432	2433	2434
2435	2436	2437
2438	2439	2440
2441	2442	2443
2444	2445	2446
2447	2448	2449
2450	2451	2452
2453	2454	2455
2456	2457	2458
2459	2460	2461
2462	2463	2464
2465	2466	2467
2468	2469	2470
2471	2472	2473
2474	2475	2476
2477	2478	2479
2480	2481	2482
2483	2484	2485
2486	2487	2488
2489	2490	2491
2492	2493	2494
2495	2496	2497
2498	2499	2500

The following text is a list of data points and their corresponding months and years. It is a continuation of the list from the top of the page. The text is written in a cursive style and is somewhat difficult to read.

The following text is a list of data points and their corresponding months and years. It is a continuation of the list from the top of the page. The text is written in a cursive style and is somewhat difficult to read.

DIA DH
CO 11

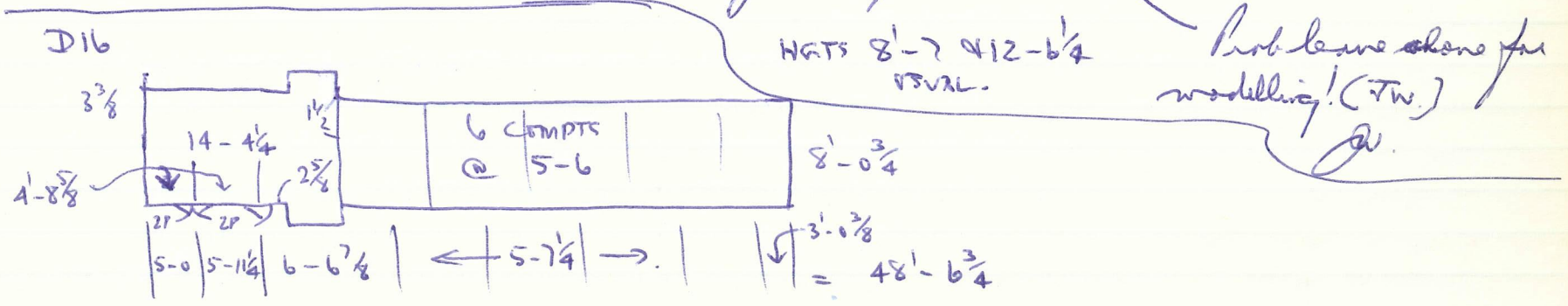
D16 & D17.
D. 18.



LOT 794 No 2983 & 4 10'-0 Regent T.W.B. 48'-0

Note Clerest panelled with vent over LAV & long Clerest Light, like D20 & D25. But this D18 has 4 against 2 only on D20 & 25.
The inmost is drawn right against the sliding partition - a questionable feature
Lamp tops over R.H. leaf of each D.D. like D25 but unlike D20.

NOTE: Inward opening doors always provoke unusual arrangement of commode handle.
gn. Pat Gaird photo (Ampt No 1007) shows a reversed S handle on the door
a normal I handle on body between greater panel



HATS 8'-7 1/2 412-6 1/4
VSVAL.

Prob leave alone for
modelling! (T.W.)
W.

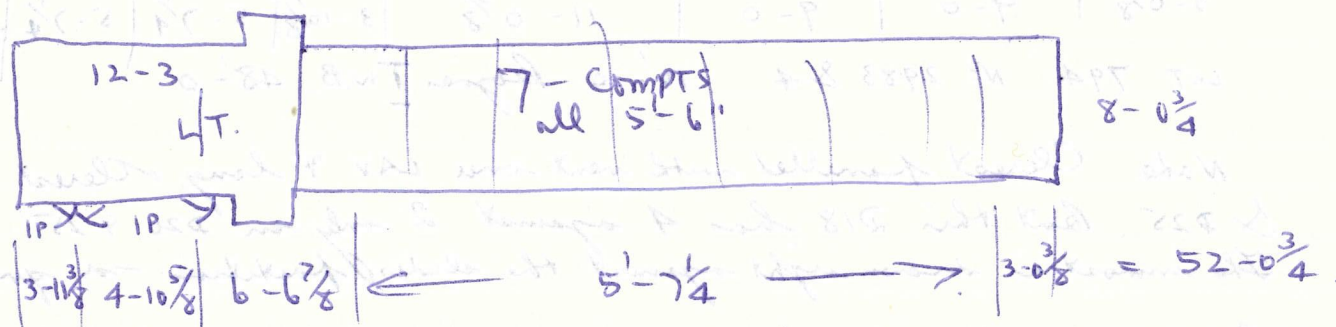
Bay 8'-6 WB 40'-6 3 Centre Roof. LOT 751 No 2068-2073.
Corresponding Worglen Resizer in D61 (2069-73).

PTO. FOR
D17.

D 18
D 18



D 17.



Bay $8'-6$ WB 44 3 Centre Roof

LOT 752 No 2074-79

Creek munglen Drag is D65 (2074-79)



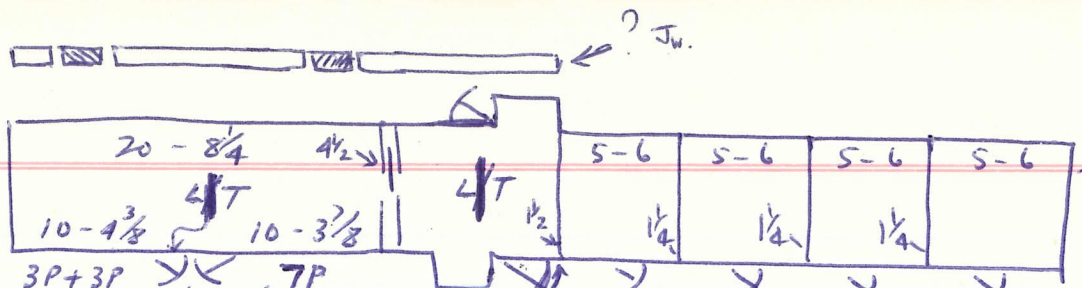
D 18
D 18

D 18
D 18

DIA. P11
N2 COR

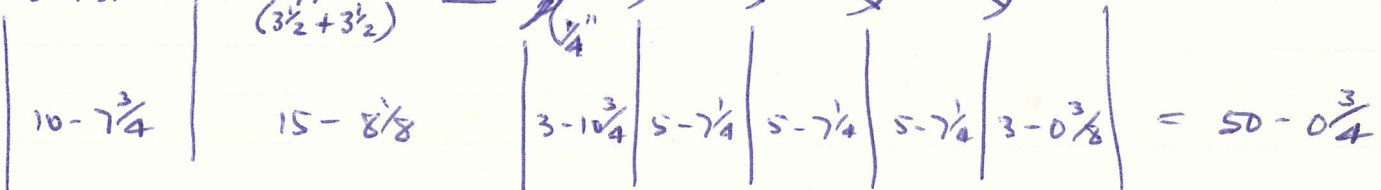
D19 & D20
D21.

D21



3/8

8'-6 3/4 PSEUDO
CORRIDOR



= 50-0 3/4

Boys: 10-0 TWB 42-0 Cresting (Pomell) LOT 833 N²s 3391 - 3400
III APPARENTLY SW.

Double Door are just off centre - why?

Long Cresting Van lights. (26 Sept 1953)? SW.

Wingless D 96 3392 the only one reported.

3399 became M29 (Parcels Van)

HGT 8'-7" & 12'-6 1/4"

D19

LOT 811 N² 253 later to 3rd 2330 DIAG NOT COPIED - NO INTEREST 10' Boy NB 48'
56-0 3/4 x 8'-6 3/4
On 253 "Break Dinner" also "Bike Fuel"

D20



5-0 3/8 9-0 9-0 10-7 3/8 4-0 1/8 5-7 1/4 7-2 3/8 = 56'-0 3/4

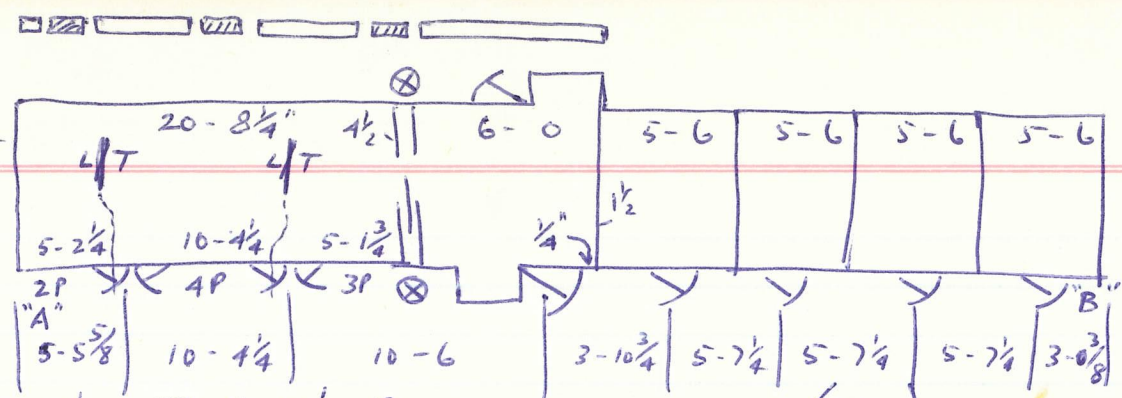
10' Boyo
NB 48
Long Corridor lights.

LOT 830 N²s 2052-57 D81 wingless DIAG. 2052-5/7.

T DIA PH
Tc u

D22 & D23
D24

D24 3 3/8



8'-6 3/4
pseudo
corridor
D25
D26
NOT IN
BOOK

Range 10'-0 TWB 42' Chassis. WINGLESS (D75)
 lots 852/3 925/6 939 959 972^A 989 1029 Only lots 852/3 should have had panelled
 ahead & 4 1/2" slider ptr. 4 3/4" slider ptr had been introduced before lot 925 & this
 with sub. lots were prob fitted with it. ⊗ = APP. POSITION of eye pressure gauges.

The luggage door are almost but not quite asymmetrically sited & this appears very
 common - reasons however, are obscure.

LONG CLEAR VAN LIGHTS

HANDRAILS :- at 'A' 2'-8" LOW at 'B' 10 1/2" LG. HEIGHT 2'-1" FROM base of body

Height of VAC. PIPE from base of body 2'-6"

LOT 852	3381 - 3390	D75	3383
853	3341 - 3350		3343
925	3321 - 3330		3324
926	3311 - 3320		3315/16
939	3401 - 3410		-
959	2301 - 2306		2302
972 ^A	2307 - 2311		2307
989	2317 - 2326		-
1029	3455 - 3466		-

HGT 8-7 & 12'-6 1/4

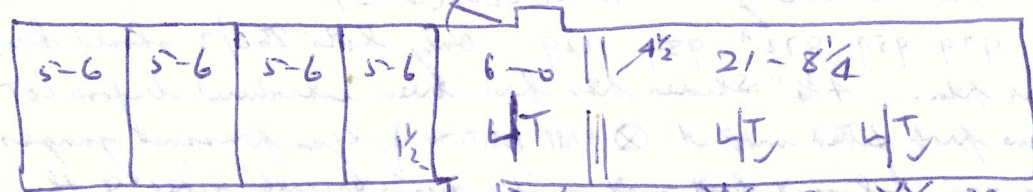
? Complete ↑

D23 - See D27.

D22 PTO.

555 x 555

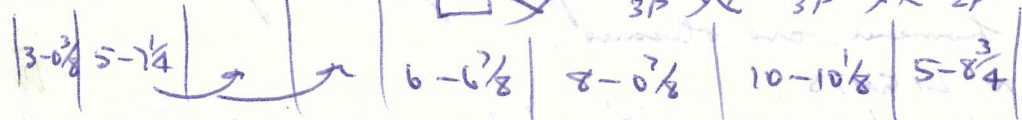
ASST
ASST



D22

3 3/8 -

8 1-6 3/4 Bando-Cam.



= 51-0 3/4

COT 836 B NOS 1962 - 64 10' Bay WB 43' - (3 Centro Row)
 Weyler Diaa D59 (1962 included)
 *Overest?

AD - 11 x 8 7/8

8385	270	8385	1000	8385
8386		8386	1000	8386
8387		8387	1000	8387
8388		8388	1000	8388
8389		8389	1000	8389
8390		8390	1000	8390
8391		8391	1000	8391
8392		8392	1000	8392
8393		8393	1000	8393
8394		8394	1000	8394
8395		8395	1000	8395
8396		8396	1000	8396
8397		8397	1000	8397
8398		8398	1000	8398
8399		8399	1000	8399

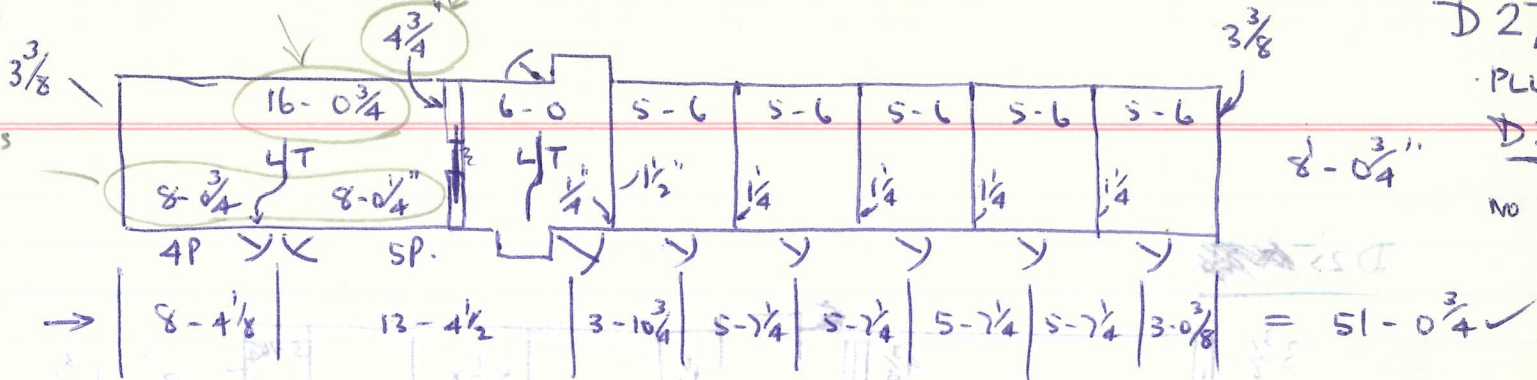
FST 222 = 85 T

819 65 T

DIA PH.
NO C/A II

$D23 = 16'-1'' \text{ \& } 4\frac{1}{2}'' = \text{SAME TOTAL}$

D25 & 26
D27



THESE DIMS
SHOWN IN
D23 DIAG.
ONLY.

EXACTLY AS
D23.

PLUS
D23
NO D28.

D27 → Bogie 8'-6" TWB 43-0 3 - Centre Roof

LOT 872 NOS 3331 - 3340

AUTO CONVERSIONS

AUTO DIAG A2 ALL EXCEPT 3333/4 1913-16
" " A3 3335/37/38/40 DATE UNKNOWN;
NOTE 3333/4 NEVER BECAME AUTO CONVERSION
3331 became wingless & may have
had a new AUTO Diagram

There is no WINGLESS DIAG correspond-
ing to D27 & apparently 3333/4
never lost their wings.
The DD. are off centre slightly - why?

D23

This is similar to D23 except width
& bogie + having slide film of 4 3/4" against
4 1/2" of D23.

D23 WIDTH 8'-6 3/4" powered rear.
LOT 836A NOS 1965 - 67.

Bogie 10'-0" TWB 43-0 WINGLESS DIAG = D60

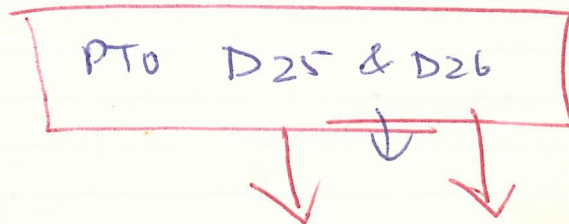
ADDED BY
JW ASSUMED.

NO DIAG
OF D23
IN HIS
BOOK

NOS 1966/67 said to have been fitted with
gangways for ambulance use 1914-18 WAR.
If so, this happens to be the only reported case of using
the pseudo-rear door design of end for the
purpose it was designed i.e. for future
fitting of gangways.

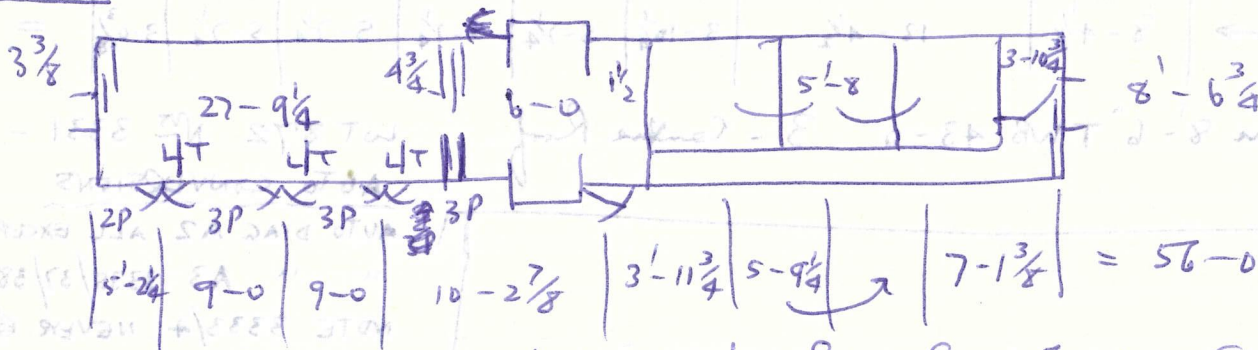
Van doors are just off centre - why?

NATS 7'-6" & 11'-5 1/4"
9'-3 1/4" over wings.



D52 & D51
 D52
 D51
 D53
 D50

~~D25~~



D53
 D52
 D51
 D50

Boy 10' WB 48' Long Cur Light Crest Panelled

LOT 870 only N° 3371 - 3380

Wingless D74 3374-8/80

Slider 1/4" thicker than previous standard

D26

Is a conversion of D25 fitting on Eled Test of Compt

N° 3373 wingless but no new DIA N°

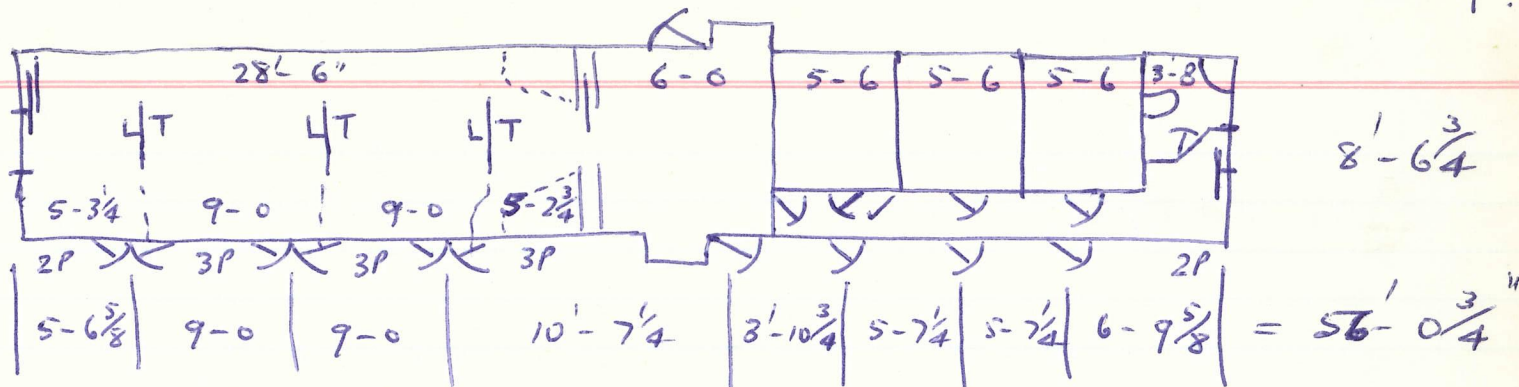
Before 1910/11 but unknown for how long



DIA ✓
4-CRASH. PITOT

D 28
D 29

D29



Rope 10'-0" T.W.B. 48'-0" Crestory unpanelled & small van lights.
 LONA Crestory Lights. The finally fully developed Standard Crestory BTK with 3 COMPTS.
 Elev. of side shows old pattern water filler over the Crestory Tank like a lamp top, but greater in DIAM & with flat top.

With Wings removed D29 becomes D. 70

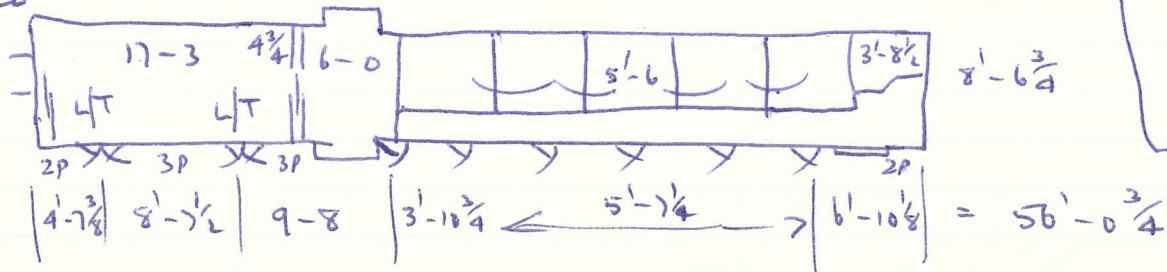
- D. 70 3367/69
- 3352/59/60
- 3304/10
- 3445/49/52/54
- 2332/9

List possibly incomplete.

- LOT. 916
- 917 3361 - 3370
- 923 3351 - 60
- 998 3301 - 10
- 1009 3445 - 48
- 1019 3305
- 1036 3449 - 3454
- 1050 2332 - 36.
- 2337 - 41

Note 2340 said to have been burned in the carriage shop fire at SWINDON in 1911

D28



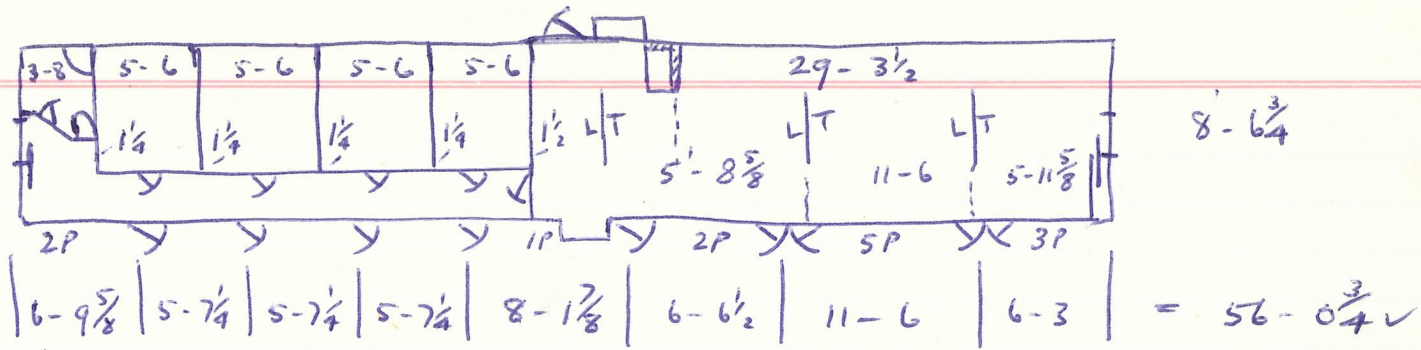
HATS 8'-7 & 12'-6 1/4

10' Bay WB 48'-0 Crestory unpanelled along Toplights.

LOT 904 only N^o 2048-51
WINGLESS D 77 all four so treated.

DIA ✓
 - PUTTER CONTACT PHOTO

D30



Boys 10'-0" TWB. 48'-0" Unpanelled Clerestory.

LOT 931 (the half that were R.H.V. LOT 955 (all) WINGLESS D73 See also D35
 SEE D31 EN.

It has evidently been considered necessary to move the wing (and consequently the guards door) to the right in order to provide sufficient access from the corridor.

DL RH/DD - end (len 3 3/8 end) = 5-11 5/8
 add DD-DD 11-6

add theoretical gd + pth

17-5 5/8
 6-1 1/4
 23-6 7/8

Remains

DD seems to have been
 cited in a rather fancy fashion

5-8 5/8
 29-3 1/2

LOT 931 2084/5/6 2813 2815
 " 955 3423 - 3432

D73 2085 2815 3426/7
 3429/30

Note 3423 became D35

HGT 8-7 & 12-6 1/4

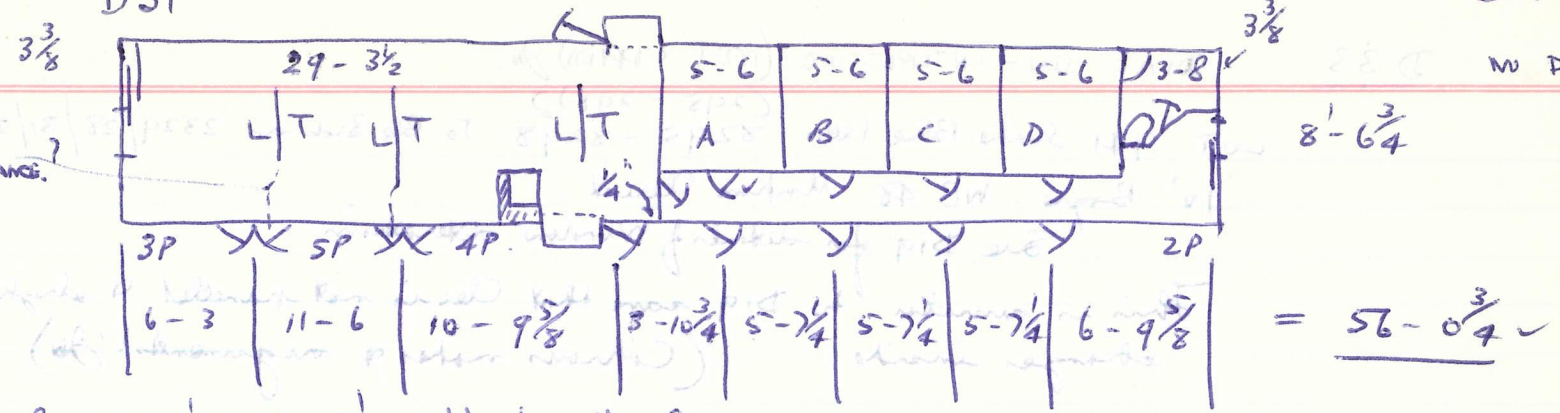
D30 LOT 931 2084/5/6/13/15
 LOT 955 3423-3432 2086 to 2ND-3RD COMP
 869 (6869) Back to 3RD 2086.

DIAG ✓
LACH ✓

D31

D31-34

ANY SIGNIFICANCE?
No?



BOGIE 10' TWB 48' Unpanelled Clearway
LOTS 931 (the half that were LHV.) & 953 (all) WINGLESS D72 See also D34

DD seem to be cited in a very funny manner - see calculations on D30

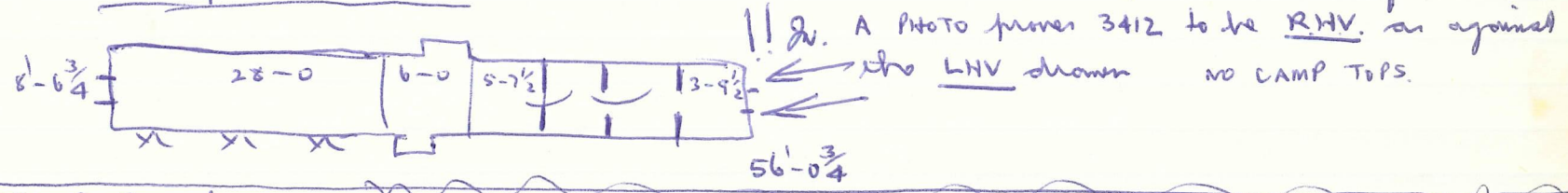
LOT 931	2059/60	2064	2082/3	HATS 8-7 & 12-6 1/4
" 953	3413 -	3422		9'-3 1/4 ONE WINGS ✓

NOTE 3413/14/16/18/21 FITTED PANTRY

D72	2059/60	2064	2082/3
	3415,	3417/8	

Became D34: - 3413/4/6/8/20

D32 LOT 935 N° 3411&2 WINGS NOT REMOVED LHV & RHV. having mixed versions of one another.



D32 Continued.

Clearway Unpanelled 4- Shd Clear Lights over lugg space in normal position
See Rly Eng AVT 1900 - shows no clear light over guard net vent in clear over GDS DOOR
Built for black train of centre corridor vehicles one train each in 1900 & 1901
FOR MILITARY BOND TRAIN SERVICE See also A 6 C18 H5 & H6

D33

DIAG UN-INTERESTING (NOT COPIED) JN.

LOT 941 Lake Bke 1st 8295 - 8298 To Bk Bch on 2329/28/31/2) unthrd wds.
10' Bogie. WB 48 Mphom Cleved.

See D19 for details of Window alterations.

This is similar to D19 save that Cle. is not panelled & slight changes inside. (Copious notes & arguments! JN.)

D34

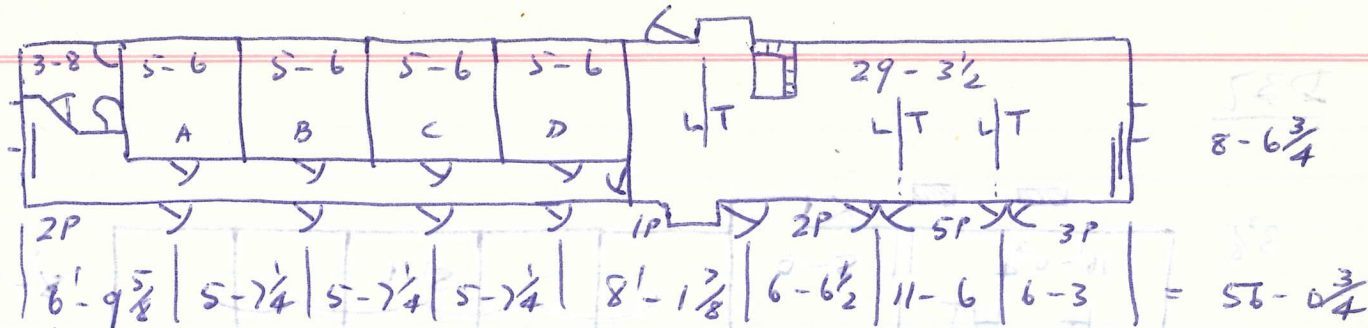
This is D31 altered to contain a pantry in same way as D30 - connected to D35 (see D35 for details)

LOT 953 3413/14/16/18/20

DIA ✓
NO CRACK PHOTO

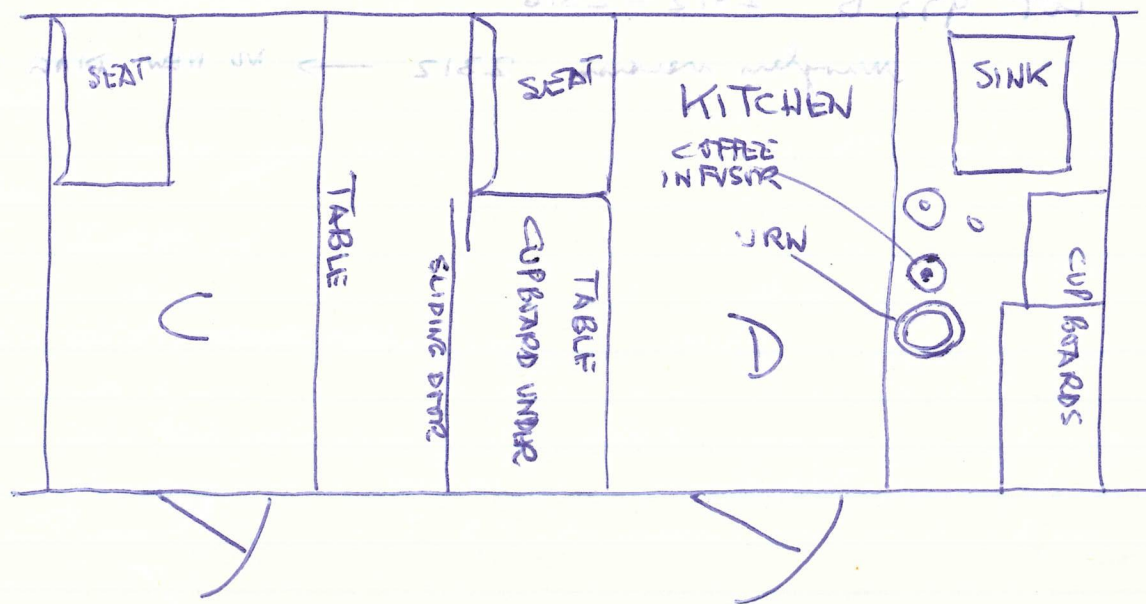
D 35-37

D35



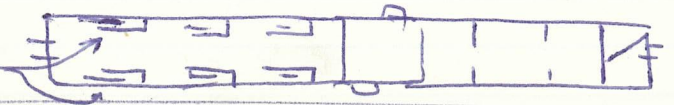
Boys 10'-0" T.W.B. 48-0 Unpanelled elevatory.
LOT 955 N° 3423.

D35 in D 30 (see checking calculation) with cpts & D converted to
tea kitchen use. WGT 8'-7 1/2 x 12'-6 1/2



D36 51'-0 3/4 x 8'-6 3/4 LOT 964 N° 3433-4 WINGS NOT REMOVED APP, ALWAYS BUILT LIGHT NO LAMP TOPS

Very similar to D32.
except for sliding door

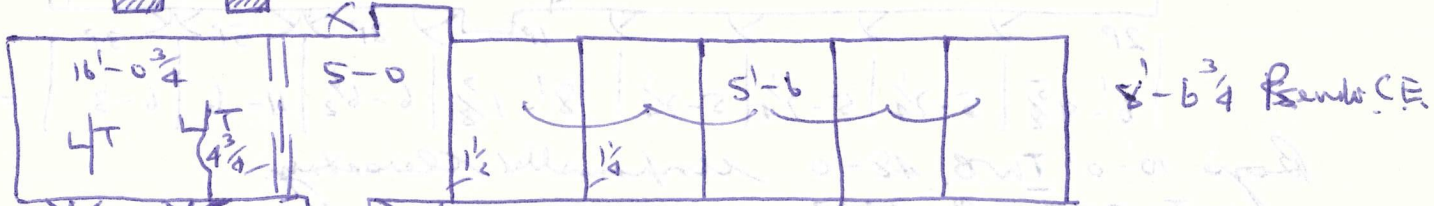


2-28-0

D37

42-5

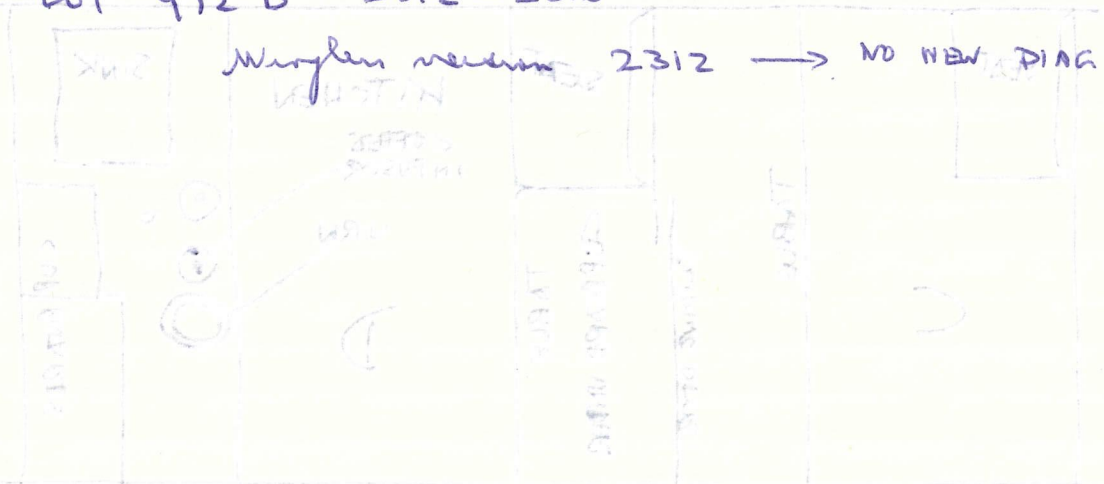
3 3/8



10'-0 Bay 42 WB Mountain Crest.

LOT 972 B 2312-2316

Morgan received 2312 → NO NEW DIAG ISSUES

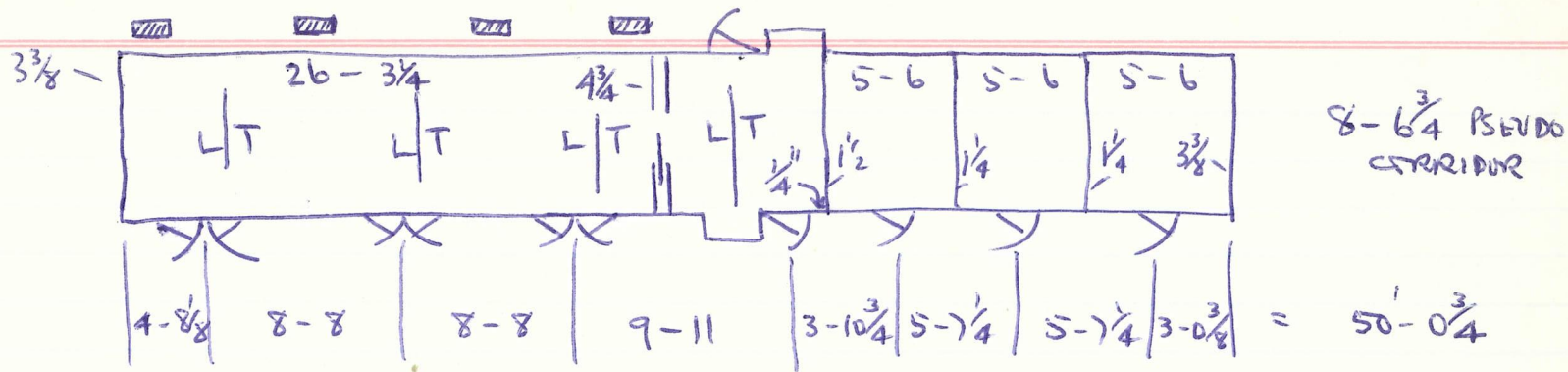


Faint handwritten notes at the bottom of the page, possibly related to the site plan or survey data.



DIA ✓
NO COAC

D 38



Boys 10'-0" TWB. 42' Unpanelled Chestery.
LOT 974 NOS 3435-3444

WINGLESS D99

(Since there is a DIAG FOR THE WINGLESS FORM, AT LEAST ONE VEHICLE WAS ALTERED BUT NO NOS KNOWN)

Check on External.

ENDS	6 ³ / ₄
VAN	26 - 3 ¹ / ₄
Eye	6 - 0
3 x 5' - 6"	16 - 6
2 PTNS x 1 ¹ / ₄	2 ¹ / ₂
1 " @ 1 ¹ / ₂	1 ¹ / ₂
	<hr/>
	49 - 8
∴ Slider Pin	4 ³ / ₄
	<hr/>
	50 - 0 ³ / ₄

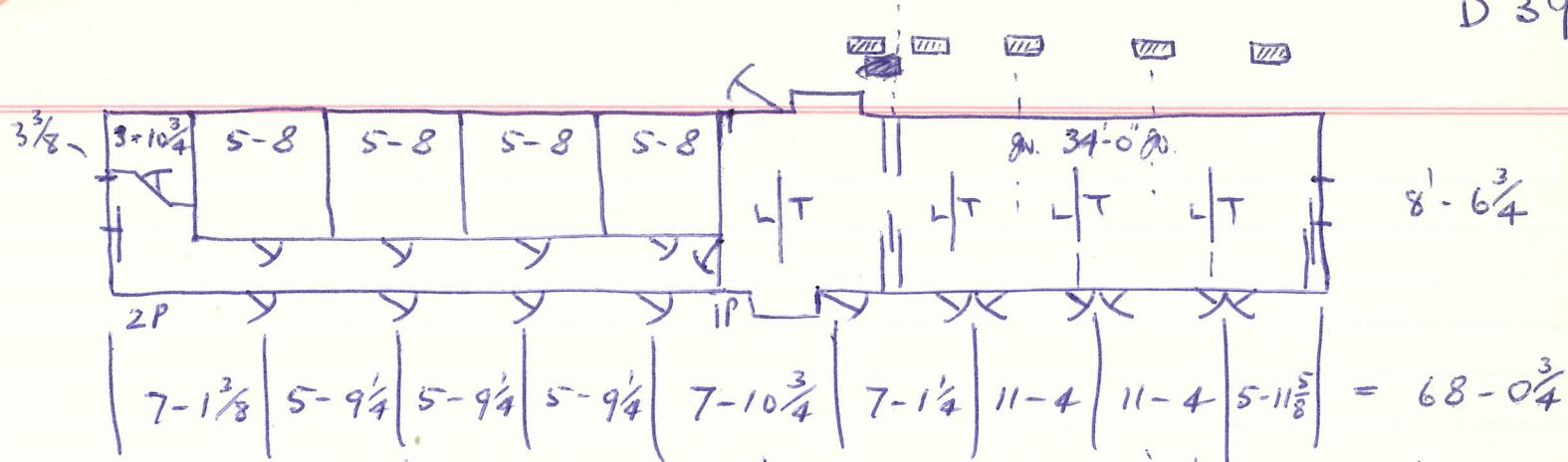
END TO c/l DD	4 - 8 ¹ / ₈
less end	3 ³ / ₈
	<hr/>
	4 - 4 ³ / ₄

add 8' - 8" x 2	17 - 4
∴ Rest of Van	4 - 6 ¹ / ₂
	<hr/>
	26 - 3 ¹ / ₄

HGT 8' - 7" & 12' - 6 ¹/₄"

DIAG
CRASH ✓

D 39



Bogie originally 8'-0" VOLUTE LATER 9'-AMERICAN TWB 61'-0" later 62'-0"
 DWG UNALTERED but measurements corrected. NAT 8'-7" & 12'-6 1/4"
 LOT 1005 N^o 2400 NO NEW WINGLESS DIAG.

ENDS	6 3/4
LAV	3 - 10 3/4
4 x 5-8	22 - 8
9D	6 - 0
VAV	34 - 0
4 PTNS 1 1/4	5
1 " 1 1/2	1 1/2
	<hr/>
	67 - 8
∴ SLIDER	4 3/4
	<hr/>
	68 - 0 3/4
	<hr/>
RH END TO c/L DD	5 - 11 5/8
less end	3 3/8
	<hr/>
	5 - 8 1/4
ADD 11-4 x 2	22 - 8
∴ REST OF VAV	5 - 7 3/4
	<hr/>
	34 - 0
	<hr/>

Setting of DD just not sym. - again
 Note the Obes slight over ground Table.
 c/L GDS D. to c/L DD 7 - 1 1/4

less part van 5 - 7 3/4
 Ptn 4 3/4
 1/2 door 1 - 0 7 - 0 1/2
 ∴ "Clearance" 3 1/4

Note this is 1/2" more than the normal of 1/4"

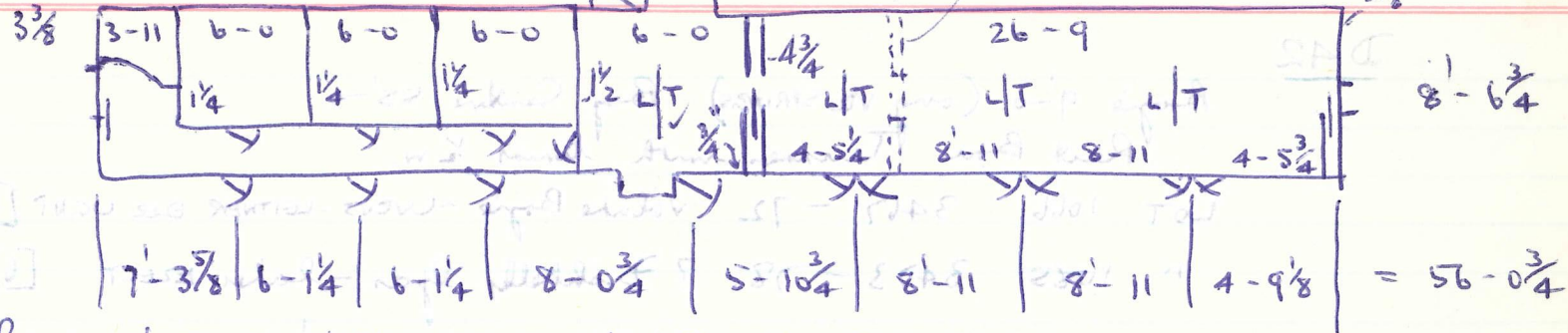
See also D40 Lot 1006

DIA D40
NO PH CORN

D41

D40/41

D40-41



Begin 10' TWB 48'-0" Unparallel Chassis. Bke-Second.
 LOT 1006 N° 282 later 5282 later 3rd N° 2340
 LOT 1035 N° 221-5 later 5221-5 later 3rd N° 3546-50
 WINGLESS 3547 - NO DIAG.

HGT 8'-7" + 12'-6 1/4"

Note: 8'-11" is one third of 26-9 but as over the DD. are just not symmetrical.

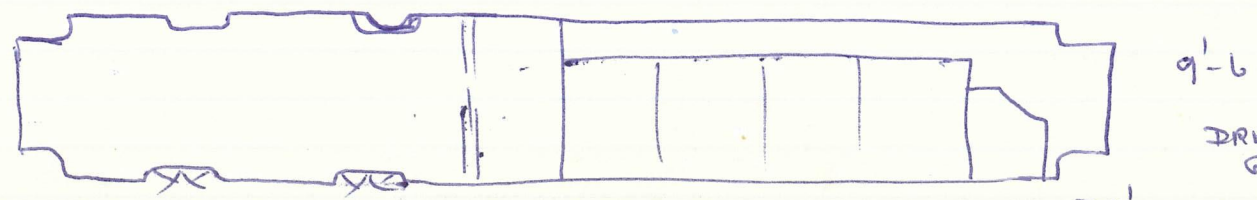
CL of GDS D to CL DD 5-10 3/4
 Len front VAN 4-5 1/4
 PTW 4 3/4
 1/2 Door 1-0
 " Clearance " 5-10
 " " " 3 3/4
 " " " 4

NOTE CLER. LIGHT OVER CENTRE OF GDS COMPT.

D41 is D40 with an Electrical Testing ~~Comp~~ Comp in VAN 6-5 1/4" long - the remainder of VAN being 19-11. The slider is therefore 4 3/4" Hts. VEHICLE N° is 3547.

This is 1/2" more than normal Normal would have produced asymmetrical riding SEE D39.

D42



9'-6"
 DREADNOUGHT GROUP
 PTD.
 = 70'-0"

1A/OAC

140

DATE
TIME

1A/OAC

D42

Boyle 9'-0 (orig VUL SPRINGS) Bay Centre 55'-0
Rest Box Trusses with timber 1/2 w.

LOT 1066 3467 - 72 Volume Boyle - LVEVS - LEITNER DER LIGHT [6]

" 1065 3473 - 78 ? Fishbally, Gas - Lake ELECT. [6]

LOT 1066 orig ordered 29/4/04 as 4 of 68' long alt to 6/18/05 when
the length was increased.

4/0-52

1/2-5/4-5-5-5-5

DATE ON - 1/1/05

Handwritten notes at the top of the page, partially obscured.

NOTE CLEAR NIGHT VIEWS FEATURE OF
RDS SCHEME

Handwritten notes in the middle section, including 'DATE ON'.

Handwritten notes on the left side, including 'DATE ON' and 'RDS SCHEME'.

Handwritten notes on the right side, including 'DATE ON' and 'RDS SCHEME'.



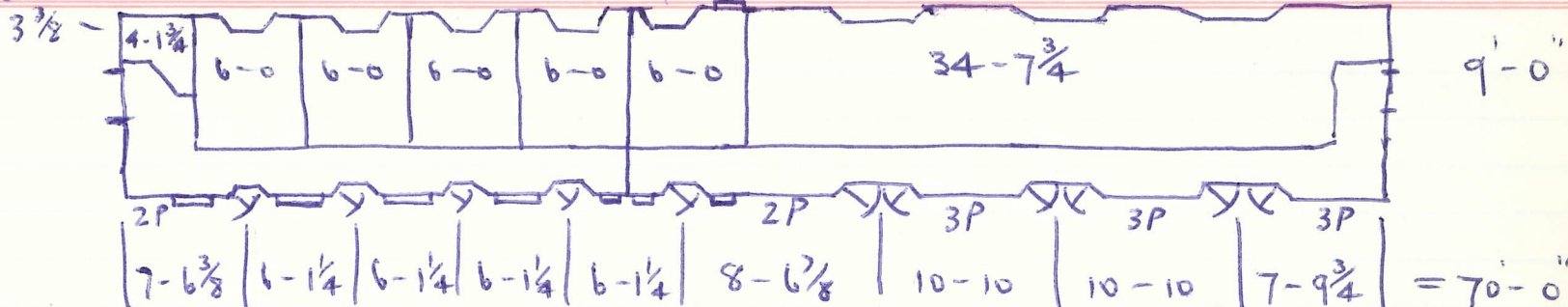
Handwritten notes at the bottom left corner.

DIA ✓
2 - COACH PHOTOS

THIS IS ODD
ONE OUT (NOT SYMM.?) &c.

D 43
D 44

D 43



1/4" DIA. N° 30569 "CONCERTINA GROUP" BOYIE 9' AMERICAN ~~BOY~~ 54-6" TWB=63'-6"
TRUSS WITH HALF-WAY TWIST * ORIGINALY Gas Lit - later converted to Electric Light
ALL R.H.V. ? &c.

Said to have been designed for South Wales Service the loading gauge then not permitting 9'-0" wide vehicles plus handles.

BARS II style of paneling; upright panel to cornice - no eaves panel and two top lights over the LH. long corridor light.

LOT 1112 N° 3479 - 3492
" 1120 3493 - 3502

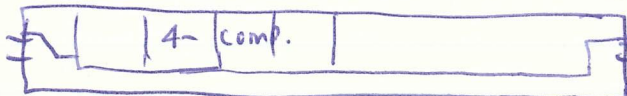
SW. DIA. (D. USE) 30569 RE.

* Tho' the DIAG. show the 1/2 way twist, the following have been noted without it:-

3480-85/87-88/90-91/93-94/96-3502
others not noted

None seen or reported with it.

D 44



BARS I. GAS LIT.

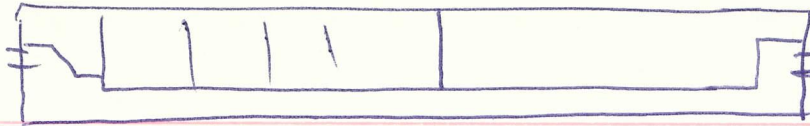
12'-0 1/4 TOT HGT
MAY 1906

8'-0" AMER. Boyie BCC. 42'-6" BAR TRUSS } = 57'-0" LOT 1135 N° 3503-17.

originally no door across corridor, when added became D58 only R.H.V. & L.H.V.

D 45

1/4" DIA. 36411
8'-0" AMBR BONES
BCC 42-6



9'-0" BARS I STYLE

D 45

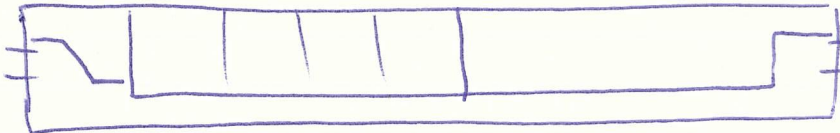
46
47
48

LOT 1146 3518-33 [16] LOT 1152 3534/5 [2] LOT 1156 3536-45 [10]

PROB LHV & RHV IN EQUAL N^o LOTS 1152 & 1156 ALL AS RHV.

D 46

1/4" DIA 39808
8'-0" AMBR BOT.
BCC 40'-0



9'-0"

Bar Tensioning - BARS I style.

= 56'-0"

LOT 1168

2342-45

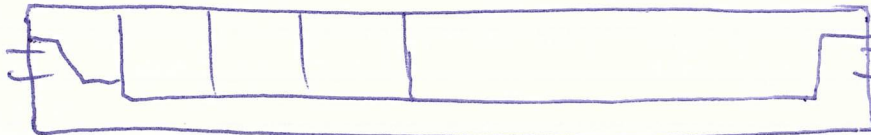
LOT 1174

2356-65

Rebuilt new with ELEC. WGR.

D 47

1/4" DIA 39808 A
BOT 9' Fishbelly
BCC 41-0



9'-0"

Bar Tensioners Rebuilt with elect light. BARS I & II style both built.

= 57'-0"

LOT 1173 2346-55 [10] Bars I all RHV. LOT 1180 2370-73 [4] BARS II ALL RHV-

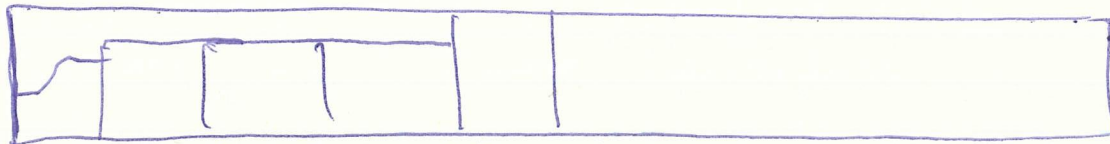
LOT 1195 2367-69 [3] " II 2367 (RHV) 68469 (LHV.)

(PART OF SEE ALSO D 52) 2374-81 [8] " " 2374/76-79 RHV. 2375/80/81 LHV.

3551-59 [9] " " [3557/8 LHV.] 3551-56/59 S.M.C. 1915/16

D 48

1/4" DIA 42804
Boq Centers 51'-0"
Bogie Wheelbase
BARS I



11'-6" [6 wheel Fishbelly]

70'-0"

LOT 1181 N^o - 2366 only