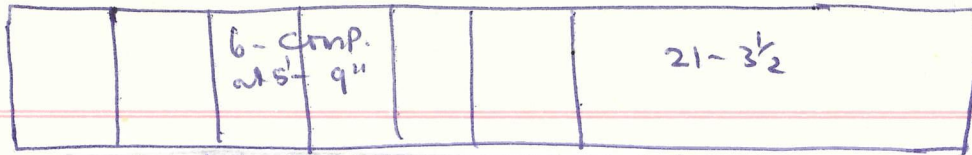


D49

FISHB. BTR 9-0
BCC 41
Bar Trussing



BARS II style paneling ELECT LIGHT.

LOT 1188 only N^o 2388-95 [8]

9-0 (5 PAWER NOT PSEUDV)

= 57-0

D 49
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52
53

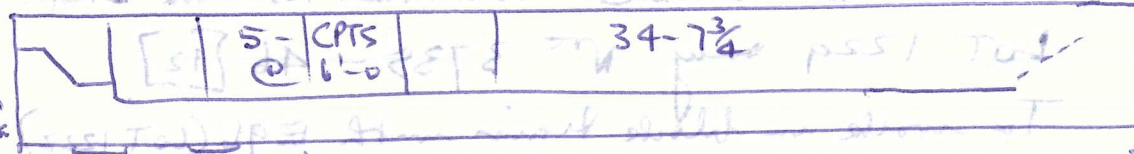
D50

EX W/C MILARD Bar 3rd 5 COMPTS. 37-7 long x 8-0 wide.

app N^o 3982 later with 3 COMPTS & combined LVC & GD COMPT - prob reason for DIA N^o issue later unglued

D51

9'- AMER BTR.
BARS II style paneling



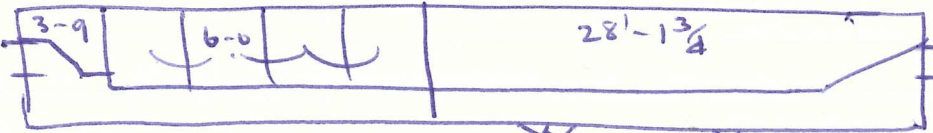
BAR TRUSS LOT 1207 ROUND BAR TRUSSES LOT 1215 Built with Elect Light = 70'-0

LOT 1207 N^o 3575-84 [RHV 3575-6/78/79/81 [5]
LHV 3577/80/82/83/84 [5]

LOT 1215 3585-92 [RHV 3585/87/89/91 (4)
LHV 3586/88/90/92? (4) 3592 COND 10/33

D52

1/4" DIA 46669
9' FISHBelly
BCC 41-0



BARS II Panel.

Bar Trussing. Built with ELECT LIGHT = 57-0

LOT 1195 'LAST TEN' N^o 3561-69 [10] ALL RHV (See also D4)

LOT 1203 3570-74 [5] (RHV 3570-2
N^o 3573/4 SOLD 1916

ALSO LOT 1296 left hand N^o ~~3573~~ 3573? av.

" 1314 " " N^o 3510

These two app to be the sold vehicles repurchased.

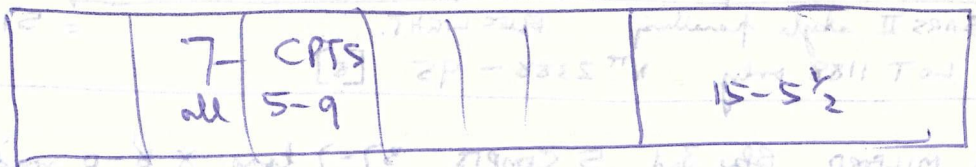
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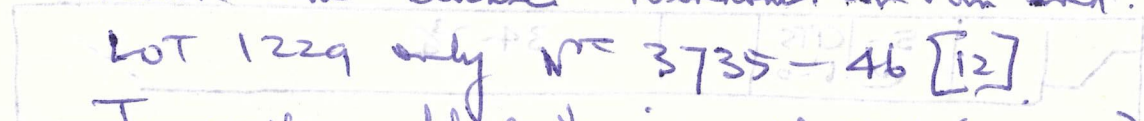
D53



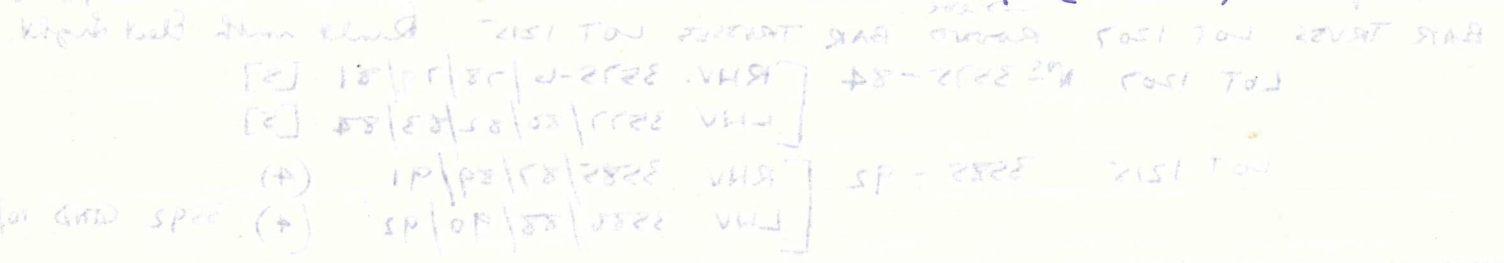
8-11 1/4

56-11 1/4

9'-0 Fishbelly BCC. 41-0 Steel Pan Top Jigs
Round Box Tension Windows on Van end.



To work in block train with E96 (LOT 1228) N 6500-6511



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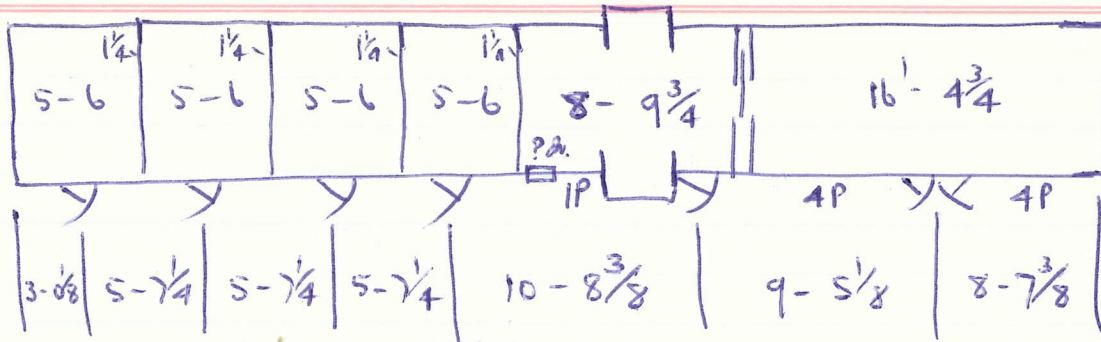


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(PA 1) (PA 2) (PA 3) (PA 4) (PA 5) (PA 6) (PA 7) (PA 8) (PA 9) (PA 10) (PA 11) (PA 12) (PA 13) (PA 14) (PA 15) (PA 16) (PA 17) (PA 18) (PA 19) (PA 20) (PA 21) (PA 22) (PA 23) (PA 24) (PA 25) (PA 26) (PA 27) (PA 28) (PA 29) (PA 30) (PA 31) (PA 32) (PA 33) (PA 34) (PA 35) (PA 36) (PA 37) (PA 38) (PA 39) (PA 40) (PA 41) (PA 42) (PA 43) (PA 44) (PA 45) (PA 46) (PA 47) (PA 48) (PA 49) (PA 50) (PA 51) (PA 52) (PA 53) (PA 54) (PA 55) (PA 56) (PA 57) (PA 58) (PA 59) (PA 60) (PA 61) (PA 62) (PA 63) (PA 64) (PA 65) (PA 66) (PA 67) (PA 68) (PA 69) (PA 70) (PA 71) (PA 72) (PA 73) (PA 74) (PA 75) (PA 76) (PA 77) (PA 78) (PA 79) (PA 80) (PA 81) (PA 82) (PA 83) (PA 84) (PA 85) (PA 86) (PA 87) (PA 88) (PA 89) (PA 90) (PA 91) (PA 92) (PA 93) (PA 94) (PA 95) (PA 96) (PA 97) (PA 98) (PA 99) (PA 100)

$3\frac{1}{8}$

$3\frac{1}{8}$



$8-0\frac{3}{4}$

TOTAL HGT $12-5\frac{3}{4}$ IN.
9-3 1/4 OVER (ROOF) WINGS IN.
= $48-6\frac{3}{4}$

This is EX D4^{qv} (with wings removed, Db3.) (IWB 38'-0 IN.)
The 3 - RA Compt of D4 are converted into a VAN, the Clearest Lights above being retained. Comp top not shown on this DIAGRAM.
The window in the 4th Compt is set against the ptn with a panel (between it and the adjacent quarter light) apparently the same width as ~~the~~ those between adjacent compts. This added window is similar to the contemporary lavatory windows i.e. two pieces with upper portion hinged & 18 1/4 or thereabouts wide.

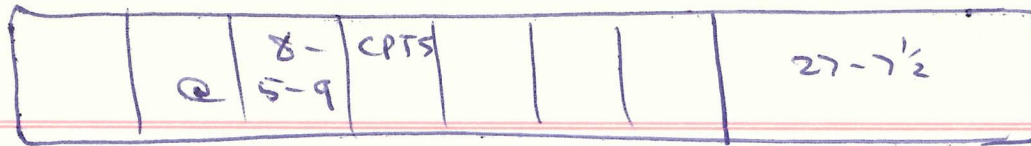
Lot 431 Class Type I 1724-1752 (? 1723 not converted)
" 545 (PART OF) " " II 2177-2220

DL3

1724/25/29/33/37/38/40/45/48/51
2178/80/88/91/93-5/97-2200

NOTE:- It now seems that the present D54 may not be the original form of that DIAG. It appears that when the RH. 3 Compt were converted into a VAN, the original pair of DD in D4 were retained & that only later were they fastened up & the lavatory-light of light inserted. Whether all were thus altered is unknown, but the following were.
1725/27/30-32/34/35/37/38/41/43/44/47-52
2181/91/99/2200

D55



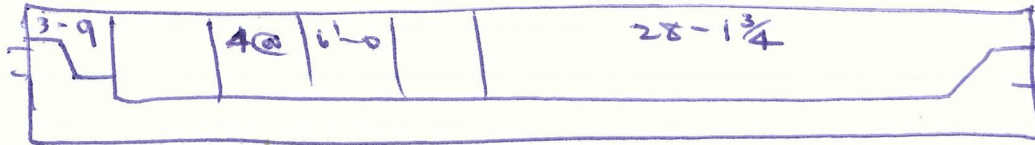
D55
D56
D57
D58

9'-0 American Bag Bag Cent 54-6

= 69-11 1/4

Steel Panel. Top light grnd. LOT ~~1227~~ only N^{os} 1070-77.

D56



8-11 1/4

= 56-11 1/4

Steel Panel Toplight grnd. Round Bar & Angle Iron Trusses.

9-0 Freshelly

BCC 41-0

(BUT LOT 1339

IS 41'-6)

PROB HAD 8'-0 AM. BITIES.

LOTS 1235 N^o 3593-98

LOTS 1247 3763-77

" 1257 3778-86

" 1270 3787-92

" 1279 3805-10

" 1291 3503 [1] Blt 1915

" 1293 3505-6 [2] 1917

" 1315 3515 (1) 1915

" 1339 4243 (1) 1915

RHV. 3593-95 Round BAR TRVS.

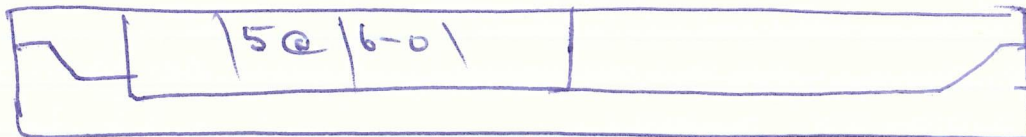
LHV 3596-98 (3596 ANGLE IR. 3598 ROUND.)

LOT 1247 all RHV & angles.

D57

9'-0 AMERIC.

BTR. CEN 54-6



8-11 1/4

= 69-11 1/4

Steel Panel Top light.

Round Bar Trusses. LOT 1237 only N^o 3759-62 { RHV 3759/61
LHV 3760/62

O. BUFFS = 73'-1"
D. L&E.

D58

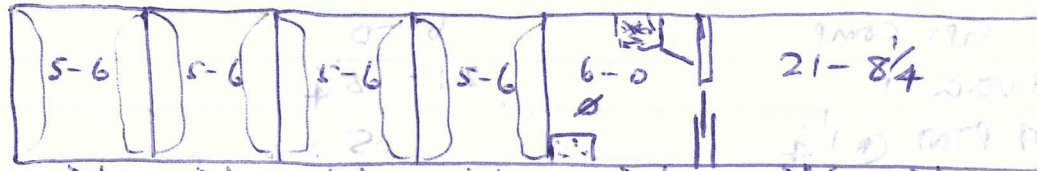
This is D44 modified. A Car door is placed between the passag^e & the log^s & log^s Combs. In consequence, the long round light at this point is replaced by two quarter lights and a panel.

DIA PHOTO OF D59 & D61
 NO NOTES IN MIC LINE BOOK
 TRUCK PHOTO

D59
 D61

MY OWN ↓

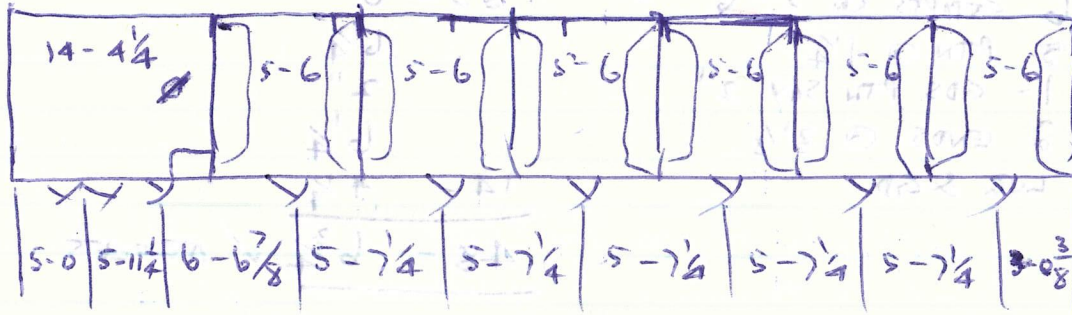
D59



$$3-0\frac{3}{8} | 5-7\frac{1}{4} | 5-7\frac{1}{4} | 5-7\frac{1}{4} | 6-6\frac{7}{8} | 8-0\frac{7}{8} | 10-10\frac{1}{8} | 5-8\frac{3}{4} = 51-0\frac{3}{4}$$

Body HGT 7-6
 TOTAL " 11-5¹/₄ (To Roof)
 WIDTH 8-6³/₄
 BGR 10-0
 T.WB 43-0
 LOT. 836B.

D61



$$5-0 | 5-11\frac{1}{2} | 6-6\frac{7}{8} | 5-7\frac{1}{4} | 5-7\frac{1}{4} | 5-7\frac{1}{4} | 5-7\frac{1}{4} | 5-7\frac{1}{4} | 3-0\frac{3}{8} = 48-6\frac{3}{4}$$

Body HT 7-6
 TOT " 11-5¹/₄
 WIDTH 8-0³/₄
 BGR 8-6
 T.WB 40-6
 LOT 751.

Notes

If modelling one, check inside near both ground Rows
 i.e. cross members fitted vertically? & sheeted over with steel panel.
 The DIA shows normal panel.

D59
D61

D59

2-10 TH 1000
2-11 " 1000
4-10 " 1000
0-01 " 1000
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4 COMPTS @ 5'-6" = 22-0

GPS COMP	6-0
LOGG 1" - 10	21-8 1/4
4 PTNS @ 1 1/4	5
2 ENDS @ 3 3/8	6 3/4
1 - LOGG PTN	4 3/4
	<u>51-0 3/4</u> ✓ TARGET

D59

D61

2-10 TH 1000
2-11 " 1000
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6 COMPTS @ 5'-6" = 33-0

5 PTNS @ 1 1/4	6 1/4
1 - GDS PTN SAY 2"	2"
2 ENDS @ 3 1/8	6 1/4
LOG & GD	14-1 1/4
	<u>48-6 3/4</u> ✓ TARGET

D61

Handwritten notes at the bottom of the page, including "D59" and "D61" written vertically, and some illegible text.

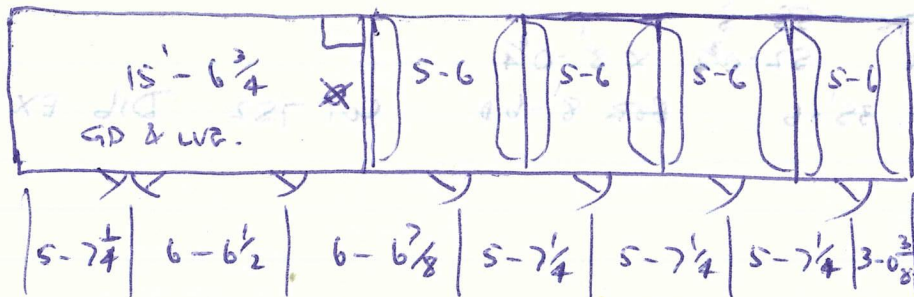
PHOTO of Comp & DIA.

NO NOTES IN M.L. BOOK

D 64
D 66

D66

↓ my own



DIA. WRENS

@ 6'-6" TOT HEIGHT 11-5 ¹/₄
 BODY " 7-6
 WIDTH 8-0 ³/₄
 BEZELS 6-4
 LOTS 730 & 716

= 38'-6 ³/₄ ✓

OV. BUFP 41'-7" DUSE.

Check

4 COMPTS @ 5'-6
 GD & LVGC
 2 ENDS @ 3 ¹/₈
 3 PTNS @ 1 ¹/₄

22-0
 15-6 ³/₄
 6 ¹/₄
 3 ³/₄

WGHT 7'-6 + 11-5 ¹/₄

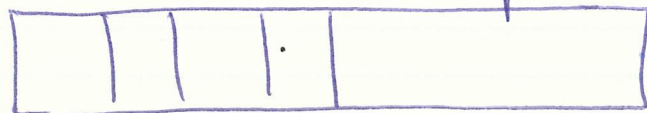
GPS PTW

38-4 ³/₄
2"

38-6 ³/₄ ✓ THREE

Note: If modelling, watch large panel adjacent to GPS door
Were wings fitted?

D64



8'-0 ³/₄

46-6 ³/₄

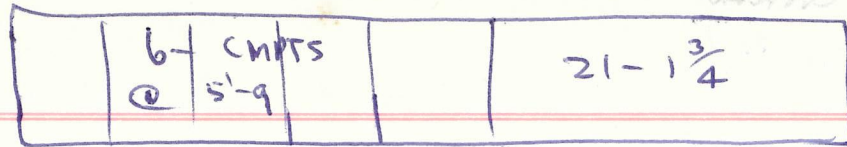
EX D3 LOT 310 Three RH Compt stripped & convert into luggage with panel sides
Chest Type I NS. unaltered. 8'-6 Body. W.B 38-6.

D67

9'-0" Finkbelly

BCC 41-0

angle 2. Trusses



= 56'-11 1/2"

OV. BUF 60'-0"

D67.
D68
D69

The design in D49 adapted to Steel Panel, instead of wood panels with moldings

LOT 1283 N^o 3811 - 3818

LOT 1304 3819 - 3826

For 4 Crank Seals to walk with pairs of E 103 N^o 7913 - 7928

D68

1/4" DIAG 61357.

9'-0" Bayes FISH.

Bay Centre 41-6

Box Trussing

LOT 1285

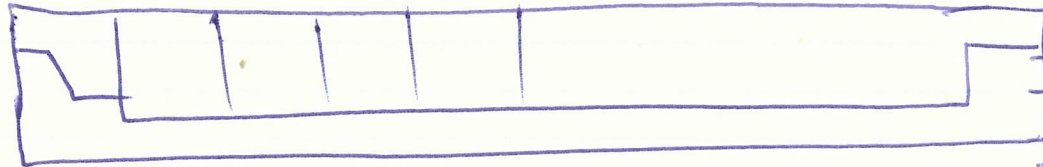
N^o 3526

Ambr 1908

RNV.

This is as D45 which only had 8'-0" AMBR. Bayes @ 42'-6"

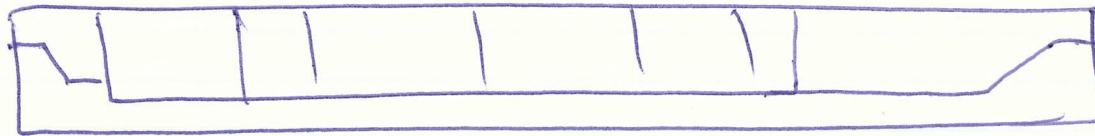
BARS I.



9'-0"

= 57'-0"

D69



8'-11 1/4"

= 69'-11 1/4"

Bay WB. 9'-0" Bay Centre 53'-0"

Steel Panel Trk Sights angle 2mm Trusses.

LOT 1278

N^o 3793 - 3804

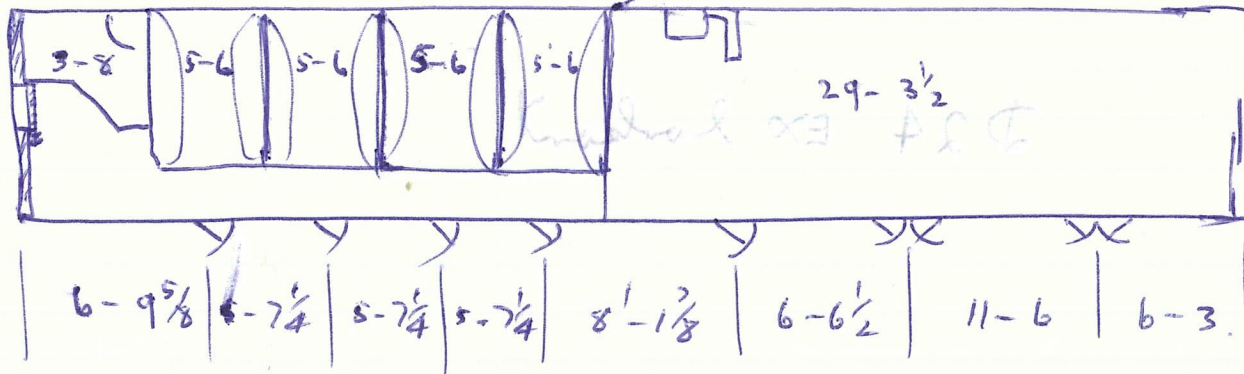
}	RNV. 3794/96/98/3800/02/04	[6]
	LNV 3793/95/97/99/3801/3	[6]

OV BUF 73'-0"
D&W.

PHOTO OF DIAG & COACH
NO NOTES

D73.

VITAL DIMS (IF UNREADABLE)



8-6 ³/₄

= 56' - 0 ³/₄"
OV BUTT 59' - 5"

WINGS EVER FITTED & REMOVED?

D. Du. - CR. III; RNV (Msn)
 BCC 38'-0"
 10' D. Begin.
 LOT N^o 931
 955
 D.30. EX LOOKOUT

48' - T. WB.
 BODY HT. 8'-7"
 TOT " 12-6 ¹/₄ TO ROOF
 BOT. 10-0.
 HT TO CORNICES 10-4 ¹/₄ - LOOK LIKE
 LOTS 955 931

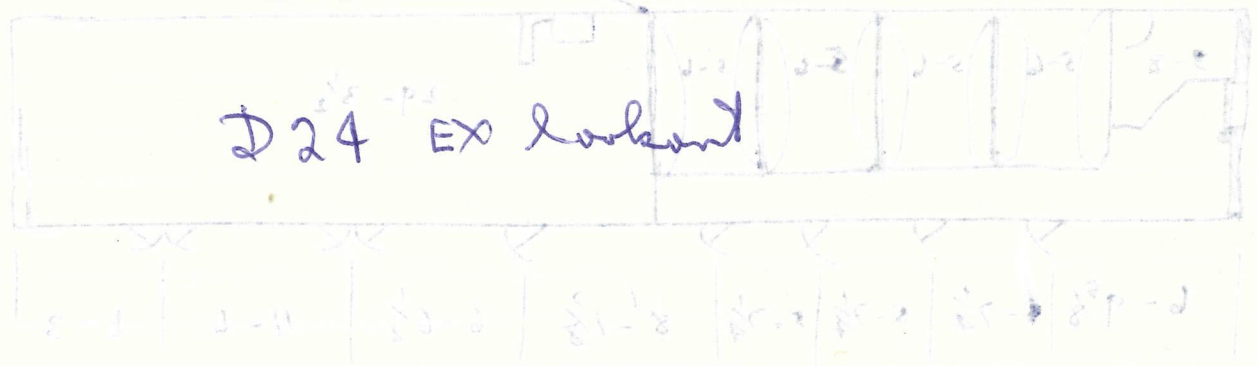
D Fee
D74

CE. III LHV O.B. 59'-5" length 56'-0³/₄ x 8'-6³/₄

Bee. 38'-0" 10' D. Bay. LOT 870

D.26 en lookant

D75



D24 EX lookant

2-10-04
2-12-04

8-1-04

15-04-04
10-01-04

10-01-04
10-01-04

WIND-ENIG FILTER & HEMER

CE III RIV (10m)

0-38-0

10 D Bay

LOT N. 870

D26

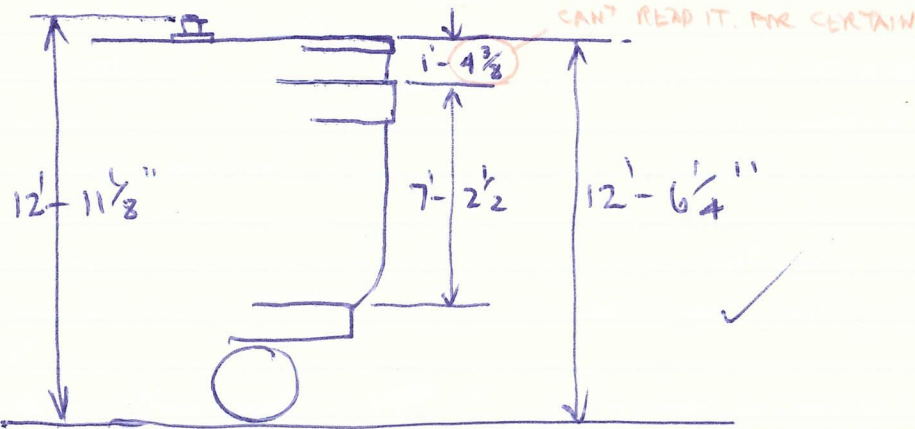
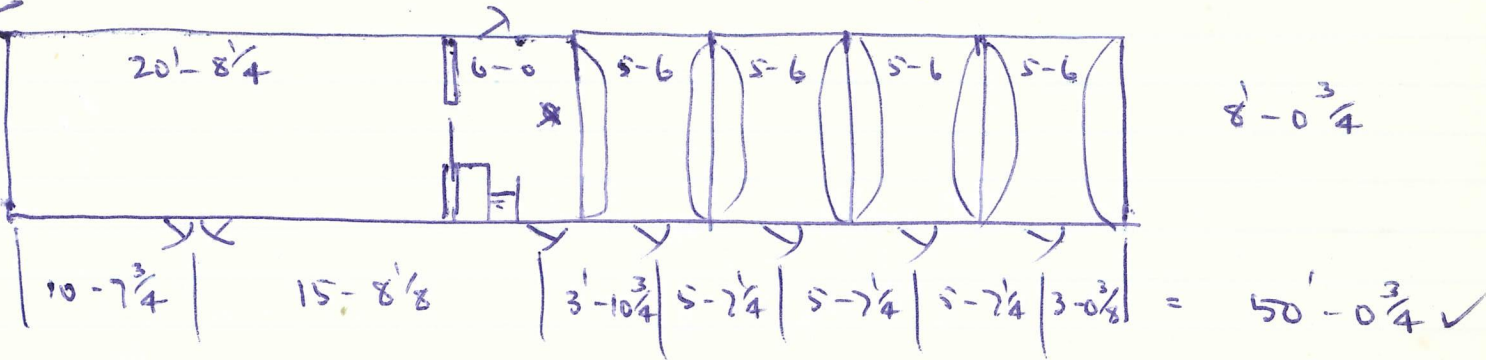
D.26 EX LOOKANT

PHOTO OF DIA & COACH
 AND NOTES IN M.L. BOOK.

D76.
 D80

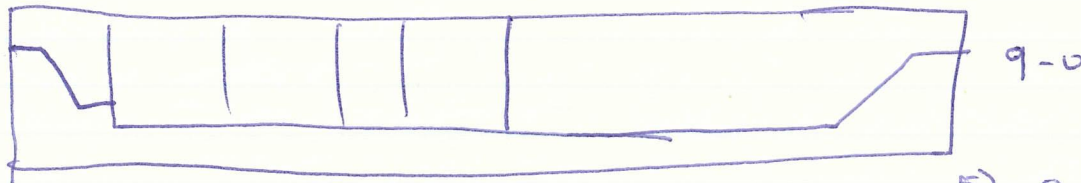
↓ MINE

D76



Bay 8-6
 T.W.B. 42-0
 LOT 772
 LOT 743 723 734?

D80



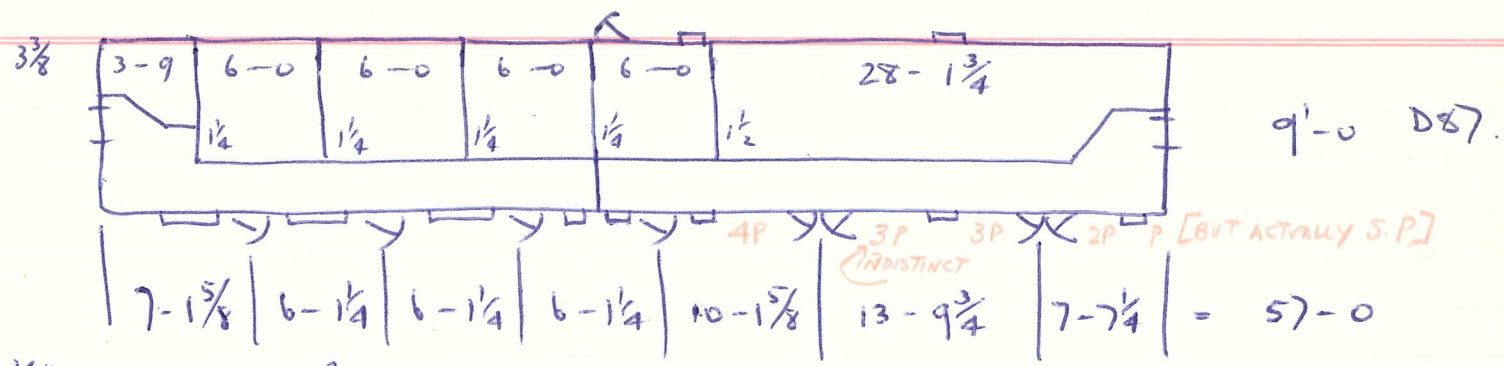
EX D44 & D58 (EX D44)
 Main diff in substitution
 of 9'-0" for original 8'
 antenna Bays
 ORIG B centres probably
 42'-6"

$\frac{1}{4}"$ DIA 63227. 9'-0 Fishbelly Bay BCC 41-6

LOTS 1314	N ^o 3507	(Balmer 1908)	RNV.
"	" 3508	"	LHV.
LOTS 1338	N ^o 4225	"	RNV.
"	4226	"	LHV.
"	4227	"	RNV.

DIA ✓

D87/88



1/4" DIA. D87 N^o 73254 R.H.V.
 D88 -- 73255 L.H.V.

Bogies 9' (Fishbelly)

These are "mirror" versions of each other. T.W.B. 41-0 EXCEPT SOME OF LOT 1326 (41-6 ON EA. DIAG.)

The DIAGs show BARS I style panelling with top light panelled over, but these vehicles appear to have been completely steel panelled, the doors and a narrow ^{VERTICAL} strip on each side at former moulding level & the rest of the body sides at former body level. Bolechon? Mouldings round the windows were absent.

The ends retained their mouldings.

LOT 1326	N ^o 4621/23/25/27/29/31/33/35/37/39	D 87.
	N ^o 4622/24/26/28/30/32/34/36/38/40	D 88

LOT 1332	N ^o 4641/43/45/47	D 87.
	N ^o 4642/44/46	D 88

These are ex-ambulances & evidently conversions of former 8 Comp round Bed. Those marked • are evidently ex C28 & the rest ex C32

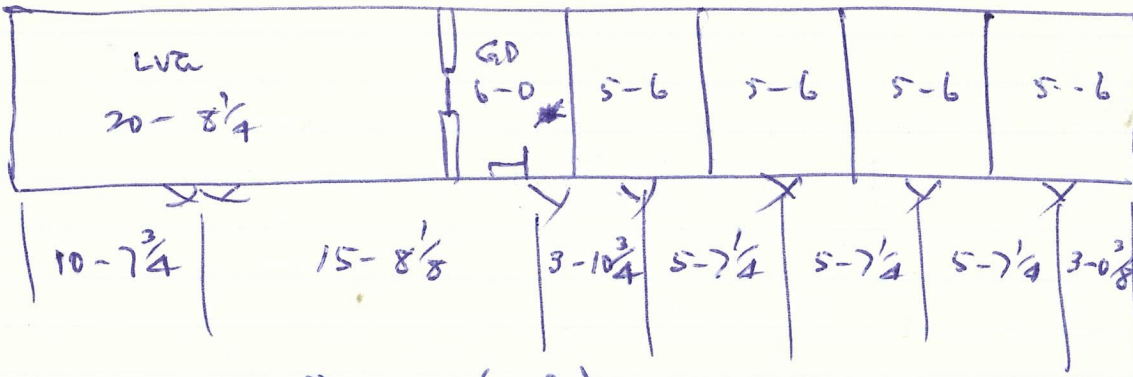
DIARY
 NO NOTES
 NO PHOTO AV.

↓ MY OWN.

D 96

D 99

D 96



8'-6³/₄

WGT 8-7 x 12-6¹/₄

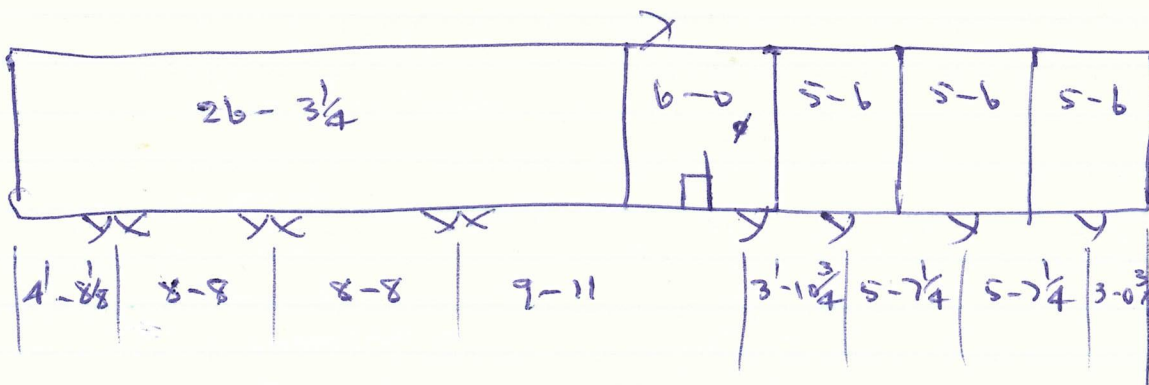
= 50'-0³/₄

10'-0 BONES
 42' - TW. W.B.

EX D 21 (D. Lu).

D 99

D 99



= 50'-0³/₄

42' TWB.

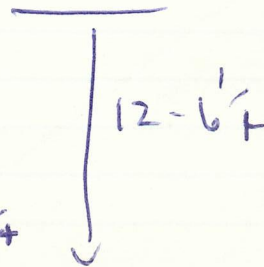
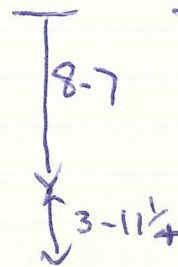
10' BONES

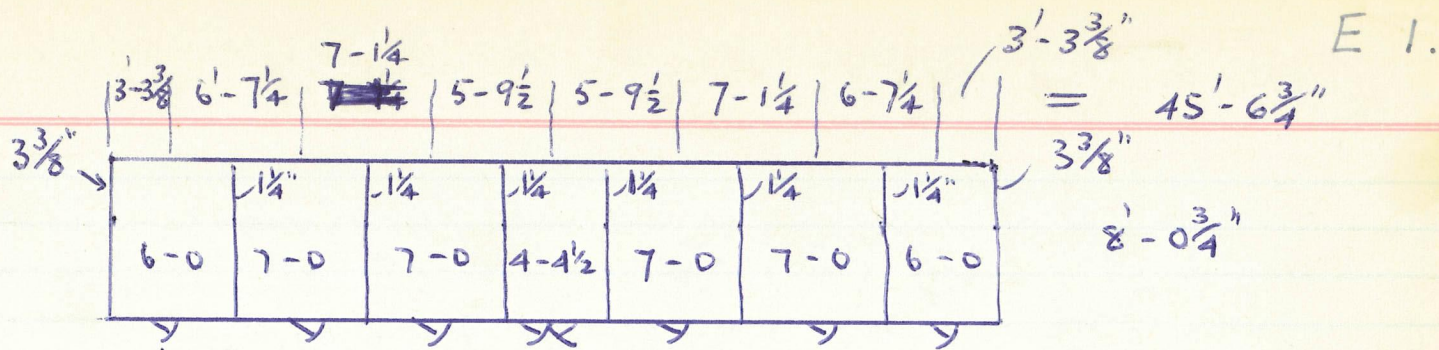
LOT 974

1 - BUILT 1901

GAS LIT

HEIGHT.





1/4" Diag. No. 34968

lot. 122 only. No. 6966 only. (not as marked No 6474) originally
 Class I. ex. B.G. Convertible Type I. Body 8-10 1/2 high 10-0 3/4 wide
 No droplights in double doors. No clere.vents over lugg. cpt.

Bogie 6-4 W.B. 35-0

Check of internals

Ends	6 3/4
6 ptns x 1 1/4	7 1/2
2/2 x 6-0	12-0
4/1 x 7-0	28-0
Van.	4-4 1/2
	<u>45-6 3/4</u>

Built with the 7-0 Truck. W.B.
 unknown but probably 34-3
 (See E.2, lot 147).

No horizontal mouldings at waist level
 on end.

Base of body & top of lower deck 7-6

Also marked on E.1. diagram, lot 122 No 6965, 38-7 long.
 W.B. 27-10 with 3/1st, 2/3rd (ex Second) 1/luggage. Ordered as (38-6 3/4)
 on 7-0 Truck, W.B. unknown

6965 was B.G. 282
 6966 " " " 283

Photograph in the collection, but shows that the luggage doors had been
 fitted with drop lights.

SIMILAR IN PLAN & MEASUREMENTS TO E.1. (45' - 6 $\frac{3}{4}$ " LONG)

Similar in plan & measurements to E.1 (45 - 6 $\frac{3}{4}$ long)

1/4 Diag. No. 34970

Lot 147 only (part of) Originally built on 7-0 Truck - W.B. 34-3
 Class I. ex B.G. Convertible Type I Body 8 - 10 $\frac{1}{2}$ high.

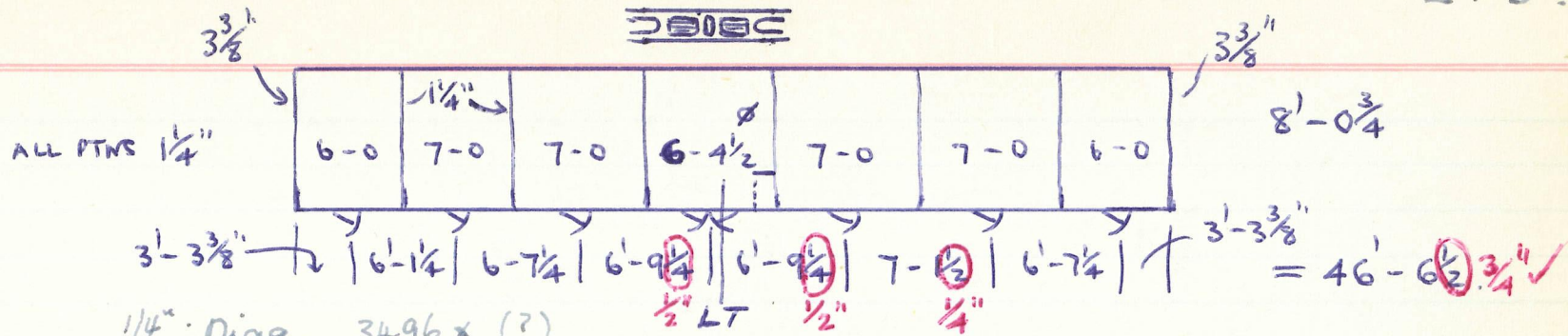
Differs from E.1. in having droplights to the luggage doors, + a couple of ventilators (See E.3) in the clerestory over the luggage - ept. with intervening panel - in fact it is a brake-composite, with handbrake + narrow (tip-up?) seat

B.G. 293-304. S.G. 967-978 (afterwards 6967-6978) No trace of 6976?
 a casualty at Norton Fitzwarren, 1890?

Photograph in the collection.

Bogie	6-4	Wheelbase variable.
W.B.	34-6?	6967, 6970, 6977.
"	34-4.	6968, 6969, 6971, 6975, 6976.
"	34-3.	6973, 6974.
"	34-2.	6972, 6978.

No waist level horizontal moulding on end.



1/4" Diag. 3496 x (?)
 Class I. Low window. B.G. Convertible Type I. Body 8-10 1/2 High.
 Bogie 6-4 with variable wheelbase.
 Droplights in luggage doors, + ventilators above luggage cpt. as indicated in sketch
 Lots 147 (part of) 155, 256.

Check of internals.

Ends.	6 3/4
3/1 x 7-0.	21-0
3/2 x 6-0	18-0
Van.	6-4 1/2
6 ptms x 1 1/4	7 1/2
	<u>46-6 3/4</u>

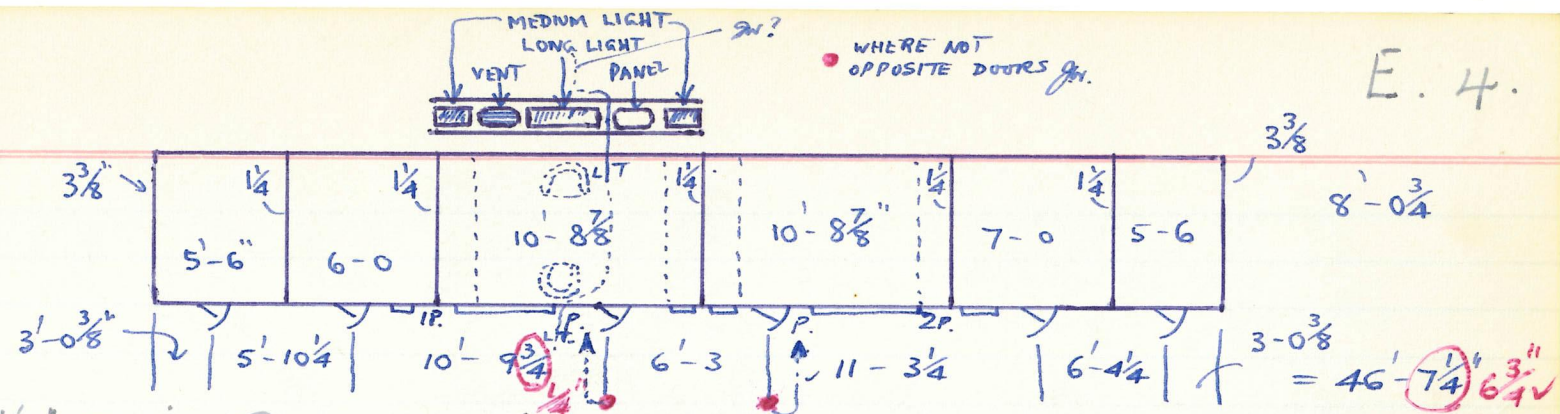
Variable wheelbases with 6-4 bogie.
 35-4. 6980, 6982, 6997, 7002, 7004.
 35-3. 6998, 7001.
 35-2. 6990^x, 6996, 7005.
 35-0. 6987^x.
 The remainder W.B. 36-0 No explanation of these abnormalities.

As built on the 7-0 Truck, W.B. lot 147 (probably 35-3); lot 155, 35-3
 lot 256, 34-0

lot 147	B.G.	305-312	S.G.	979-986	(later 6949 - 6986)
lot 155	-	422-433	-	995-1006	(- 6995 - 7006)
lot 256	-	418-421	-	991-994	(- 6991 - 6994)

^x These two numbers are E. 12, not E. 3.

E. 4.



1/4" ~~Diagram~~ Diagram No. 34900.

Clerestory Type I. low window, but saloon windows are high, with unusually large bolection mouldings round them. Built as standard gauge, Body Height 8-7. Bogie 6-4. W.B. 36-0. Lot 177 (part of) only. For rest of lot see E. 5. Nos. 6580, 6581.

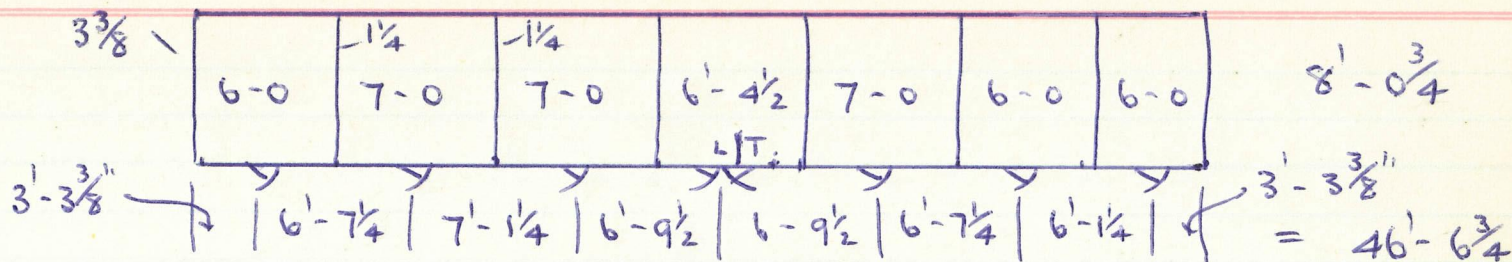
Check of Internals:-

Ends.	6 3/4
5 ptns x 1 1/4	6 1/4
2/3 x 5.6	11-0
1/2 x 6.0	6-0
1/1 x 7.0	7-0
2/1 saloons x 10.8 3/8	21 - 5 3/4
	<u>46 - 6 3/4</u>

Originally ran on the 7-0 truck
W.B. 32-0
No horizontal waist moulding on end.

Built as Composite Sleeping Carriages, the beds being presumably arranged longitudinally in the saloons, as with the more or less contemporary Broad Gauge Sleepers lot 163. Presumably 3 beds to each compartment. Originally tri-composites. How long they ran as sleepers is not known; but early in their life they became 1st/2nd Compos. Both were temporarily converted to Broad Gauge, + the photo of a down express leaving Sonning Cutting, Rly. Mag. 1916 (E.L. Atiyons' loco + Train Wkg in the later part of the Nineteenth Century) reproduced since (1959-62) in Rly. Mag as a frontispiece, shows one near the front of the train - loco is Dean 7'8 single as convertible. See also illustration Rly. Mag. Dec 1924 (?)

E. 5



1/4 Diag No ?

Class I low window. Built for standard gauge
Body Height 8-7

Bogie & wheelbase variable.

Standard Gauge version of E. 3 but drawn the other way round

Originally built on the 7-0 truck W. B. 32-0

Droplights in van doors, "clearestory vents": See E. 3

Lot 177 (part of only)

For the rest of this lot see E. 4.

For check of internals, see E. 3.

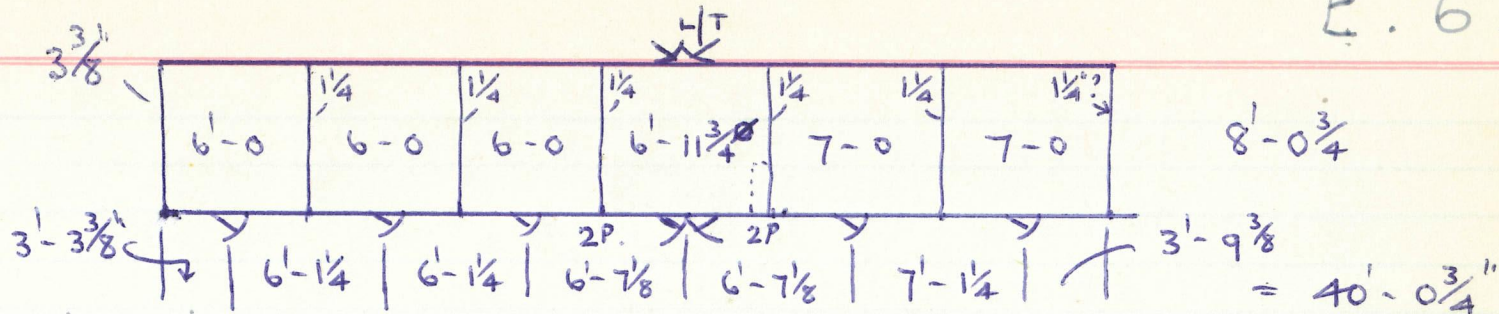
Bogie 8-6 W. B. 38-6 for all except: -

6582/5 which have 8-4 bogie, W. B. 36-0

Nos 6582 - 6587



E. 6.



1/4 Diag. No. 35108

Clerestory Type I low Window

Built as Broad Gauge Convertible Type I. Body Height 8-10 1/2

As built van on the 7-0 Truck W.B. 30-0

Bogie 6-4 Wheelbase variable.

Lot 194 (part of) only. For rest of lot see E. 7.

Check of Internals.

Ends.	6 3/4
5 pts x 1 1/4	6 1/4
3/2 x 6-0	18-0
2/1 x 7-0	14-0
Lugs + Gd.	6-11 3/4
	<hr/> 40-0 3/4

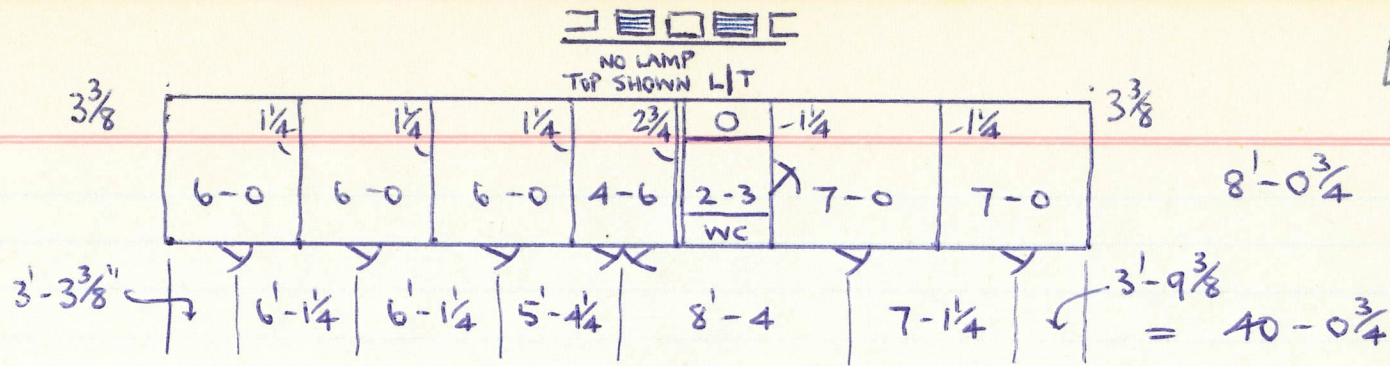
Droplights in the double doors + ventilators in the clerestory above.

B. G. 434-9. 444-5 S. G. 1007-12/17-18. (afterwards 7007-12/17-18)

Wheelbases.

28.10	7007, 7008, 7018
29.0	7010, 7017,
29.6	(normal) all the rest.

Photograph in the collection. See also E. Hamilton Ellis
19th C. Rly Carriages. p. 110 + p. 79



1/4 Diag. No. 35109.

Clerestory Type I. Low window.

Built as Broad Gauge Convertible, Type I Body height, $8-10\frac{1}{2}$

As built, ran on the 7-0 truck W.B. 30-0.

Bogie, 6-4, Wheelbase variable. B.G. 440-443. S.G. 1013-6 (7013-6)
 lot 194 (part of) only. For rest of lot see E. 6.

Check of Internals.

Ends	$6\frac{3}{4}$
5 ptns $\times 1\frac{1}{4}$	$6\frac{1}{4}$
Tank ptn.	$2\frac{3}{4}$
$2/1 \times 7-0$	14-0
$3/2 \times 6-0$	18-0
Van.	4-6
lav.	2-3
	$40-0\frac{3}{4}$

Droplights in luggage doors.

Notes specify single ventilation over $\frac{1}{2}$ of luggage doors; ventilation over lavatory, a panel must have intervened. See, however, arrangement on E. 6. The panel shown above may have been narrower & the pre-existing ventilator may have been used.

Wheelbases:—

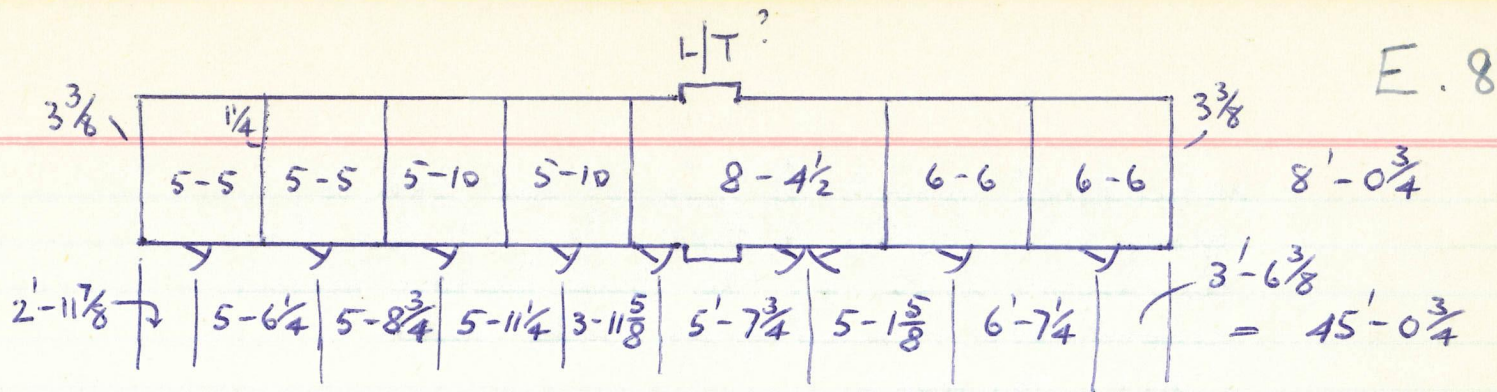
28.10 7014.
 29.0 7013.
 29.6 (normal) the rest.

B. G. 440-443

S. G. 1013-6 (afterwards 7013-6)

Note that the water tank is in the partition, it is not a roof tank.

Whether these were every built with lavatories maybe questioned. Mac Dermot's History of the G.W.R. (ii, 590) states that "A few first class compartments were provided with lavatories, hitherto only found in Family & Sleeping Carriages in 1884 ---"
 This lot 194 comes some years before 1884



1/4" Diag. No. 35036.

Arc roof. low window

Built as standard gauge. Body height. $7 - 2\frac{1}{2}$

Diagram shows the 7-0 truck, W.B. 30-6 One was later altered to Brake Third. D.1. + the later diagram shows the 8-6 bogie, W.B. 37-0 lot 200 only.

Check of Internals.

Ends.

6ptns x 1 1/4

2/3 x 5.5

2/2 x 5.10

2/1 x 6.6

Gd. + luggage

~~6 3/4~~
~~7 1/2~~
~~10-10~~
~~11-8~~
~~13-0~~
~~8-4 1/2~~

$6\frac{3}{4}$
 $7\frac{1}{2}$
 $10-10$
 $11-8$
 $13-0$
 $8-4\frac{1}{2}$

 $45-0\frac{3}{4}$

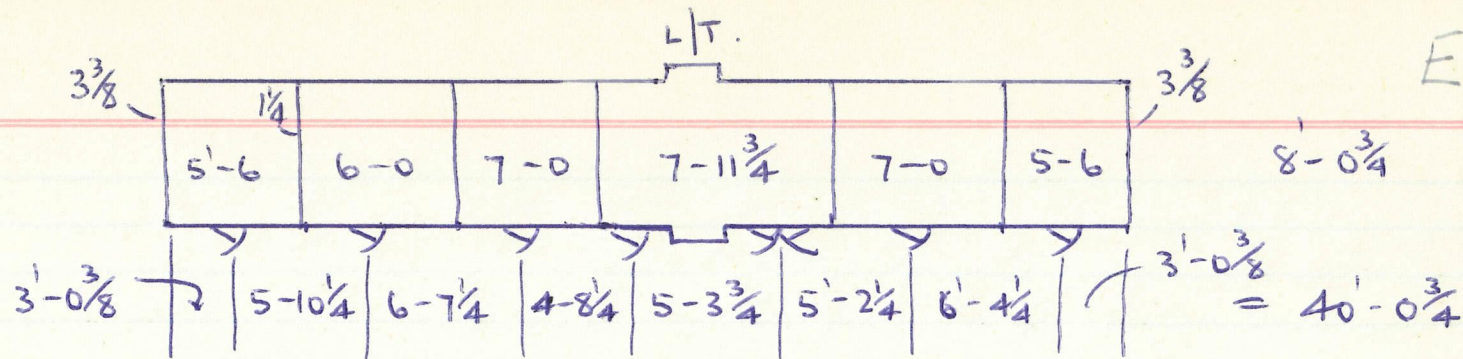
No droplights in luggage doors.

If the external measurements are reliable, calculations seem to show that the guards door cannot have been more than about 1-10 wide, + the luggage doors not more than about 1-9 wide each.

lot 200. 4 ordered, marked "Windsor, dummy buffers fitted with brake". One supposed they were for the Windsor service, but the meaning of the reference + dummy buffers is obscure. The numbers originally allotted as Compos. were 202, 218, 242, 224 but 202 + 218 were allotted to U. 27 lot 286 (see also F.1. lot 232) E. 8 next turns up as Compos 721-724, perhaps

renumbered about the time of lot 286 to
group them together + three lived out their lives
as Compos 6722-4. The first however became
second 258, + ended up as Brake Third

D.I. No. 2387



$\frac{1}{4}$ " Diag. No. 34966.

Clerestory Type I. low window.

Built as standard gauge Body height, 8-7.

Originally van on the 7-0 truck. W.B. 30-6.

Clerestory over the van consists of one long panel.

Lot 201 only. 588-595 (later 6588-6595)

Bogies + total wheelbase variable, but diagram shows. 8-6 bogie.

Check of Internals.

Ends.	$6\frac{3}{4}$
5ptns $\times 1\frac{1}{4}$	$6\frac{1}{4}$
2/1 $\times 7-0$	14-0
1/2 $\times 6-0$	6-0
2/3 $\times 5-6$	11-0
G.d. + luggage.	$7-11\frac{3}{4}$
	<hr style="width: 100%; border: 0.5px solid black;"/>
	$40-0\frac{3}{4}$

No droplights in the luggage doors.

Bogies + wheelbases: -

6592 Bogie 6-4 W.B. 29-6

6590 " 8-6 W.B. 32-0

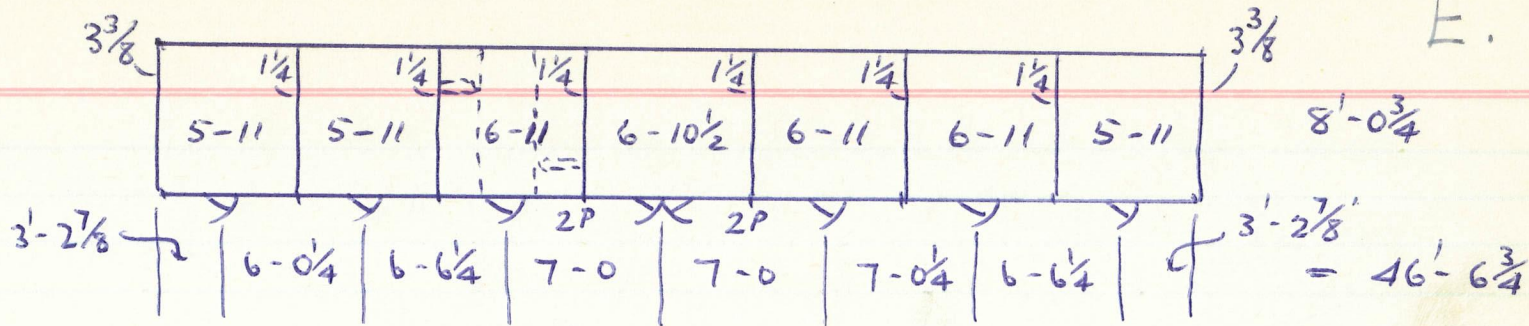
Thus notes on the diagram. As a W.B. of 32-0 is normal for this length, with the 8-6 bogie it is not clear why 6590 is noted down thus.

Computations, assuming the external measurements reliable (5-2 $\frac{1}{4}$ being substituted for 2-5 $\frac{1}{4}$) suggest that the guard door is or can be 2-0 wide. The luggage doors are drawn rather narrow, + computations suggest that they cannot be wider than 1-7 each + may be less.

Note on diagram: - Projections removed on 6588 See E. 123

Ordered "For Manchester", presumably services to + from. I have somewhere read that for a period the G.W.R. ran through carriages from Paddington to Manchester

E. 10.



1/4" Diag. 34915.

Clerestory Type I low window.

Built as standard gauge. Body height 8-7.

Originally ran on the 7-0 Truck. W.B. 32-0

Bogie 8-6 W.B. 38.6

Lot 206 (part of) only. Nos. 6650-6657. For rest of lot see E. 11.

Check of Internals.

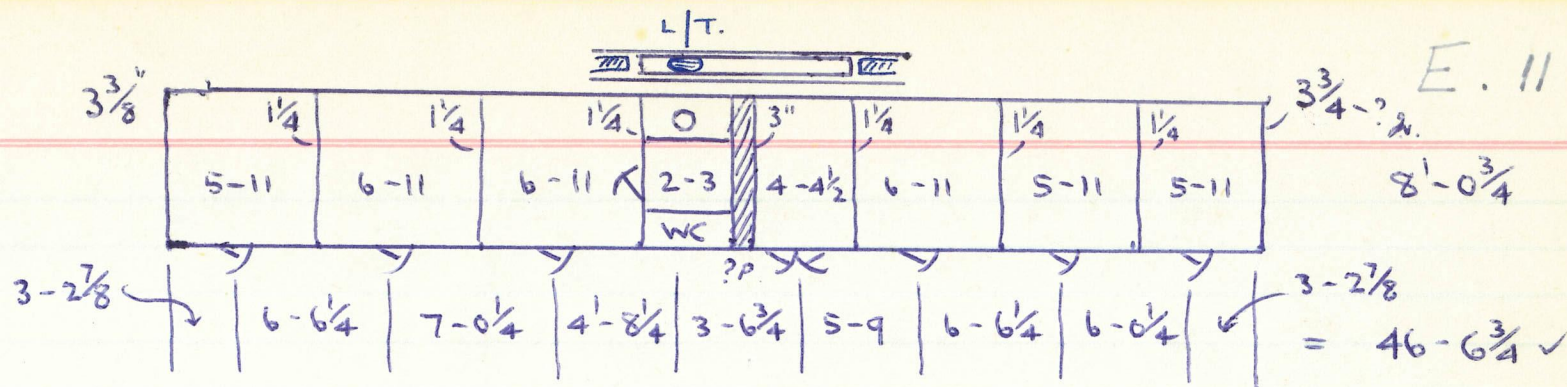
Ends.	6 ³ / ₄
6ptns x 1 ¹ / ₄	7 ¹ / ₂
3/1 x 6-11	20-9
3/2 x 5-11	17-9
Van.	6-10 ¹ / ₂
	<hr/> 46-6 ³ / ₄ <hr/>

Droplights in luggage doors.

No ventilators in clerestory above van,
one long panel.

No lamp top shown over van.

The only difference between E. 10 + E. 13 (which see) appears to be in the arrangement of arm rests in the Firsts, though the weights differ.
E. 10. 20^T 14^c, E. 13. 20^T 11^c The distinction may go back to the difference in the original wheelbases.



$\frac{1}{4}$ " Diag. No ?

Clerestory Type I. low window

Built as standard gauge. Body height 8-7

Originally ran on the 7-0 Truck W.B. 32-0

Bogie 8-6 W.B. 38-6.

lot 206 (part of) only. (For rest of lot see E. 10) Nos. 6658-6661

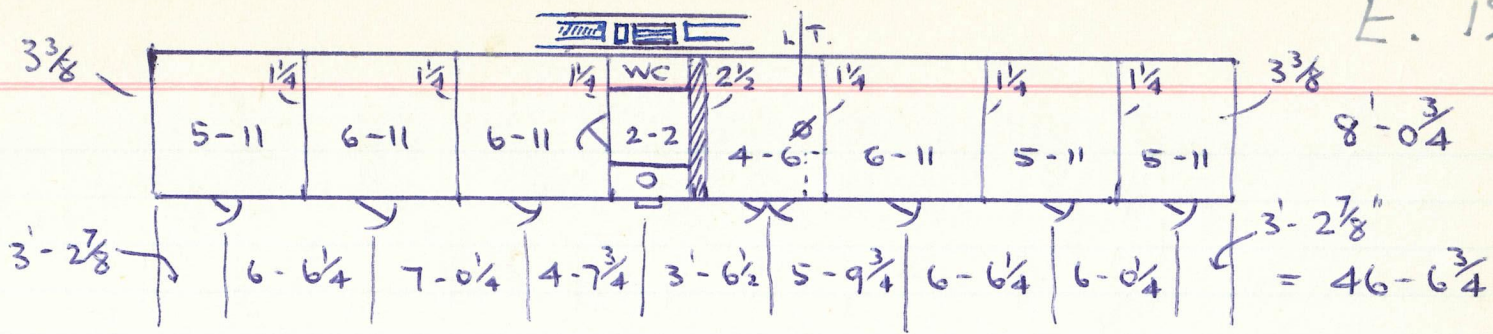
Check of Internals.

low window $13\frac{3}{4}$ " size.

Ends.	$6\frac{3}{4}$
6ptns x $\frac{1}{4}$	$7\frac{1}{2}$
Tank ptn.	3
$3/1 \times 6-11$	20-9
$3/2 \times 5-11$	17-9
lav.	2-3
Van.	4-4 $\frac{1}{2}$
	<hr/>
	$46-6\frac{3}{4}$

A lavatory version of E. 10. Since the ventilator in the clerestory is in on long panel + not separated from it by mouldings, the lavatory is probably a later addition.

See notes to E. 7.



1/4" Diag. No 34917

Clerestory Type I low window

Built as broad gauge convertible, Type I Body height 8-10 1/2

As built ran on the 7-0 Truck. W.B. 34-0

Bogie 6.4. W.B. 36-0 except for Nos. 6992 W.B. 35-3.

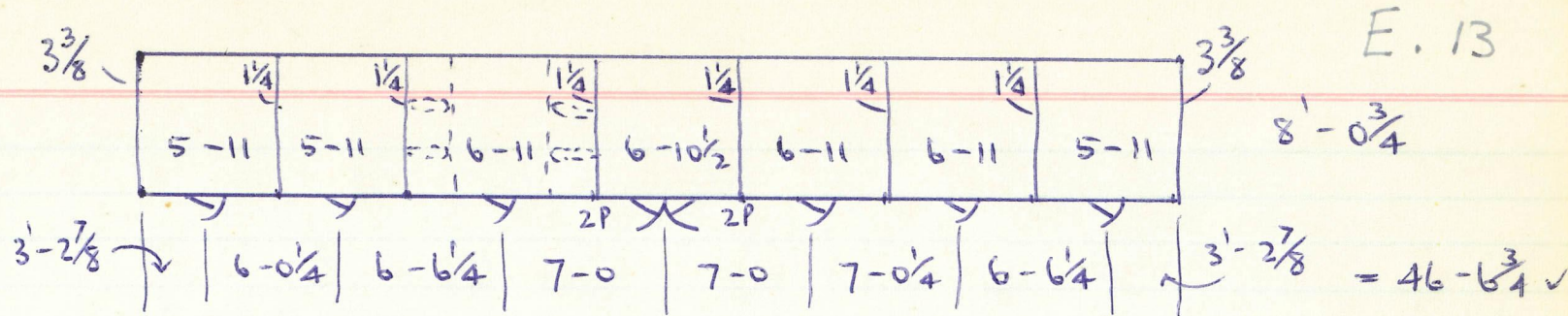
Lot 256 only B.G. 414-421 S.G. 987-994 (afterwards 6987-6994).

Check of Internals.

Ends.	6 3/4
6ptns x 1 1/4	7 1/2
Tank ptrn.	2 1/2
3/1 x 6-11	20-9
3/2 x 5-11	17-9
lav.	2-2
van.	4-6
	<hr/>
	46-6 3/4

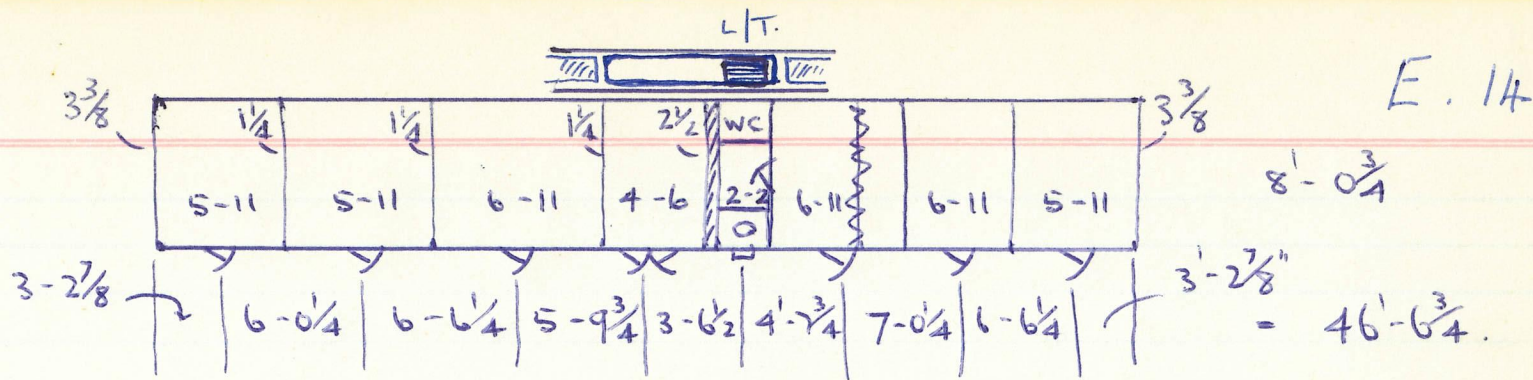
Droplights in luggage doors.
 No notes as to existence of ventilators in clerestory over van.
 If not then handbrake probably a later addition.

As the clerestory ventilator over the lavatory is not inserted into a panel, but is separated from the latter, this design may have been built new with lavatory.



$\frac{1}{4}$ " Diag 34974
 Clerestory type I. low window.
 Built as standard gauge Body height 8-7.
 Originally ran on the 7-0 Truck W.B. 34-0.
 Bogie 8-6 W.B. 38-6
 Lot 273 only. Nos. 6736-6745.

Check of Internals as for E. 10.
 Droplights in luggage doors. No ventilators in clerestory over van:
 one long panel: no lamp top shown over van.
 The only difference between E. 13 & E. 10 appears to be in
 the arm-rests of the fists & in the weights. See E. 10.
 The distinction may go back to the difference in the original
 wheelbases.



1/4" Diag. No 31849

Clerestory Type I. low window.

Built as standard gauge. Body Height 8-7.

As built ran on the 7-0 Truck. W.B. 34-0

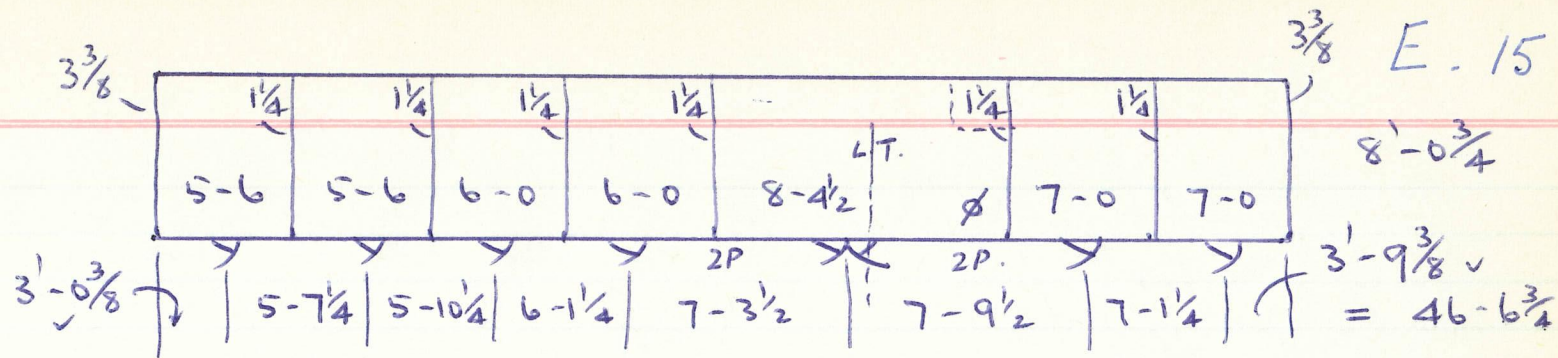
Bogie 8-6 W.B. 38-6

Lot 273 only. Nos. 6746 - 6755.

Check of internals as for E. 12.

luggage only. No lampstop over van. Droplights in luggage doors.
 Clerestory ventilation over lavatory inserted within long panel.
 therefore perhaps the lavatory was a later addition.

No horizontal waist moulding on end.

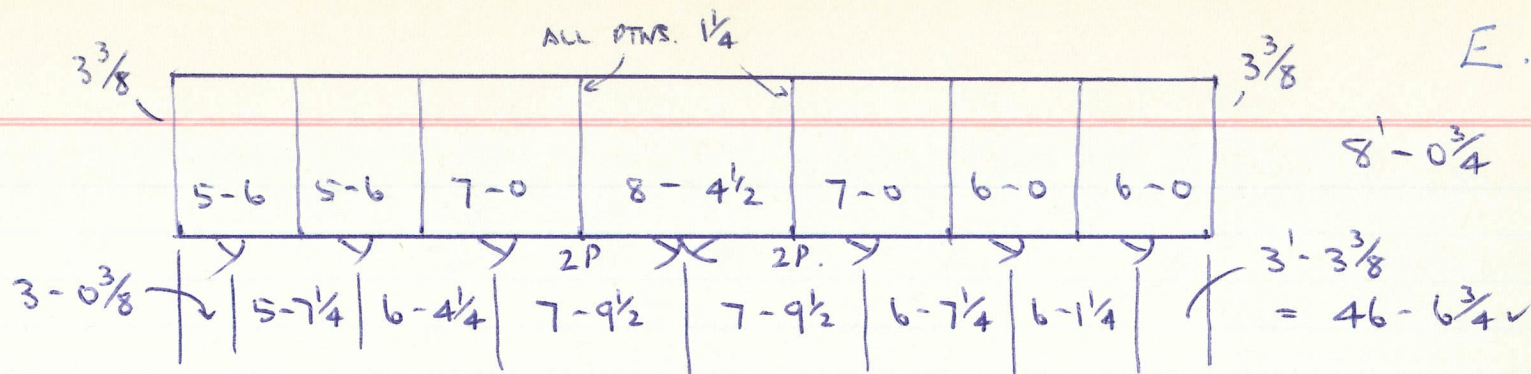


1/4" Diag - No. 35100.
 Clerestory Type I - low window.
 Built as standard gauge - Body height 8-7.
 As built ran on the 7-0 Truck - W.B. 34-0
 Bogie 8-6 - W.B. 38-6
 Lot 274 only - Nos. 6756 - 6763.

Check of Internals.

Ends	$6\frac{3}{4}$
6ptns $\times 1\frac{1}{4}$	$7\frac{1}{2}$
2/1 $\times 7-0$	14-0
2/2 $\times 6-0$	12-0
2/3 $\times 5-6$	11-0
Van.	$8 - 4\frac{1}{2}$
	<hr/>
	$46 - 6\frac{3}{4}$

No clerestory ventilators over van
 No horizontal waist moulding
 on end.



1/4" Diag. No. 35092.

Clerestory Type I. low window.

Built as standard gauge - Body height 8-7.

As built ran on the 7-0 Truck. W.B. 34-0

Bogie, 8-6 W.B. 38-6.

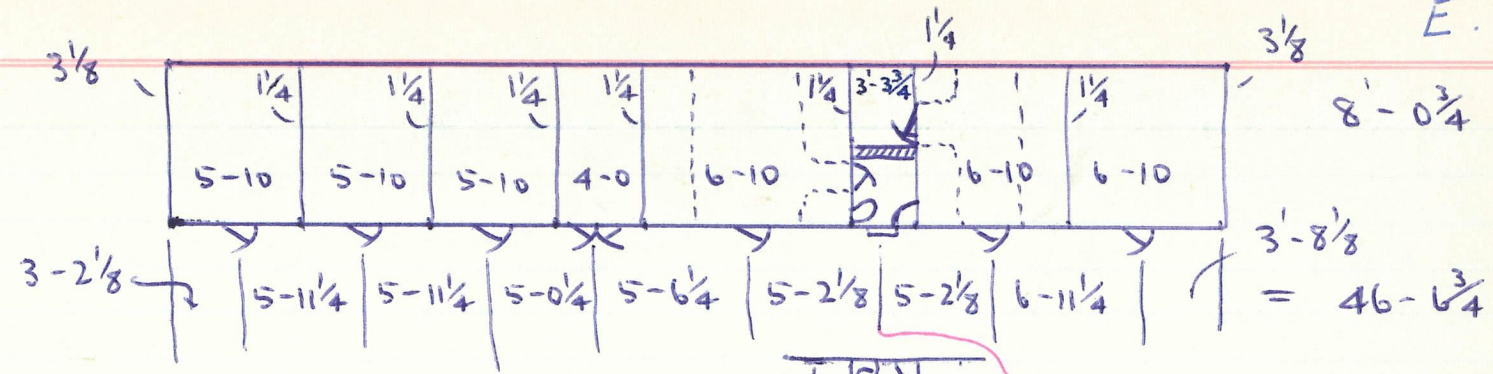
lot 274 (part of) Nos. 6764 - 78/84 - 85 For rest of lot see E. 15.

" 309 " 6806 - 6815 X

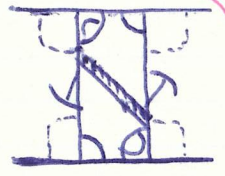
Check of Internals as for E. 15 (order of compartments differs) No lampstop over van, + no clerestory ventilators over van. Druplights in luggage doors. No horizontal waist moulding on end.

X Note that at sometime the standard height of side ^{appears} to have been raised by 3", increasing the body height of non-clerestory designs by that amount. The extra 3" was added to the eavespanels, + I think that the ventilator hoods were increased in depth, with more grooves; but this lacks photographic confirmation. With clerestory designs the overall height was not correspondingly increased, the lower deck being given a flatter camber (noticeably so). The earliest arc-roof design to have the increased design height of 7-6 was K. 2, lot 288, apparently. The second lot of E. 16, being lot 309, it is probable that it had higher sides + flatter lower deck than the earlier lot. But a comparison of the camber of the lower deck of E. 4 with those of E. 14-16 (see diagrams) may raise doubts as to whether these designs (lots 273, 274 as well as 309) did not have the higher sides + flatter camber.

E. 17
E. 18



GBT. PHOTOSTAT DWG. IN FILE



C/L of LAV WINDOW.

PAN. E. 17 1/4" Diag. No 34918 E. 18 1/4" Diag No. 34969.
 Clearestory Type II. Bogie 6-4. W.B. 36-0
 Lot 411 only. Nos. 6848 - 6862.

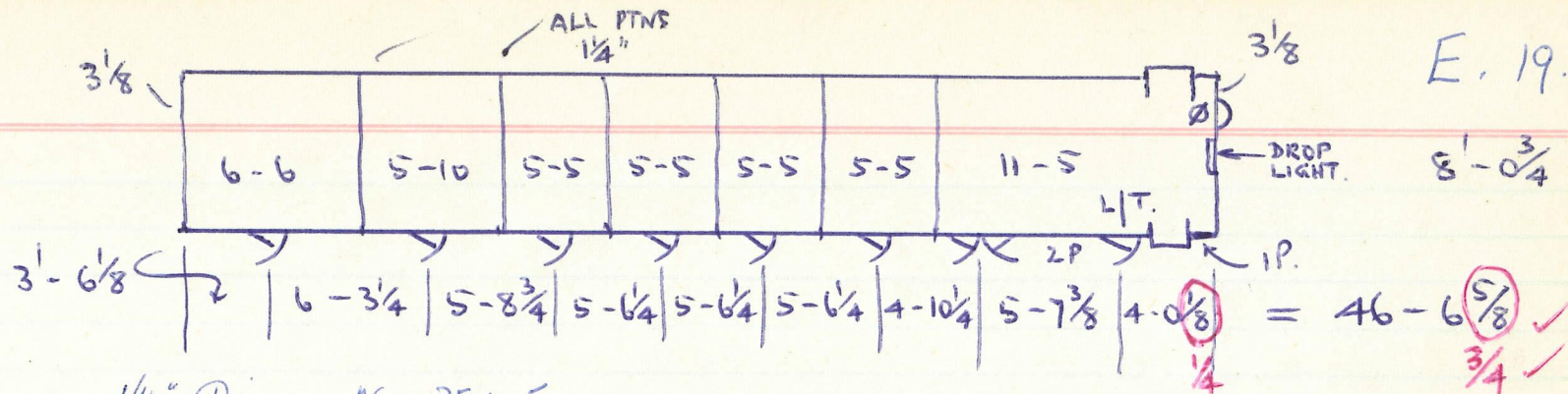
Check of Internals

Ends.	6 1/4
7 ptns x 1 1/4	8 3/4
3/2 x 5-10	17-6
Luggage.	4-0
3/1 x 6-10	20-6 3/4
Lav.	3-3 3/4
	<u>46-6 3/4</u>

E. 17 probably had lamp tops on lower deck for laws, + also probably E. 18. After the substitution of roof tanks, both must have.

The difference between E. 17 + E. 18 is in the direction of the tank partition between the lavatories. Presumably the longitudinal partition is the original form, + (perhaps because the cistern could not hold enough water) that the oblique form represents a reconstruction. Oblique tank partitions were adopted in new designs a few years later; to be abandoned when roof tanks were introduced. E. 17 gives 6 seats to each First, E. 18 only 5. It is understood that all were converted to E. 18 except 6848. (But this may not be so). It is believed that this is the first lot ordered with bogies, though two coaches ones.

ordered on the 7-0 Truck, had the orders amended to bogies.



1/4" Diag. No. 35105.

3 - centre roof. Bogie 6-4. W.B. 36-0
 Lots 414 & 460 Wingless diagram is E. 122, lot 414 only.

Check of Internals:-

Ends	6 1/4
6ptns x 1/4	7 1/2
1/1 x 6-6	6-6
1/2 x 5-10	5-10
4/3 x 5-5	21-8
Van.	11-5
	46-6 3/4

See also E. 20.

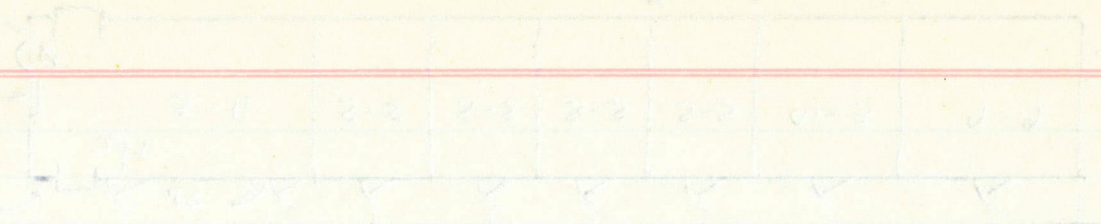
Note that the handle of the handbrake projects through the end, & that there is a droplight in the end. The droplight was ordered "for slip if required" but no evidence has appeared that any vehicle was fitted with slip apparatus. As ordered the roof is described as "elliptical", not so strictly speaking.

lot 414 ordered as standard gauge 707, 115, 705, 413, 597 & 598 but later comprised a solid block 6705-6710

lot 460 ordered as Broad Gauge 557-562 later standard gauge 7024-7029.
 Nos. 6710, 7027 & 7029 are noted on Diagram E. 122 (wingless) but these vehicle numbers noted on diagrams are not always reliable.

No. 6706 was E. 20, which see. It is suggested that E. 20 represents an experimental conversion, & that all were originally E. 19.

207 11A
21



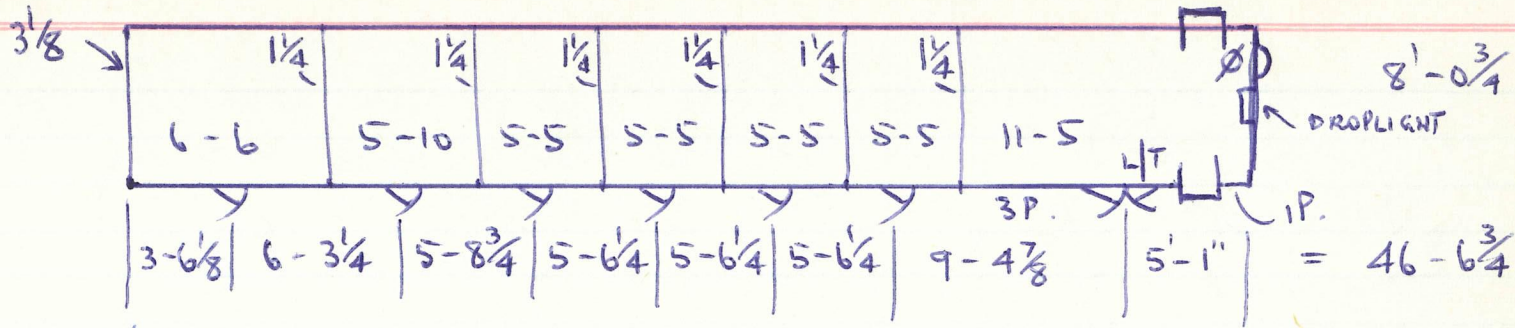
20-2

23
25

21
2

E-19 705-710 originally 707, 115, 705 413 597 598 (order not known)
 706 (6706) want however E20 with D. Doors. next lookout + then 3 panels
 1024-9 orig. B.G. 557-562 (later 7024-29).

E. 20

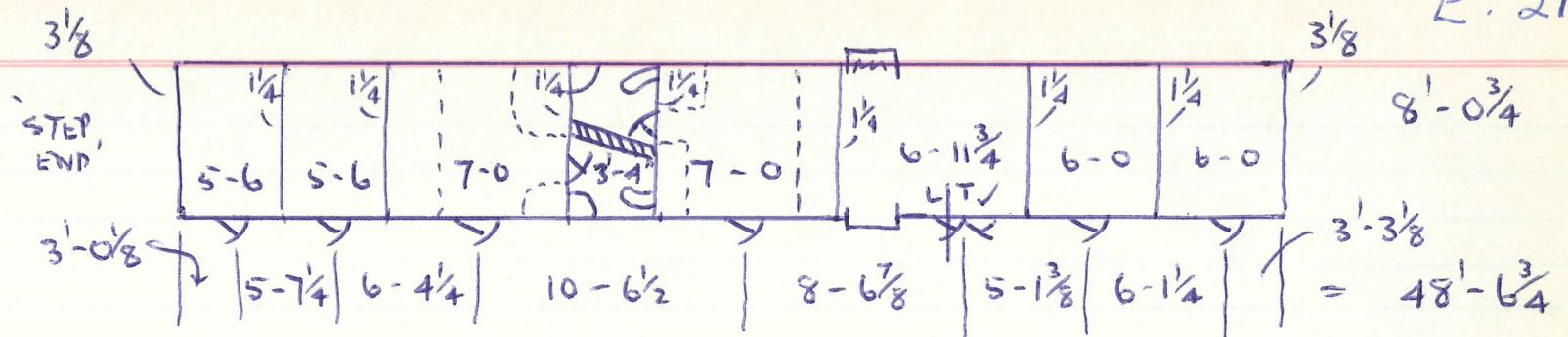


1/4" Diag. No. 35114
 3-centre roof. Bogie 6-4. W.B. 36-0
 Lot 414 only. No. 6706.
 Differs from E. 19 only in the arrangement of doors + panelling to the van.

Check of Internals as for E. 19, which see.

E. 20 may represent an early conversion ^{2w?} from E 20, as an original diagram No 6799, which is not the underframe diag. No. is cancelled + "8217" substituted.

E. 21



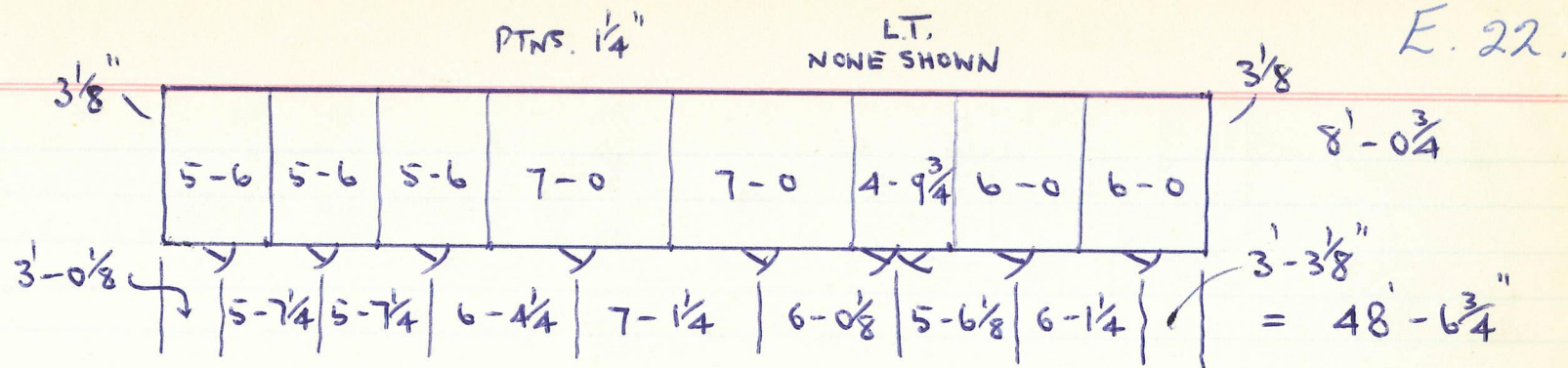
1/4" Diag - No. 35104.
 Clerestory Type II Bogie 6-4. H.B. 38-0.
 Clerestory ventilation over lavatory, not noted whether over luggage doors also, but the diagram E. 23 (lot 461) shows such.
 Lot. 430 (part of) only. This lot ordered "10 with luggage; 10 with lavatories". Apparently E. 21, 6837-6846. See also E. 22.

Check of Internals.

Ends.	6 1/4
7 ptns x 1 1/4	8 3/4
2/1 x 7-0	14-0
2/2 x 6-0	12-0
2/3 x 5-6	11-0
lav.	3-4
Ed & lugg.	6-11 3/4
	<hr/>
	48 6 3/4

Two lamp tops are shown on the upper deck, each more or less in line with the edge of the panels on either side of the lavatory window. On substitution of roof tank for partition tank, lamp tops would have to be provided on the lower deck.

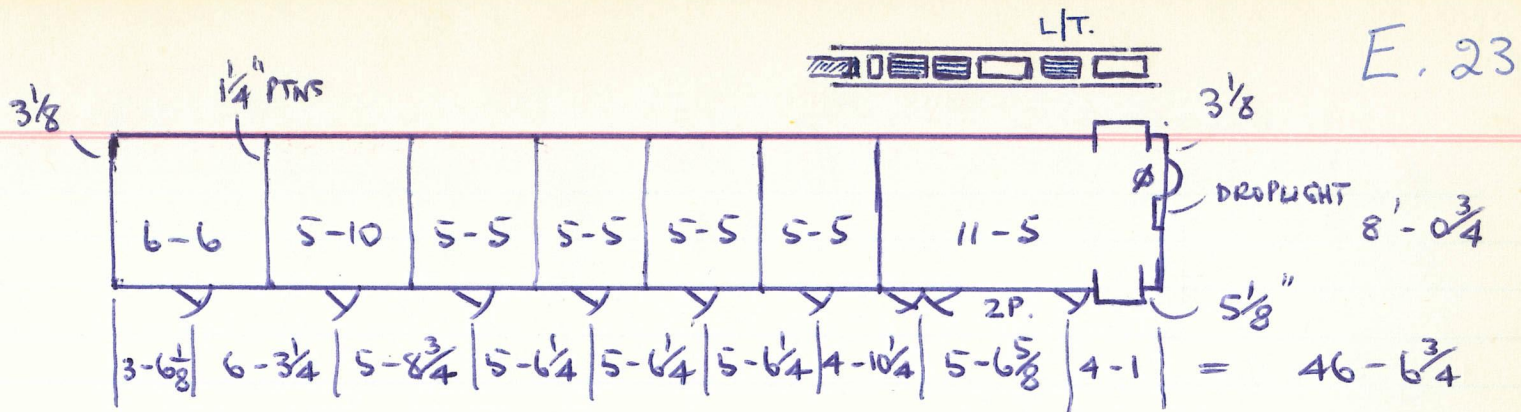
Wings appear to have been removed from 6841, 6842 - No new diag.



$\frac{1}{4}$ " Diag. No 7894 (possibly an obsolete numbering).
 Clerestory Type II Bogie 6-4 W.B. 38-0
 lot 430 (part of) only. 6828-6836, + 6847 See also E. 21.

Check of Internals.

Ends	$6\frac{1}{4}$
7ptns x $\frac{1}{4}$	$8\frac{3}{4}$
2/1 x 7-0	14 - 0
2/2 x 6-0	12 - 0
3/3 x 5 6	16 - 6
luggage.	4 - $9\frac{3}{4}$
	<u>48 - $6\frac{3}{4}$</u>



1/4" Diag. No. 35112

Clerestory Type II. Bogie 6-4. W.B. 36-0.

This is similar to E. 19 with a slightly different siting of the guards door, & with clerestory.

Lot 461 only. Ordered as 728-730, 714, 495, 493 later 6725-6730.

Although a droplight was provided in the end, there is no evidence that any were actually steps. See notes to E. 19.

Check of Internals as for E. 19.

Note, that although it is usual for pairs of clerestory ventilators over pairs of luggage doors to have a small panel intervening, this diagram does not show such a panel.

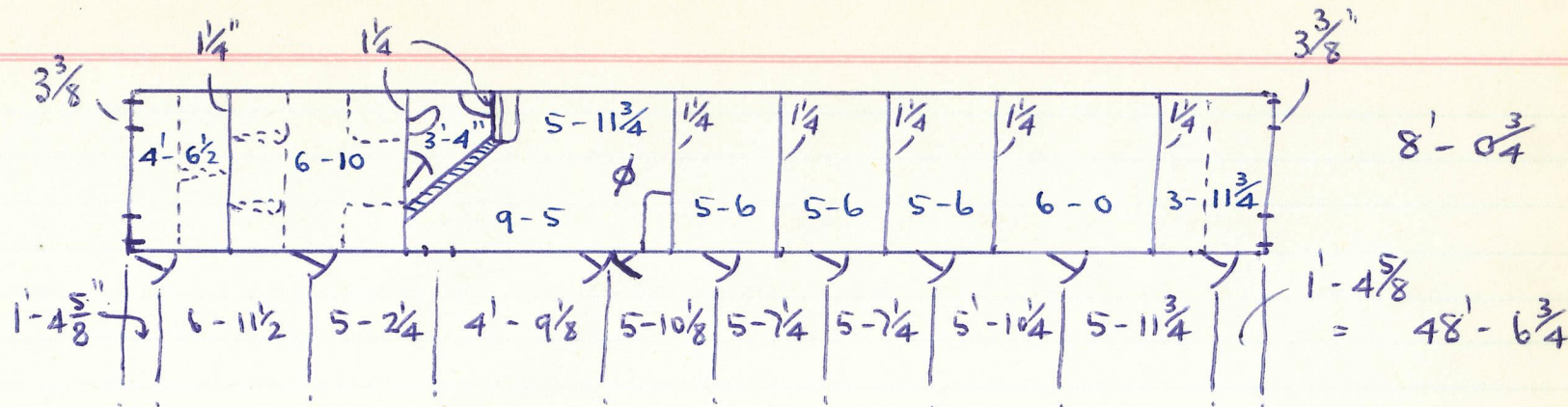
N.B. 714 became 725.

495 " 727. (but 732 was allotted before 495)

493 " 726

Not certain how long they bore their earlier numbers, nor whether 732 was borne at all.

E24.



1/4" DIAG. N^o-35095 CLER. TYPE II BOT. 6'-4" WB. 38'-0
 LOT 466 ONLY. BG. CONVERT. TYPE III.

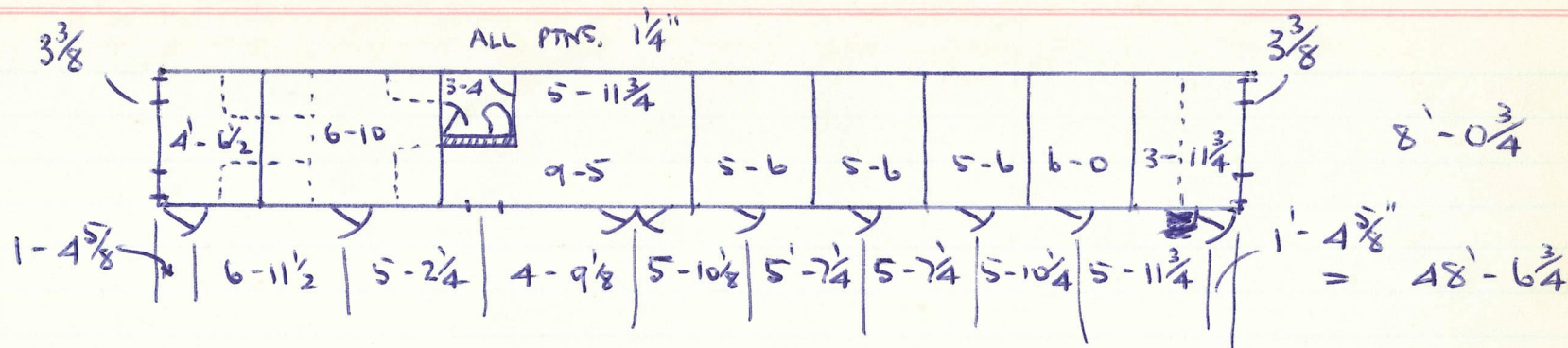
This design is a variant of E25, the differences being in the shape of the CAV., the door of which is in the centre of the partition so that there are 9 1st class seats instead of 10. Since a thick tank partition is shown, E24, is probably an early alteration i.e. before 1897 or so, when roof tanks were introduced.

N^o-7033 only, but 7309/10 may at one time have been on this DIAG. (47324/38/40 definitely were)

The rest of LOT 466 is on E25 WAS BG. 568.

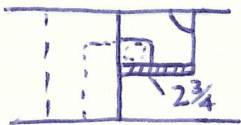
ENDS	6 3/4
7 PTNS @ 1 1/4	8 3/4
1/1ST COUPE	4-6 1/2
1/1 x 6-10	6-10
1/2 x 6-0	6-0
1/2ND COUPE	3-11 3/4
3/3 x 5'-6	16-6
LUGG & GUARD	9-5
	<hr/>
	48-6 3/4

Note: Whilst LOT 466 belong to a period when 3 1/8" ends were std, this design has 3 3/8" by reason of the fixed lights in the end walls of the coupes.



$\frac{1}{4}$ " DIAM. N^o 35106 CLER. TYPE II. BOGIE 6'-4" WB. 38'
 LOT 466 B.G. CONVERT. TYPE III B.G. 563-568 SG. 1030-5 LATER 7030-5 (7033 IS ON E24)
 LOT 483 SG. 1301-1340 LATER 7301-7340
 LOT 478 SG. 732 LATER 6732.
 CHECK OF INTERNALS AS FOR E24.

Plant Elev. published in Rly. Engineer AUG 1895 PP 254/5
 shows a different arrangement of LAV. & is not a BRAKE Vehicle.



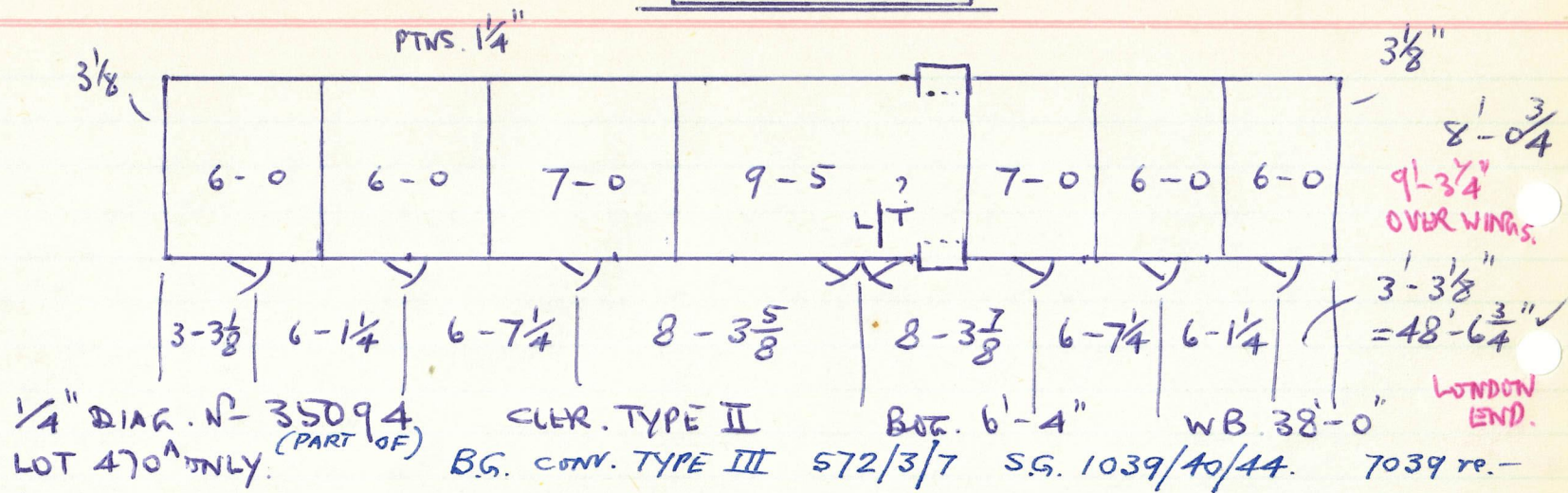
This design is supposed to have 10 - 1st class seats, but it is difficult to see how this comes about, unless the armrests in the coupe are as E24 & not as shown in E25

See note on E24 about thickness of ends.

There is some evidence suggesting that the one on LOT 478 was originally proposed to be 50 ft body.

NO L/T SHOWN

E26



$8'-0\frac{3}{4}$
 $9'-3\frac{1}{4}$
OVER WINGS.

$3'-3\frac{1}{8}$
 $=48'-6\frac{3}{4}$ ✓

LONDON END.

CHECK OF INT.

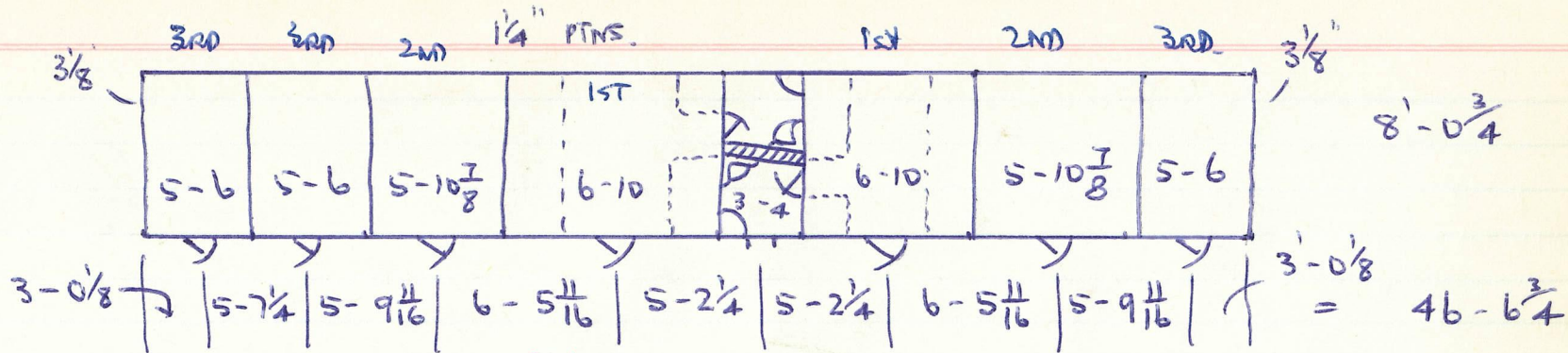
ENDS.	$6\frac{1}{4}$
6 PTNS $\frac{1}{4}$ "	$7\frac{1}{2}$
2/1 x 7-0	14-0
4/2 x 6-0	24-0
VAN	9-5
	<u>$48-6\frac{3}{4}$</u> ✓

Lot 470 was originally to have been 7-1st/2nd. COMPOS.
 $46-6\frac{3}{4}$ long. but the quantity was altered to 20 & nearly
 everything else appear to have been altered too.
 3 were built E26 LOT 470^A; 6 were built E28 LOT 470^B.
 5 were built E27 LOT 470^A and the remaining 6 (E27) were
 transferred to LOT. 544.

LOT. 470 ordered to be built with "High Pressure Gas."

GOT PHOTOSTAT DWR IN FILE

N° 35094



1/4" DIA. DWG 35111 PAN. <LER. TYPE II BOGIE 6-4 W.B. 36-0

LOT 470^A (REFERRED TO ELSEWHERE AS LOT 470^c)

" 544 B.G. CONV. TYPE III 578-80 587-8 S.G. 1045-9 (7045-9)
 " 544 " " " " 581-6 S.G. 1050-5 (7050-5)

CHECK OF INTERNALS.

ENDS	6 1/4
7 PTNS @ 1/4	8 3/4
2/1 x 6-10	13-8
2/2 x 5-10 7/8"	11-9 3/4
3/3 x 5-6	16-6
LAV	3-4
	<u>46-6 3/4</u>

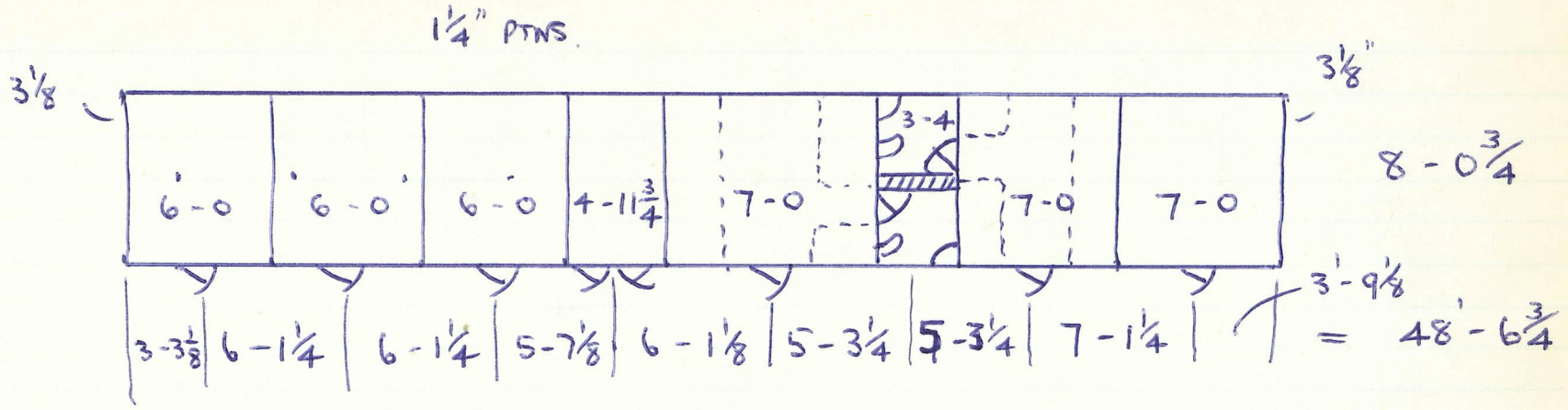
? Should Tank Partition be drawn strictly longitudinally?

See notes on E26.

For similar designs with (1) OBLIQUE LAV PTNS. SEE E31
 (2) THICK ENDS. E37.

LOT 544 was ordered as 15/16, but reduced to 9/16, the balance of 6 being built as std gauge. & transferred to LOT 614. E34.
 The 9 eventually built on LOT 544, comprised 6 - E27, transferred from LOT 470 and 3, E28 (B.G. 613-5).

GOT PHOTOSTAT DWG IN FILE
 N^o 35111



$\frac{1}{4}$ " DIA. DNG 34901 CLR TYPE II BUTTE 6-4 WB 38-0

LOT 470^B (PART OF ~~OF~~) BR. CONV. TYPE III 569-571, 587/8 S.G. 1036-8/41-3.
(7036-8/41-3)

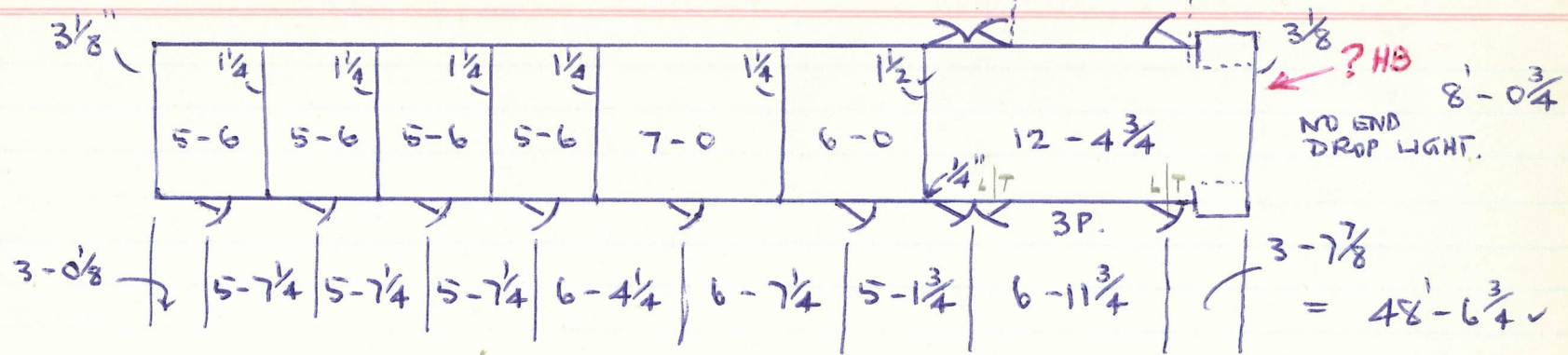
LOT 544 (PART OF) - - - - - 613-5 S.G. 1056-8 (7056-8)

<u>CHECK</u>	
ENDS.	$6\frac{1}{4}$
7 PTNS @ $\frac{1}{4}$	$8\frac{3}{4}$
$3/1 \times 7-0$	21-0
$3/2 \times 7-0$	18-0
LURK	$4 - 11\frac{3}{4}$
LAV	<u>3-4</u>
	<u>$48 - 6\frac{3}{4}$</u>

SEE NOTES TO E26 & E27.

NO T/L SHOWN (BUT SEE F.4.)

E29



1/4" DIAM 35116 CLER III Bogie 6'-4" W.B. 38'-0"

LOT 471 The reason for vehicles of so early a lot showing CLER III is that the order appears to have been long held up.

Described as "Compo Coupage LOT 471 M.S. note N^o 7296

This is identical with the slip F4. (q.v) except for having no drop light in the end wall of the van.

Tho' no lamp top is shown over the van in this DIAR, F4 displays one over the C/L of the Guard Door & over C/L R.H. leaf of D.D.

ENDS.	6 1/4
5 PTNS. 1/4	6 1/4
1 " 1/2	1 1/2
4/3rds @ 5-6	22-0
1/1st 7-0	7-0
1/2ND 6-0	6-0
VAN	12 - 4 3/4
	<u>48 - 6 3/4</u> ✓

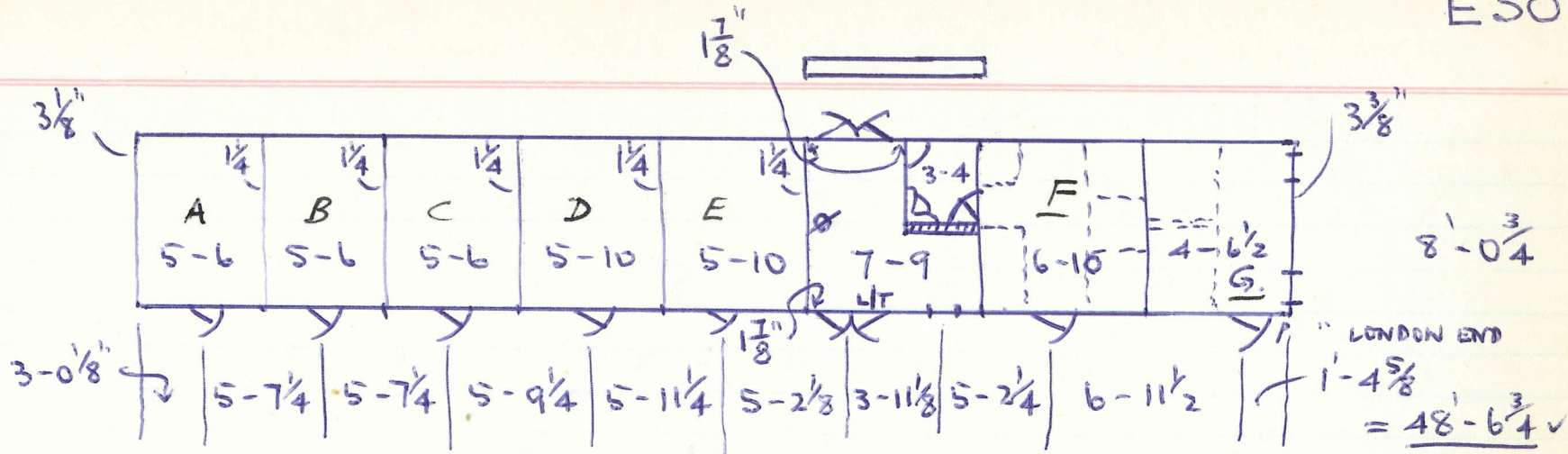
WINGLESS IS. E.106

Besides 7296 worked on the DIAR;

7291/2 7294-6 7298-7300 were E29.

Two more 7293 & 7 were F.4.

The 1/2" PTN. (VAN) is present for the same reason as the latest contour of roof stated above.



1/4" DWG 35098 <LBR II Bogie 6'-4" WB 38-0

LOT 487 ONLY. N^o 6711 (APPARENTLY, ORIGINALLY 639 THEN 711 (= 6711).)

Diagram described as COMPOSITE/CARRIAGE/WITH SINGLE COUPE' LOT 487

N.B. This diagram shows the trussing (KINGPOST) and in doing so appears to be unique, or almost so!

No ventilator in the clerestory is drawn over the LAV, perhaps in error
 The handbrake may be a later addition, with the guards of E24/25
 rest, as in E24/25.

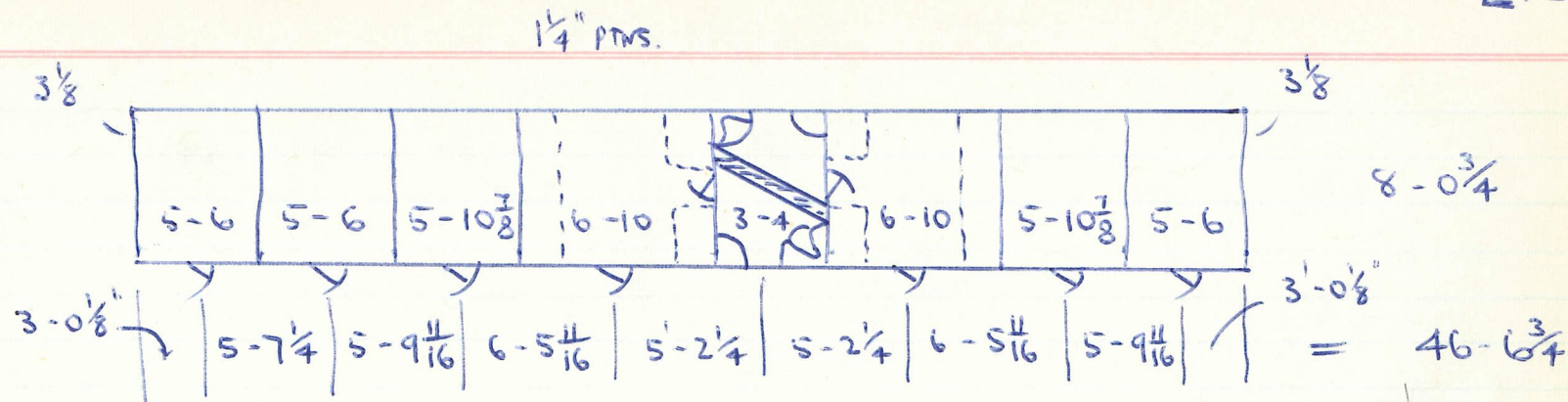
CHECK

ENDS. L.H.	3 1/8
" R.H. WITH WINDOWS.	3 3/8
7 PTNS @ 1/4	8 3/4
3/3RDS @ 5-6	16-6
2/2NDS @ 5-10	11-8
VAN	7-9
1/1ST	6-10
1/2/1ST	4-6 1/2
	<u>48-6 3/4</u>

C/L "E" to C/L. DD.	5-2 1/8"
LESS 1/2 CPT. 2-11	
PTN	1 1/4"
	→ 3-0 1/4"
	<u>2-1 7/8"</u>
LESS DOOR	2-0
∴ "CLEARANCE"	<u>1 7/8"</u>

The DD. are sited centrally within the ~~4'-3 3/4"~~ 4'-3 3/4" of the VAN on the off side.

CPTS. 2/1 5/3.
 PASS. 10/1 50/3 = 60



$1/4$ " Diag. 35101 Clere II Bogie 6-4, W. R. 36-0
 (should be Clere III? Clere III appears at L. 545)*

Lot 554 only 7341 - 7360

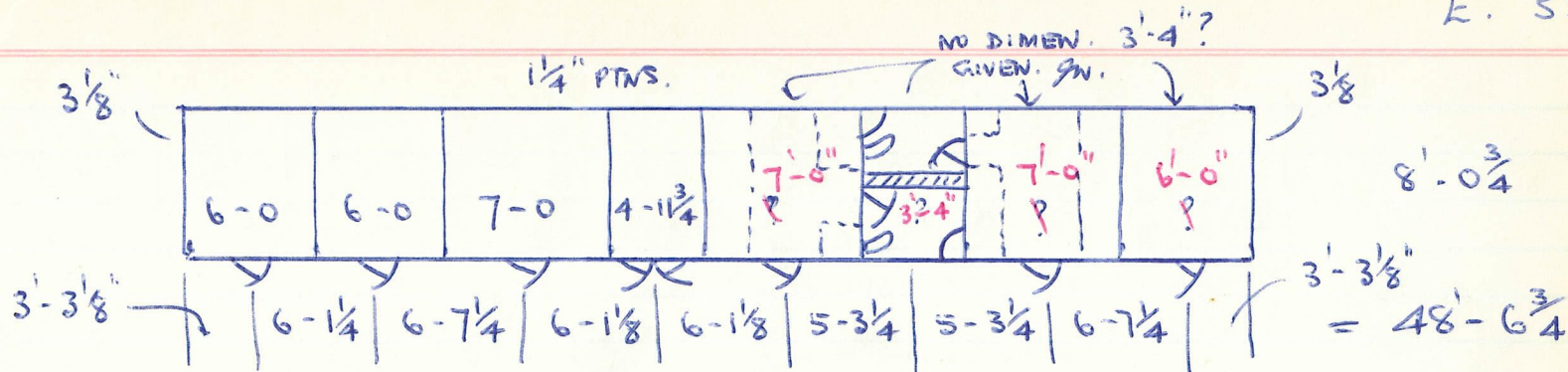
This type is identical with E. 27, save for having oblique law ptns. instead of longitudinal ones. The seating is, therefore, 2 Firsts less - For check of internals see E. 27.

7352. 12/1st seats
 7350. 14/1st "
 12 seats may be obtained by putting four aside on the full length seats;
 14 seats obtainable only by off centering the law doors.

* Although Clere III appears with lot 545 the roof shown for C.S. L. 545 may be unreliable. Lot 557. E. 32 is diagrammed as Clere II & photographs (in the collection) of four of this lot confirm the diagram.

E. 32.

E. 33.



E. 32. 1/4 Diag. No 34965. ← GOT PHOTOSTAT DWG IN FILE.

E. 33. " " 34971. (differs only in the lavatories).

Lot. 557. Clearestay Type II (PAN) 1381 - 1400 (7381 - 7400).

" 591. " " III. 1361 - 1380 (7361 - 7380).

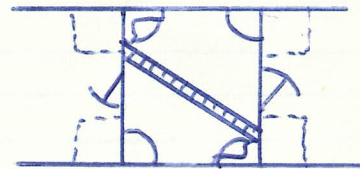
" 610. " " III. 1401 - 1404 (7401 - 7404).

Bogie 6.4 W. B. 38-0.

Check of Internals: -

Ends.	6 1/4
7 ptns x 1 1/4	8 3/4
3 1/8" x 7-0	21-0
3/2" x 6-0	18-0
Luggage.	4-11 3/4
Lav.	3-4
	<hr/>
	46-6 3/4

E. 33.



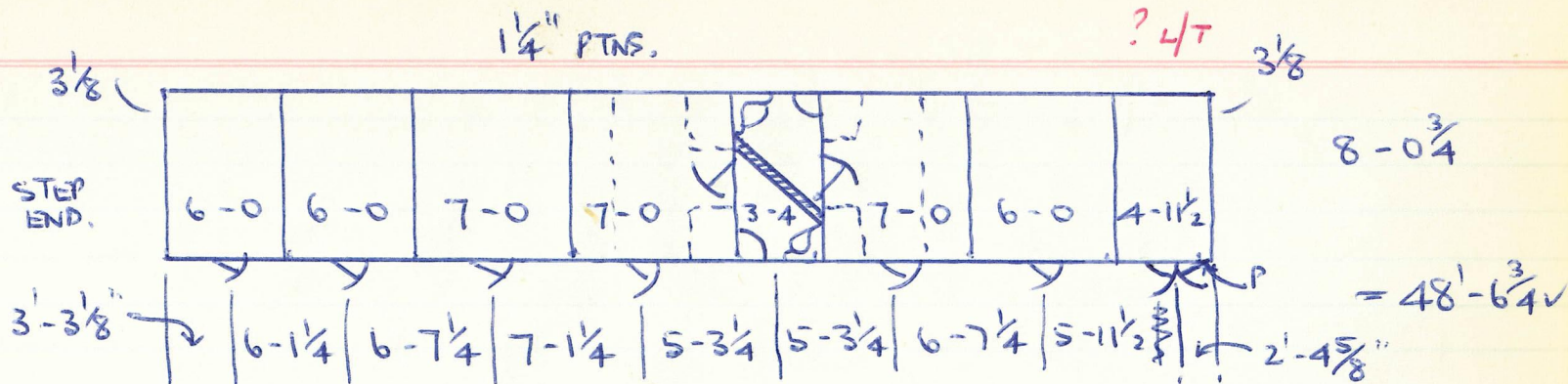
E. 32. L. 557. "7381 - 7399" but see 7388

E. 33. L. 557. 7388, 7400.

" L. 591. 7361 - 7380.

" L. 610. 7401 - 7404.

looks as though L. 557 was built as E. 32 & two converted to E. 33; but that lots 591 & 610 had been built as E. 33.



$1/4$ " Drawing 9616 Clear III 6-4 Bogie H.B. 38-0
1059 - 1064 (7059 - 7064)
Lot 614. N.G. 1st + 3rd Comp. (with luggage & lavatories).

Check of Internals:-

Ends.	$6\frac{1}{4}$
6ptns $\times 1\frac{1}{4}$	$7\frac{1}{2}$
1ptn $\times 1\frac{1}{2}$	$1\frac{1}{2}$
$3/2$ nds $\times 6-0$	18-0
$3/1\frac{1}{2}$ s $\times 7-0$	21-0
lav:	3-4
luggage	$4-11\frac{1}{2}$
	<hr/>
	$48-6\frac{3}{4}$

Composite Corridor. They were not built with corridor. But if that was the initial intention, it is not difficult to see why the luggage compartment was placed at the end. Further, it is possible that they were intended to be without gangways; the seconds at one end corridor connected to one of the pairs of lavatories, the firsts grouped together & corridor connected (on the other side of the vehicle) with the other pair of lavatories (cf. F. 15). Without reducing the luggage lobby to under 4-0 (the width of a pair of standard doors) it does not seem possible to provide 2 lavatories of a size large enough to open into a side corridor, even with contemporary side gangway if the body is $48-6\frac{3}{4}$ long as ordered. The earliest side gangway vehicles were completed before lot 614 was ordered.

See notes to E. 27: Six vehicles ordered on L. 544, intended to be B.G. & (it seems) E. 28, were transferred to lot 614 to be S.G. As built they differ in design from E. 28 in having the luggage compartment at the end of the body & not in the middle. Not lot 614 was ordered as "Comp Cor" (according to Longridge's notes), which must mean