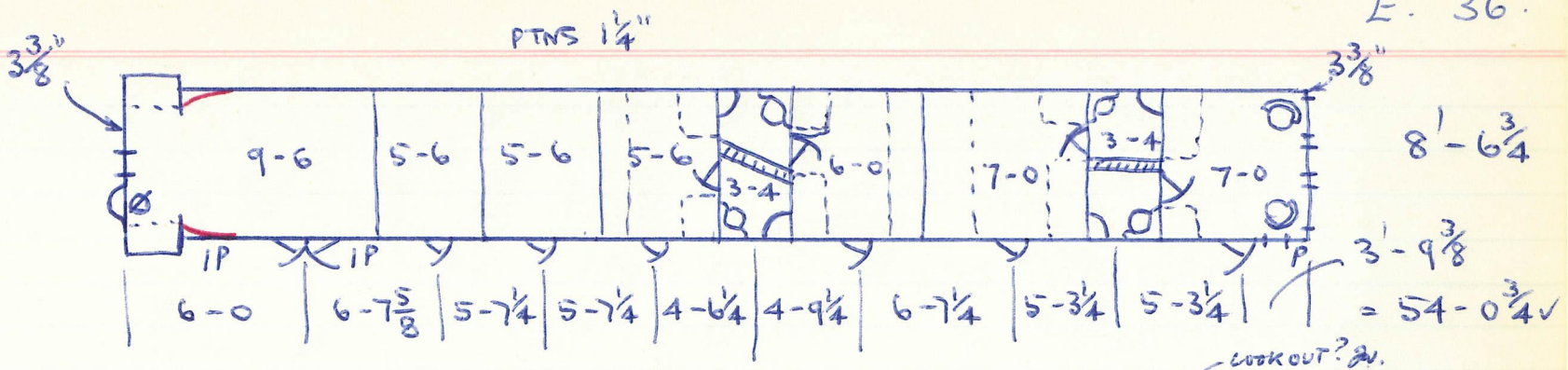


E. 35.
E. 36.



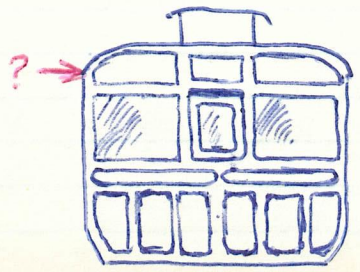
1/4" Drawing. E. 35. 35028. E. 36. 35099 **TURN-IN TO L/O E36 AS INDICATED.**
 Lot. 630 [Tri] Composite Carriage / with luggage & lavatories
 Vehicles identified E. 35. 7289 E. 36. 7290.
 Bogie 8-6. W.B. 46-0. Truss posts should be at 4ft centres.
 Clerestory panelled. E. 36 has Royal Ends to roof. but like G. 30 class III

Check of Internals:-

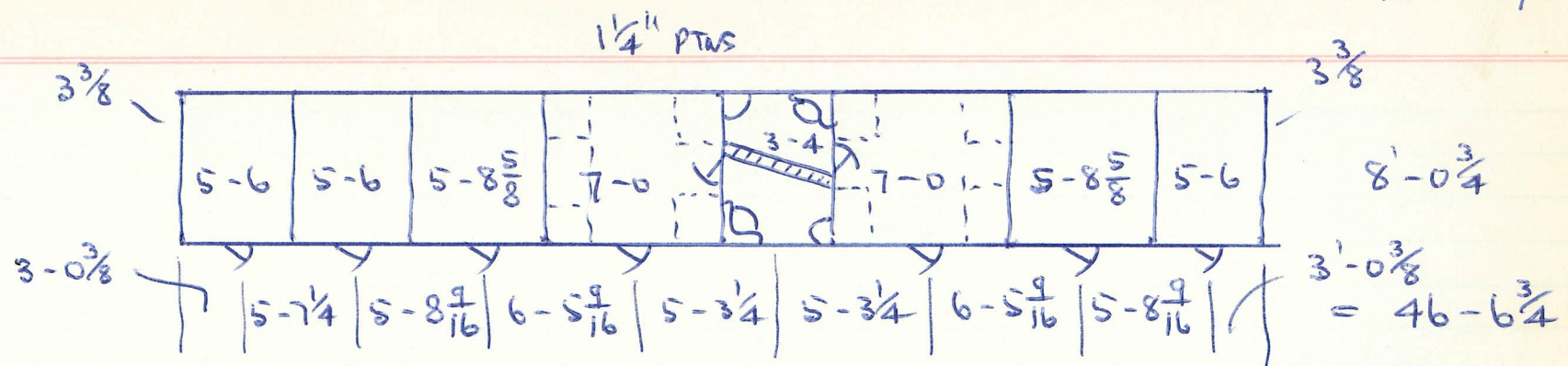
Ends	6 3/4
8 posts x 1 1/4	10
Guard & hugg.	9-6
3/8ths x 5-6.	16-6
2 laws x 3-4.	6-8
1/2nd x 6-0.	6-0
2/1st x 7-0.	14-0
	<u>54-0 3/4</u>

Lamp tops not shown, Bullseye lenses to wings
 Droplight in van end suggests former SLIP No! W.C. 22 11c
 Order increased from 1 to 2 vehicles the second with
 "OVERHEAD" roof (i.e. overhanging at ends & clerestory
 sloping down in Pullman fashion). There is no
 evidence that either ran as a slip carriage.
 These appear to have been the first vehicles
 built new with the 8-6 bogie, in mid. 1892,
 but it seems probable that the sleepers
 were so fitted on conversion from B.G in
 May of that year.

ARRANGEMENT OF RH. END.



DOES E36 HAVE A
 TURN IN AT THE
 OBSERVATION END. AS
 WELL AS AT THE
 LOOK OUT
 (L/O) ?



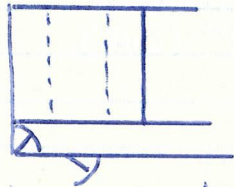
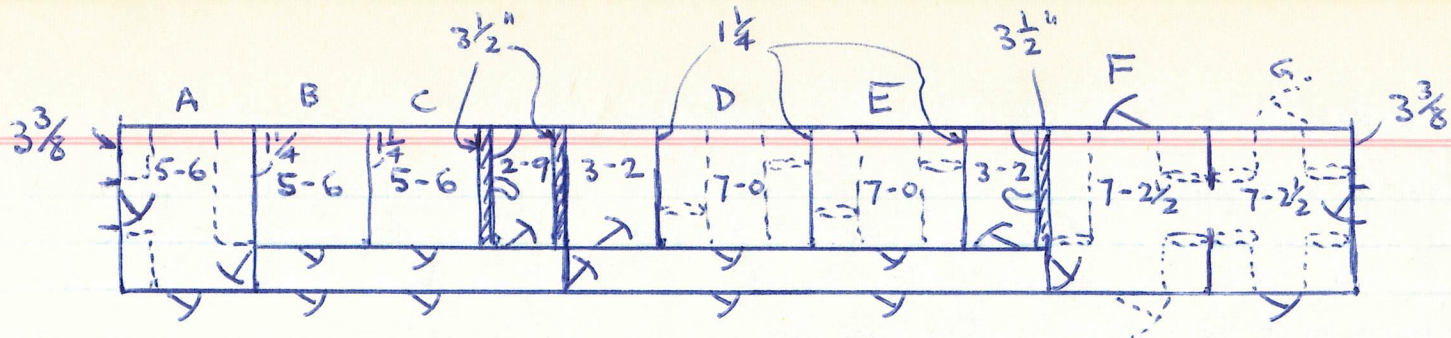
VERIFY 9321 $\frac{1}{4}''$ Drawing. 9321 Class III Bogie 6-4. W.B. 36-0 (no lamp top shown over lav. window).
 IS AN OBSOLETE Lots. 634 + 658.
 N^o (N^o OF EXISTANT DIAG. NOT RECORDED)

Check of Internals.

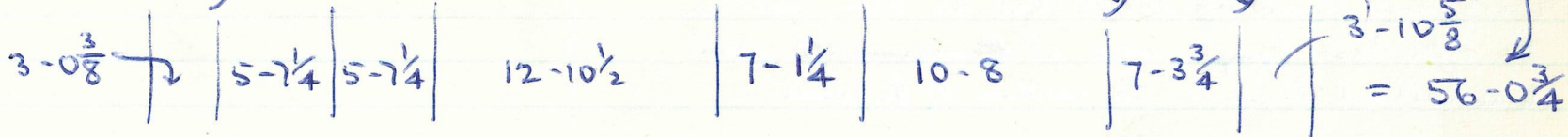
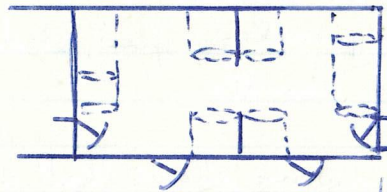
Ends	$6\frac{3}{4}$
7 ptns x $1\frac{1}{4}$	$8\frac{3}{4}$
3/Beds x 5-6	16-6
2/2nd x $5-8\frac{5}{8}$	$11-5\frac{1}{4}$
2/1st x 7-0	14-0
Lav.	3-4
	<hr/>
	$46-6\frac{3}{4}$

Vehicles Identified: -
 Lot 634 - 7279 - 7288.
 Lot. 658. 7269 - 7278.

See also E. 27 + E. 31 This design differs from E. 27 in having oblique lav. ptns (inter alia) + from E. 31 in having thicker $3\frac{3}{8}$ ends - larger fists + smaller seconds.



ORIGINAL END LAYOUT



BUT ADDS UP
TO 56'-1"
(SOMETHING
WRONG!) 9v.

1/4" Drawing. No. 29963 Bogie 8.6 W.B. 48-0 Truss posts not drawn but should be at 4ft. centres (They are. See photograph in the collection)
 Lot 695 Vehicles identified 7597/8 (afterwards fitted with centre gangway in ends.)

Check of Internals:-

Ends.	6 3/4
6ptns x 1 1/4	7 1/2
3 tank ptns x 3 1/2	10 1/2
3/3rd x 5-6	16-6
2/1st x 7-0	14-0
2/1st x 7-2 1/2	14-5
1 lav. x 2-9	2-9
2 lavs x 3-2	6-4
	<u>56-0 3/4</u>

Original form was side gangway as shown in the lower (part) sketch plan.

This is taken from a plan with internal measurements published in the Rly Engr. for July 1894. pp. 211/2. These vehicles worked in two rakes for Up & Down "Cornishman", as follows:-
 D. 10. C. 8. C. 8. E. 38. D. 12
 BKe L. 4/3 L. 573. L. 3/3. L. 573 L 3/3. 5/3 L. L. 2/1. L. 2/1. 2. L. 2/3 L. BKe
 L. 691. L. 692. L. 695. L. 696.
 with one E. 39 trailing, for Falmouth all the year round, & a second E. 39 (summer only) for Newquay.
 N.B. L. 693 is A. 2. & L. 694 is C. 9 (second) which suggests that the alternative type of Corridor Train, without any Composite was regarded as a prior order when assigning lot. numbers.

Drawing 29963 shows on the elevation the mouldings appropriate to a dummy door for bay "F" on the rear side; the dummy doors in the corridor stock of this year being staggered. There are vertical bottom panel mouldings down each door edge; otherwise the mouldings are as though a door were present, save that the waist panel is full width by reason that there is no handle.

This same drawing shows that the arm-rests in the First Class Compts. were at ~~the same~~ some time altered to be in the centres of the seats.

It is not yet known when the seating was altered nor when extra doors were fitted

The external measurements are computed
→ not checked against 29963

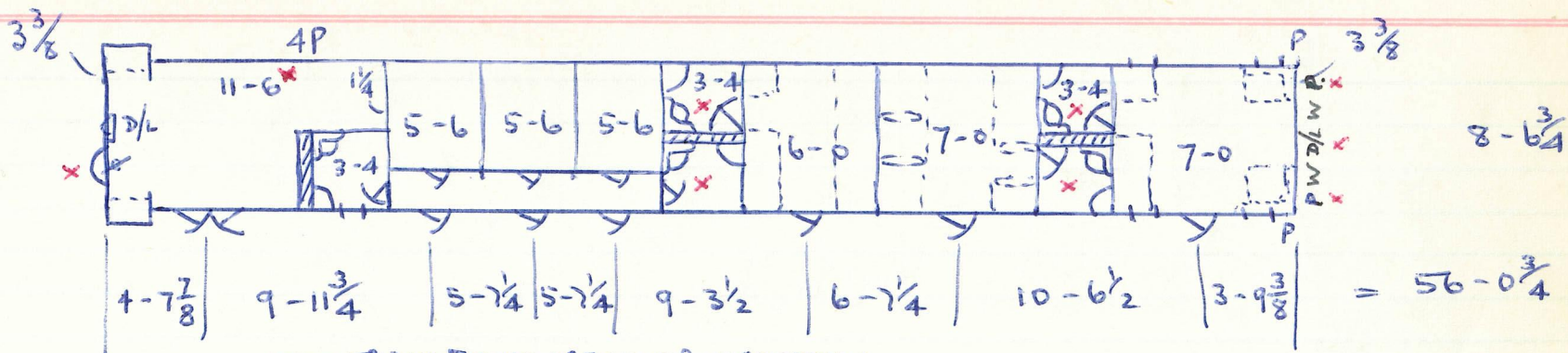
? Corridor width. Should be $1-10\frac{1}{2}$.

The 3 Third Class Cpts.
have at some former
time been marked Second.

"Recessed Armrests
No. 7598" (Cpts)

⊗ VERIFY. Brake. Van length. Lamp. Top & arrangement of end

E39



2ND FIGURE OBSCURE & UNCERTAIN

1/4" DWG. 35057 BORIE 8'-6" W.B. 48'-0" TRUSS POSTS should be at 4' centres.

(4 ft cc. see photo in collection). 4x 13 3/4 LIGHTS TO END CPT. D/L in end apparly normal

size for a door droplight. Wide fixed windows flanking D/L. and a panel (about 2nd class size) between each such window & the side of the body. Droplight in Van End whether LOT. 697. NOS 7254/56-57/59-68 FOR 7255, & 7258 see FG. SLIP OR NOT.

The ext. dimens. are taken from FG which resembles E39 except for having D/Lights in the van end by reason of being a slip. Internal dim. from plan in RLY ENG. JUNE 1894 pp 211/2. and differ from FG in giving 1/4" more to the van!!! Another difference between Rly Eng plan & FG. - The double doors are shown some distance from the wing & next to the LAV. This feature is actually present in E35/36. It is more likely that the official DIAG is right & the RLY. ENG. plan wrong. - but not certain

E39 shows an inclined Handbrake Column whereas the published plan shows a box projecting thro' the end wall. to allow BK. handle to turn.

The LAV. layouts are again different. In 35057 the van lav. has been removed & a cupboard substituted.

The LAVS also differ 35057 is:-



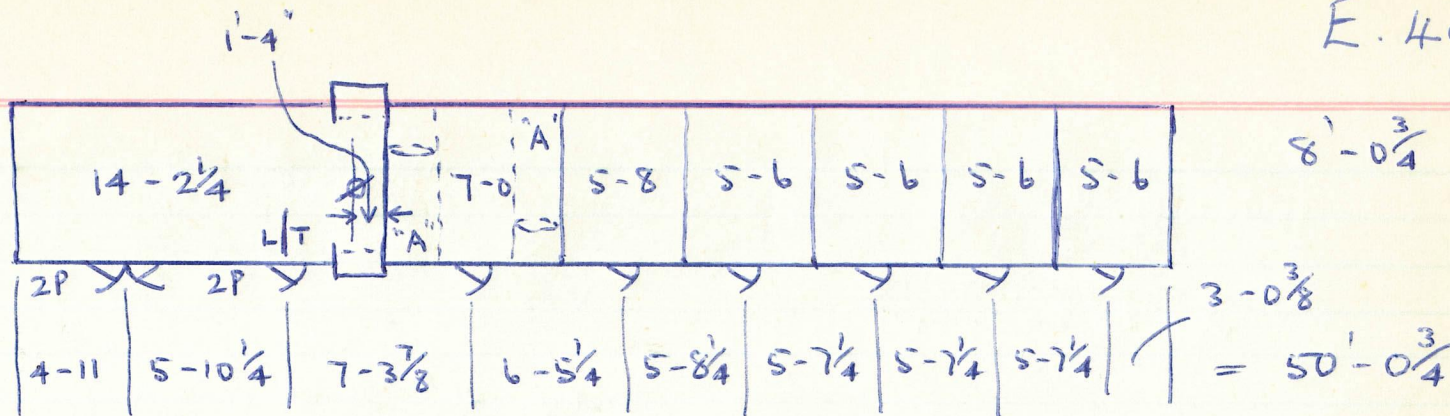
compared with those of E35/6, E41, E44, E45 & E52 also FG, F7, & F8.

M.S.

"Projectum removed & 1 seat for guard on N^o 7260 & 7256
LAV. ~~Seat~~ next to Gds Comp. removed on
N^{os} 7268 7256 7264/5/7 7260/1/2.

Photos of off side in collection, one of which
shows the observation end.

E. 40



1/4" Drawing 35093. 3 centre roof. Bogie 8-6. W.B. 42-0.
 No trussing shown, & might be expected to be greenposts at 4 ft. centres, since these are still present in E. 41 lot 748. Note, however, that the underframe with 8-6 bogie for a 50-0 ³/₄ body, published in the Rly Engr. for September 1894, pp. 275/6 shows posts at 2 ft. centres. M.L. photograph shows posts at 2 ft. centres.
 Lot 729 - Nos. 7248 - 7253

Check of Internals -	
Ends	6 ³ / ₄
1ptn x 1 ¹ / ₂	1 ¹ / ₂
5ptns x 1 ¹ / ₄	6 ¹ / ₄
Cpd. & lugg.	14-2 ¹ / ₄
1/1st x 7-0	7-0
1/2nd x 5-8	5-8
4/3rd x 5-6	22-0
	<u>50-0 ³/₄</u>

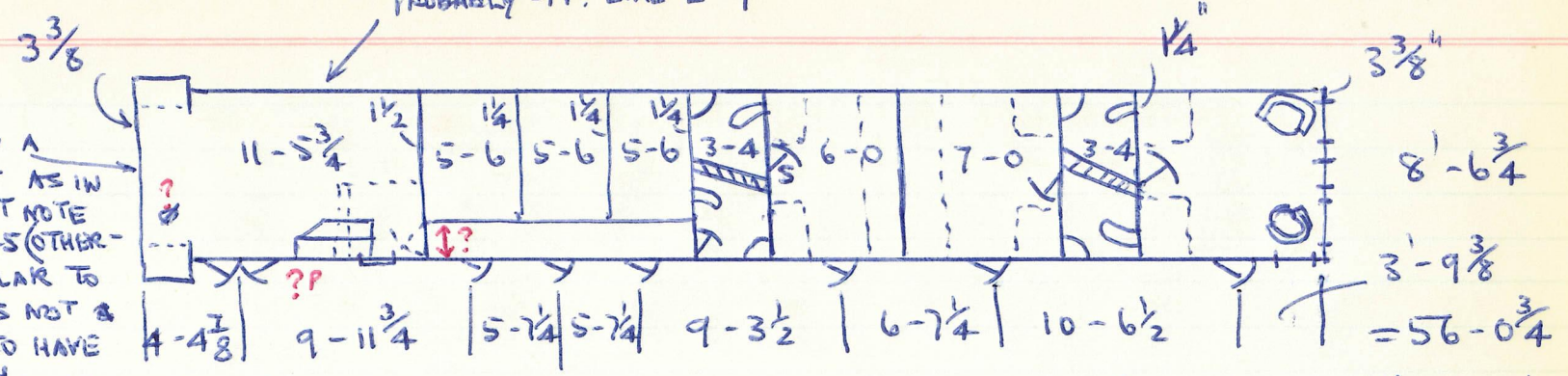
Octavo Diagram shows additional arm-rests, added in ink at "A".

Mk. additions on 1/4" Drawing:-
 "Swindon fireproof flooring in luggage compartment, No. 7253"
 "No. 7250 Guards projections removed & one seat fitted See E. 130"
 "No. 7253 [ditto]"
 "Seats in No. 7249. 9 - 1st. 41 - 3rd
 How on earth can they have attained this seating?"

E. 41

PROBABLY 4P. LIKE E39

PROBABLY A
DROPLIGHT AS IN
E39 BUT NOTE
THAT E45 (OTHER-
WISE SIMILAR TO
F8) DOES NOT &
APPEAR TO HAVE
HAD SUCH.



1/4" Drawing 40357. Bogie 8-6. W.B. 48-0 Trans posts presumably at centres
 Lot 742 (part of) 1228-30/33-36. (7228-30) For remainder of lot see F. 7 (1231/2/7).
 Similar to E. 39 save for having oblique law. partitions, & therefore seating two First
 class passengers less; & in having a wide quarterlight in the observation compartment
 between the door & the corner. "law. next to guards compartment removed &
 cupboard fitted on No. 7228, 7229, 7234. 7236. 7235. 7230. 7233".
 "No. 7228 Bottom stepboards fitted for special military traffic"

Check of Internals.

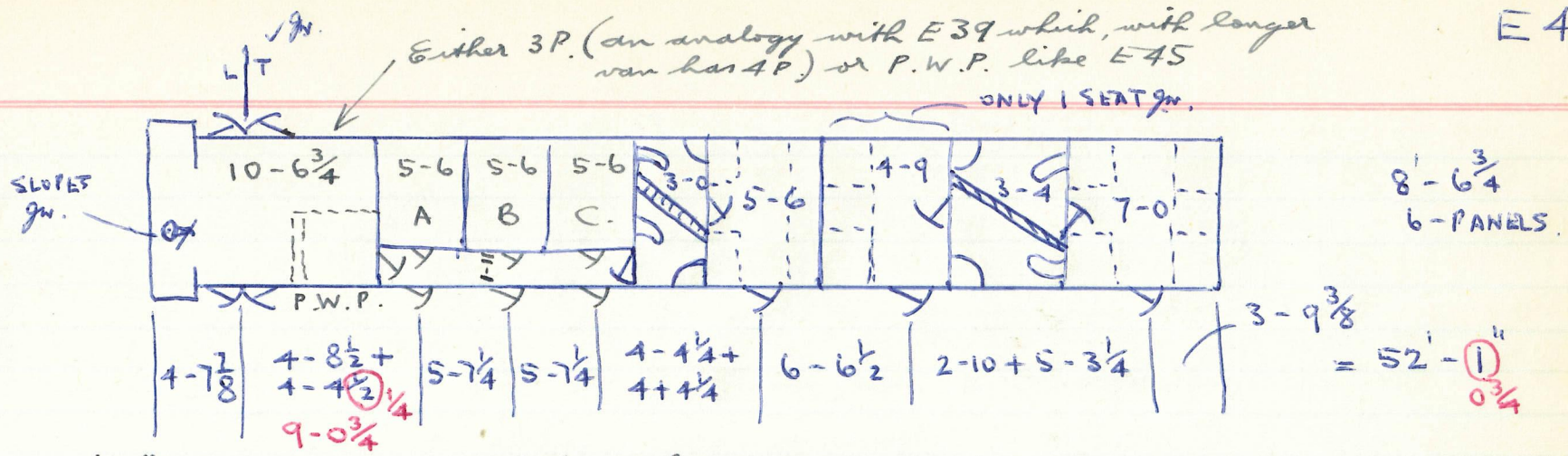
Each.	6 ³ / ₄
1ptn x 1 1/2	1 1/2
7ptns x 1 1/4	8 ³ / ₄
End & lugg.	11 - 5 ³ / ₄
3/3 rd x 5-6	16-6
2 laws x 3-4	6-8
1/2 nd x 6-0	6-0
2/1 st x 7-0	14-0
	<hr/>
	56 - 0 ³ / ₄

For ship version see
F. 7.

"S" Door to law. of Second Class compartment shows
 signs formerly of having opened inwards.
 ? Lamp top over D.D.

N.B. Width of wide fixed lights in the
 observation end is uncertain; may be like
 E. 39. or may be like E. 45.
 Note states "like E. 39 in all respects save
 oblique law. ptns. & long end side 9/4. If so
 then observation end follows E. 39

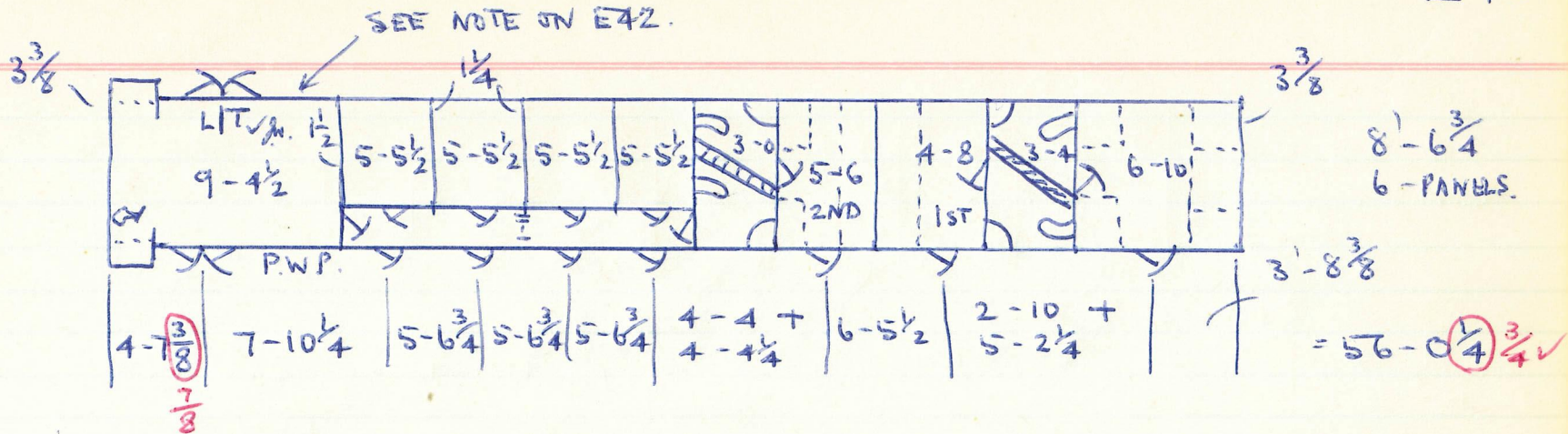
Wingless is E. 121. 7230/34



1/4" Dwa missing from binder. Partis taken from Wengler E107 61956 23T NOV 1921
 19C.
 LOT 748 only. N° 6715 only 8'-6 Big. WB. 48. T. Posts 4'
 N.B. This appears to be the only diag. yet examined which shows 4ft posts.

Note E107 doesn't show the LAV. layouts but for this purpose ref. has been made to E43.

The tank ptm (for which std size for this period was 4") was probably transverse, as it is doubtful whether a longitudinal tank would hold enough, but this point is not conclusive.



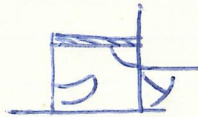
1/4 DWG 30639 BOG. 10' WB 48' TRUSS PISTS 2' centres.

THE EARLIEST LOT known with 10' Bog. + Std WB & Truss posts, preceded only by G3. LOT 745 which has bogie centres to give normal wheelbase with 8'-6 BOG, tho' fitted actually with 10' Bogie. & having truss posts at 4ft centres

LOT. 749 n.s. 6716 This is the only vehicle.

ENDS	$6\frac{3}{4}$
1 PT	$1\frac{1}{2}$
8 PINS	10
Eng & Dragg.	$9-4\frac{1}{2}$
4/3rd	$5-5\frac{1}{2}$
2ND	$5-6$
1/1ST COUPE	$4-8$
1/1ST	$6-10$
	<hr/>
	$56-0\frac{3}{4}$

The LAV. formly in the van, can be discerned on the 1/4" blueprint but not on the OCTAVO. print.



APPROX SQUARE BUT MEASUREMENTS NOT ASCERTAINABLE.

u
Projections removed 7592"

"LAV next to grounds CMPT. removed
and empounds fitted on N^o 5

7588/94/89/93/92/87 is all

LOT 814 stated to be 7587-89

Vehicle faced:-

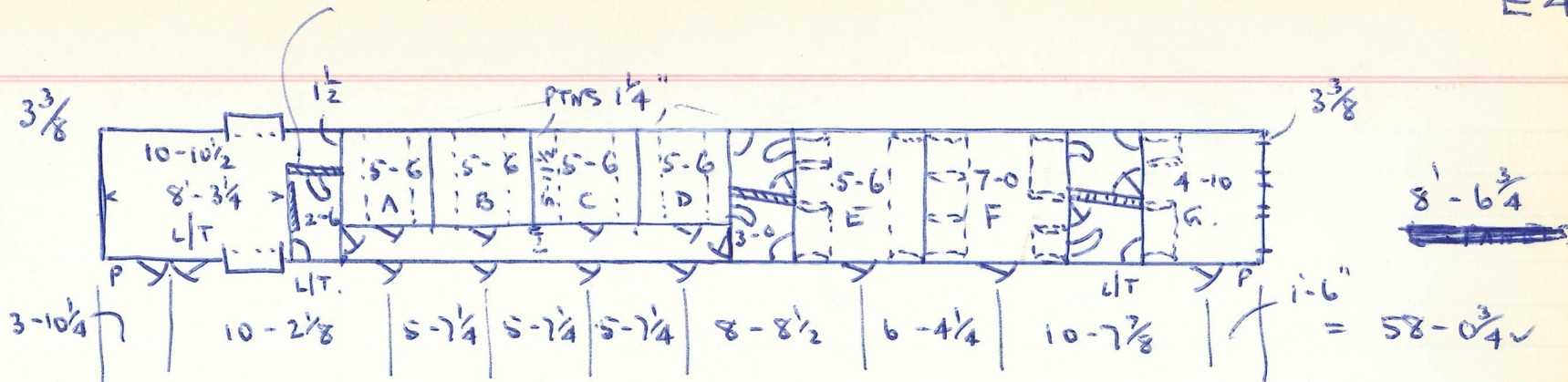
LOT 759 7592 93, & 94

CPTS 2/1 4/3

PASS^s 11/1 32/3^{ads}

LAVS 2/1 2/2^{ads}

LOT 814 7587/88/89.



1/4" DIA. 35115 Bay. 10' WB 48' CLEAREST. PANELLLED.

Van end has 6 panels. Coupe end has a centre D/L. in a bolection moulding flanked by wide lights not extending quite to the sides, but having no panels outside them.

LOT 765 only photo in collection (The 8" DIA. shows no handbrake and NONE APPEAR TO HAVE LOST THEIR WINGS. describes the design as a "COMPOSITE CARRIAGE".

The design is similar to the Slip F8 same in having no drop light in the VAN END.

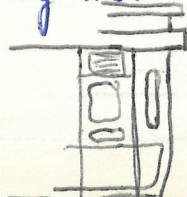
LOT 765 consisted in Nos 7238-7247; of these E45 accounted for 7239 7240/42/44/45/46/47 - the remaining three were slips F8.

Examine for Handbrakes?

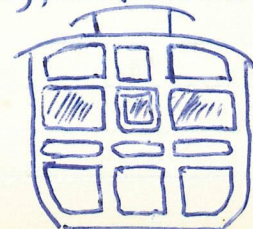
There is a plan & elevation of this design in RLY ENGR 1896 P25 tho' external dim. differ slightly from SW WINDOW DIA. 10'-10-7/8 against 10'-7-7/8

↑ THIS PROB. CORRECT

There are vertical mouldings for waist and bottom panel mouldings under the B two RH. laws. The R. ENGR. elevation its ventilator in the EAVES panel over the middle law (& that alone), separated from the panel by mouldings. This is probably incorrect.



From RLY ENGR. 1896.



(Insert before E46)

NOTE ON CLER. CORR COMPTS. 55 FT.

all Cler. Corridor Composites built new as 1st/2nd were 55-0³/₄ long and all had right handed FIRSTS (looking at the CORR SIDE). They fall into 3 main groups as tabulated.

- ① Built new as L 2/2 LL 4/1 L.
- ② " " " L 3/2 LL 3/1 L
- ③ " " " L 4/2 3/1 L.

where centre lanes were provided, they appear to have been LADIES with a LADIES only comp. adjoining. & the earlier lots had extra doors across corridor, separating the ladies only from rest. This involved a panel in the side wall, which, after removal of centre lanes is found in some (possibly the earlier) conversions to remain, and in other (pres. later) conversions to be replaced by a long light.

Date of conversion seems definitely to determine whether the additional compartment was (earlier) a THIRD, or later, (a FIRST)

I have observed that the following retained the wall panels.

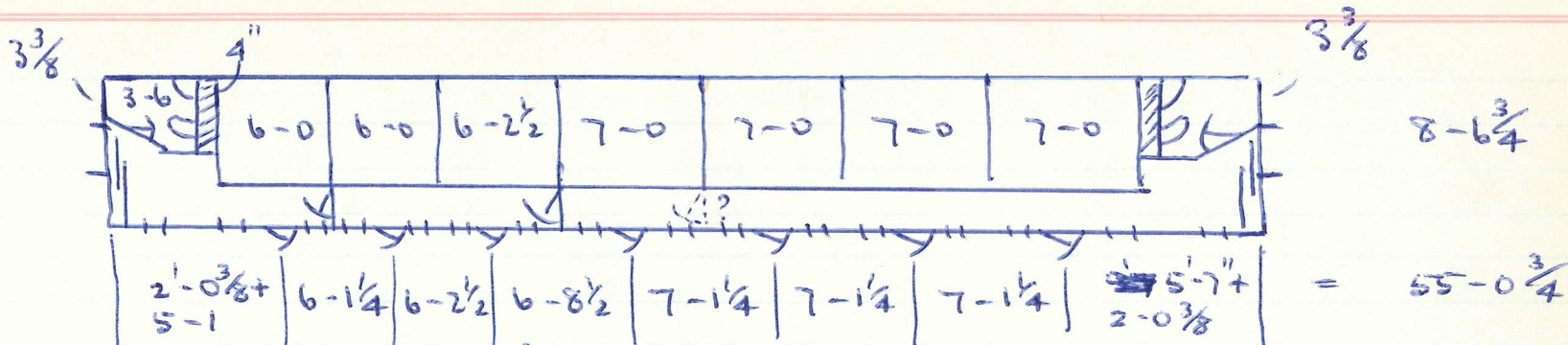
E65 7436 7436 7441
E66 7431 7435

See also photos in collection.

	LOT	ORIGINAL PLAG.	CORR. LIGHTS	EXTRA CORR DOORS	TANKS	CLERESTORY	CONVERSION TO	EXTRA	
①	792	E46	ALL 13 ³ / ₄ "	YES	PARTITION	PANELLED	E46 ✓ 9m	3RD	
	928	E68	MIXED	NO	ROOF	NOT PANELLED	E69	3RD	
②	831	E53	"	YES	PARTH	PANELLED	{ E54 E92 } E65 E66	3RD FIRST	
	918 } 918 }	E64	"	YES	ROOF	NOT PAN.		E65 E66	3RD 1ST
	982 & 986	E68	"	NO	"	"			{ E70 E71 } E66
	987 } 994 }	E73	"	"	"	"		-	
③	1008		"	"	"	"	-	-	
	1030		"	"	"	"	-	-	
	1040		"	"	"	"	-	-	
	1049		"	"	"	"	-	-	

See notes preceding this sheet

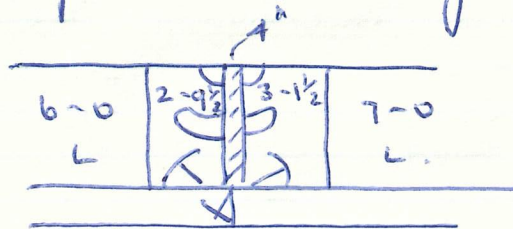
E46

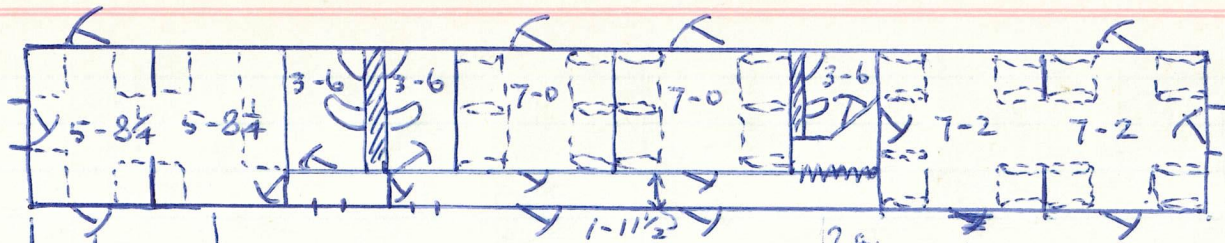


$\frac{1}{4}$ " DWG 34903A. Presumably the tracing of the original 4 LAV. design BSA 10'-0 WB. 47'-0 CLEAREST PAN. "SHORTS" ON COIPT. SIDE) suitably altered. LOT 792 1405-6 7405-6.

This is the PTW TANK design corresponding to E69 as E53 corresponds to E54 & E92. (tho' E46 has "shorts").

On the analogy of E53, the removed LAVS should be unequal in size. The following is probably not far out:-

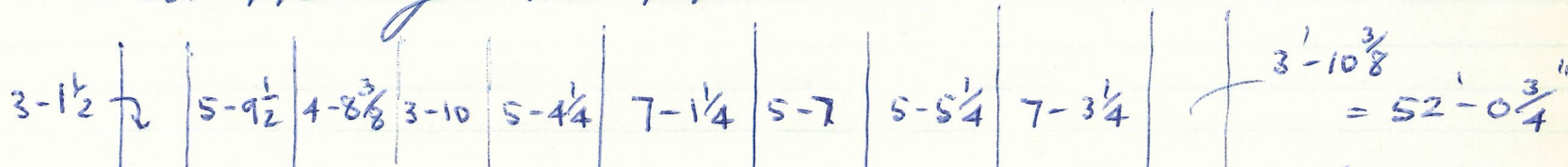




8' - 6 3/4"

1/4" DWG 30636 BOT. 10' WB. 44' CLEAREST PANELLED.

13 3/4" quarter light on CORR SIDE Vertical moulding on all four quarters
~~panels~~ panels midway between the windows of the adjacent pairs of
 LAVS & another vertical moulding under CL of window of RH. LAV.
 LOT 796 only NOS 7590 & 1



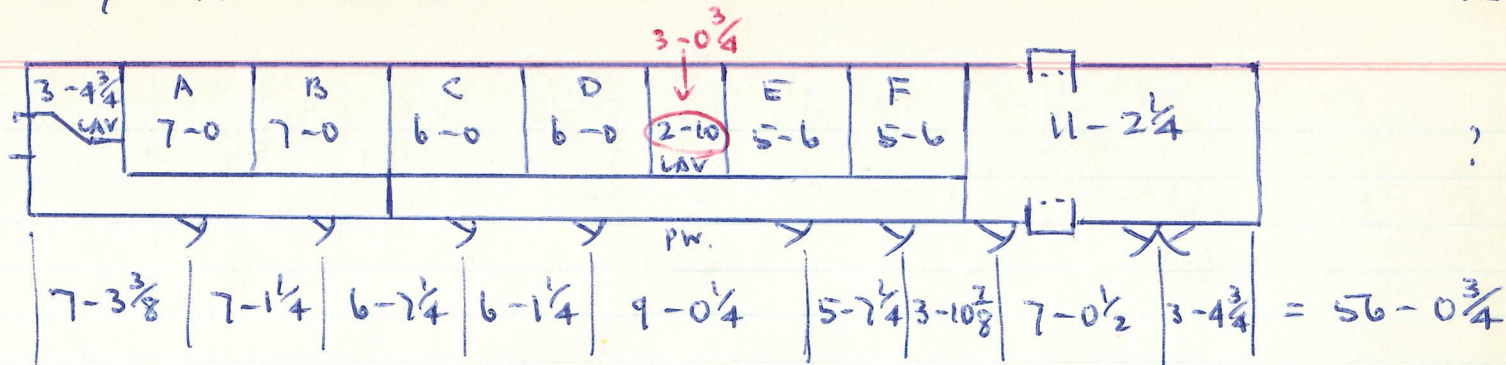
In the Swindon D.O. Binder there are two DWG's both N^o 30636 (no suffix)
 The first is the later form showing additional door added to the inner bay
 of each large open compartment. The second is the earlier form as above sketch
 with these bays provided with desk light within bolection mouldings
 & vertical waist & bottom panel mouldings under their CL.

The LH large open compartment was designed as a 3rd but upclassified to 2nd.
 Note unusual position of door dividing the classes - it is off the
 line of the tank partition

The diagrams show single panels on the 1st class section but N^o 7591,
 still on road in 1945, showed some of these panels as double

NOTE. MR BINNEY GOES INTO SEVERAL PAGES ON THIS (ANOMALIES ETC)
 ONLY COPIED SELECTED NOTES AS BELOW.

E48.



① altho short run, sep. lpts Rose provided in unique position for this period 1892-04

② altho univ. rule from 1876-1904 that if there is a CLR, there shall be CLR.
 vents centered over the door of each COMPT. — this is exception on CTS A to D.

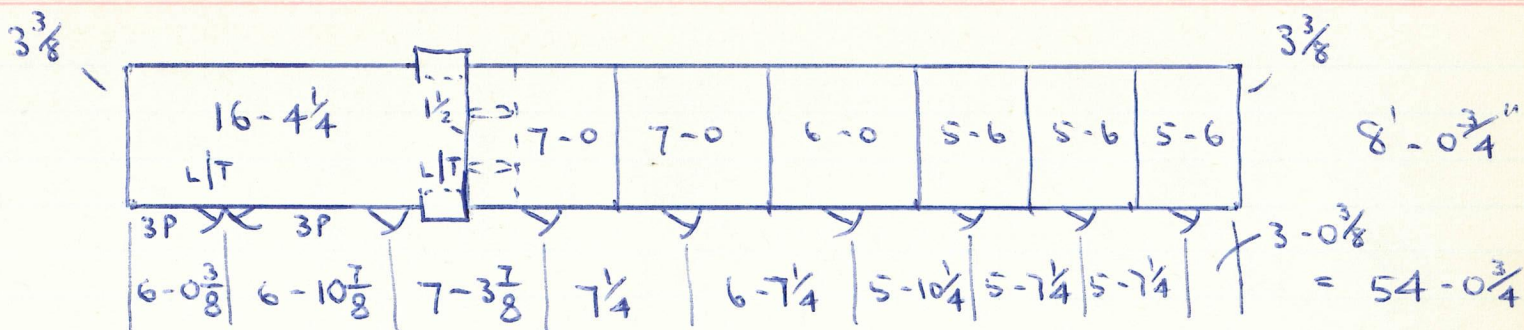
(see photo N^o 7224) get? In
 CWMAG.
 MOBILE CANTEN

LOT 798 is probably the original LOT N^o; there being
 no blanks but numbering backwards until 682

Note:-(a) Mr Binney describes this as semi-circular. Does this
 imply no rail connection at NW end? — probably! &

Note &. Probably best left alone for modelling purposes, as
 so many anomalies in Mr Binney's notes.

E. 49



1/4" Drawing 35027. 3-centre roof. 8-6 Bogie. H.B. 46-0
 Lot 802. 712-3 (6712-3).

Check of Internals.

Ends	$6\frac{3}{4}$
1ptm x $1\frac{1}{2}$	$1\frac{1}{2}$
5pts x $1\frac{1}{4}$	$6\frac{1}{4}$
Lugg & Gid.	$16-4\frac{1}{4}$
2pts x 7-0	14-0
1pt. x 6-0	6-0
3pts x 5-6	16-6
	<hr/>
	$54-0\frac{3}{4}$

Vehicles identified:-

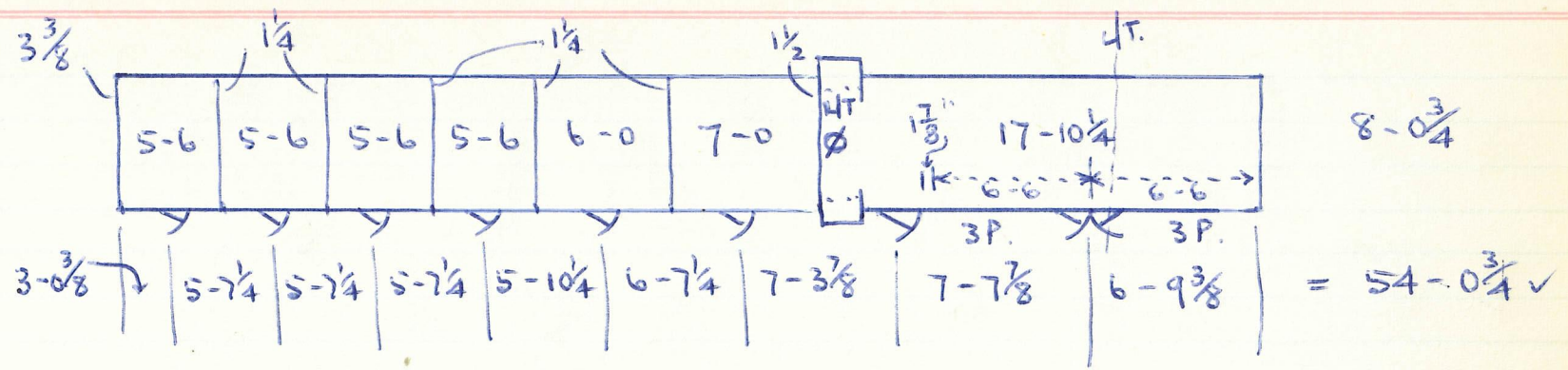
6712

6713

Perhaps intended to run
 in pairs with E. 50
 (4/3. 1/2. 1/1. Bke. R.H.V).

8^{vo} - Copy, Swindon Date Stamp
 29th October 1924. Second class opt.
 Shows diamond latching for the seats,
 but only one cushion aside. Was
 8/2nds. Tare 22. 10^c

like E. 50 (lot 803), E. 49 was originally
 intended to be 4ft. lounges: i.e.
 $58-0\frac{3}{4}$ but whether with more
 compartments is unknown.



1/4" Drawing. 53031. 3-centre roof. Bogue 8-6. W.B. 46-0
 Lot 803. 717-8 (6717-8).

Check of Internals:-

Ends	6 3/4
5ptns x 1/4	6 1/4
1ptn x 1/2	1 1/2
4/3rds x 5-6	22-0
1/2nd x 6-0	6-0
1/1st x 7-0	7-0
Gcd. & hugg.	17-10 1/4
	<u>54-0 3/4</u>

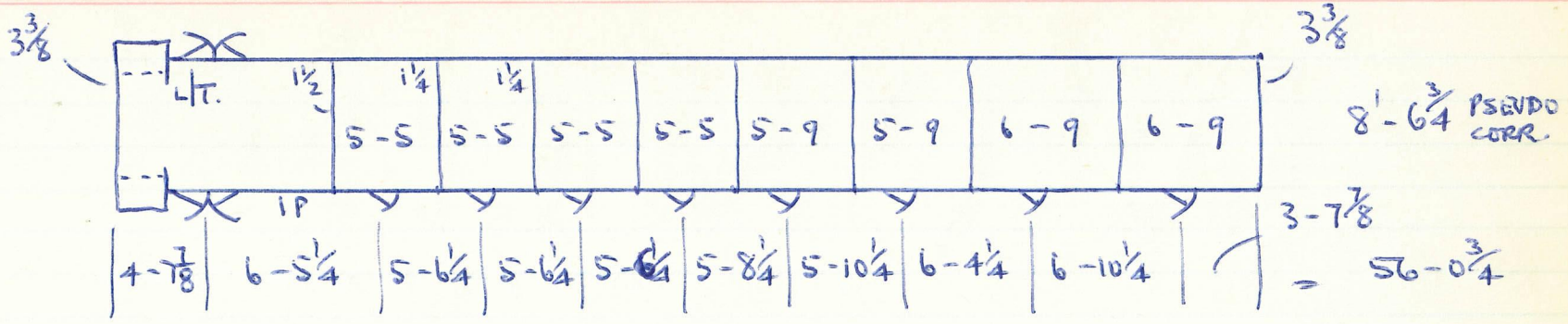
Vehicles identified:-
 6717
 6718
 Perhaps intended to run
 in pairs with E. 49.
 (Bke. 2/1. 1/2. 3/3. L.H.V.).

Siting of D.D:-
 R.H to $\frac{1}{2}$ of D.D.
 Less End

	6-9 3/4
	<u>3 3/4</u>
	6-6
$\frac{1}{2}$ D.D. to Edge of Gds. D.	7-7 7/8
Less $\frac{1}{2}$ Gds D.	<u>1-0</u>
Excess	6-7 7/8
	<u>1 7/8</u>

Probably to obtain panels each side
 of more or less equal size

~~Like~~ like E. 49. (lot 802), E. 50 was
 originally intended to be 4ft. lounges:
 i.e. 58-0 3/4.



1/4" Drawing. 35024. 3-centre roof. Bogie 10-0. H.B. 46-0.
 Lot. 813. Nos. 1214 - 1219 (7214 - 7219).

Check of Internals:-

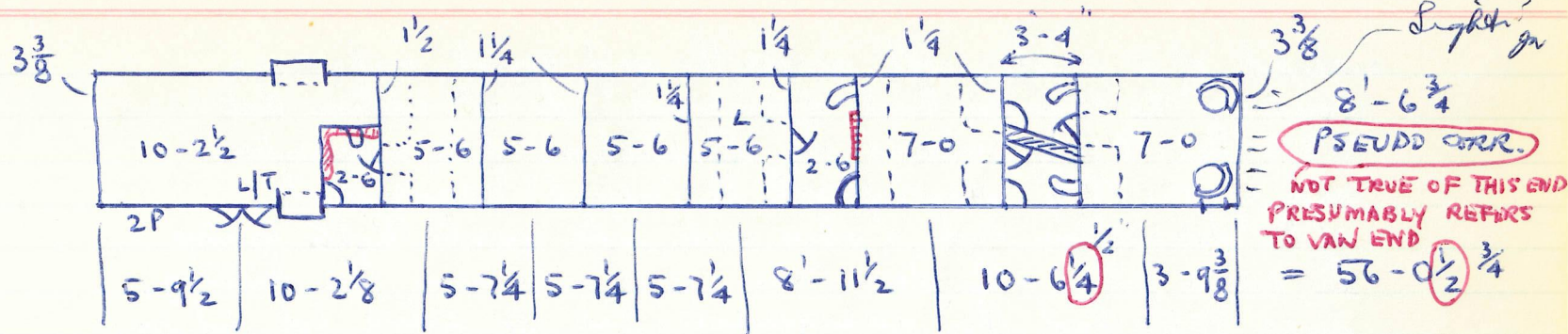
Ends	6 3/4
1ptn x 1 1/2	1 1/2
7ptns x 1 1/4	8 3/4
Gen. & lugg.	7-11 3/4
4/3 rd x 5-5	21-8
2/2 nd x 5-9	11-6
2/1 st x 6-9	13-6
	<hr/>
	56-0 3/4

These were originally to have had the 8-6 bogie (why? considering the length + contemporary practice).

Vehicles identified:-

7214 - 7219
 Perhaps intended to run in pairs.

No handbrake is drawn, although this is reported to have been fitted. The drawing is described as a (m) Composite/Carriage.



1/4" Drawing 34902. Clerestory panelled. Bogie 10-0. H.B. 48-0.
 Lot 814 only. 1584-9 (7584-9). This design seems to be a conversion of E. 44. The three E. 44 of this lot were converted after 1907 - the other 3 having already been so dealt with.

Check of Internals :-

Ends	6 3/4
7 ptns x 1 1/4	8 3/4
Grid. & hugg.	10-2 1/2
Law:	2-6
4 epts x 5-6	22-0
Law:	2-6
2 epts x 7-0	14-0
Law:	3-4
	<u>55-10</u>
1/4" ptn Grid/law. + law./3rd	2 3/4
	<u>56-0 3/4</u>

The ptn. Guard/law. seems to be 1/4
 " " Law./3rd " " 1/2

The diagram does not show any

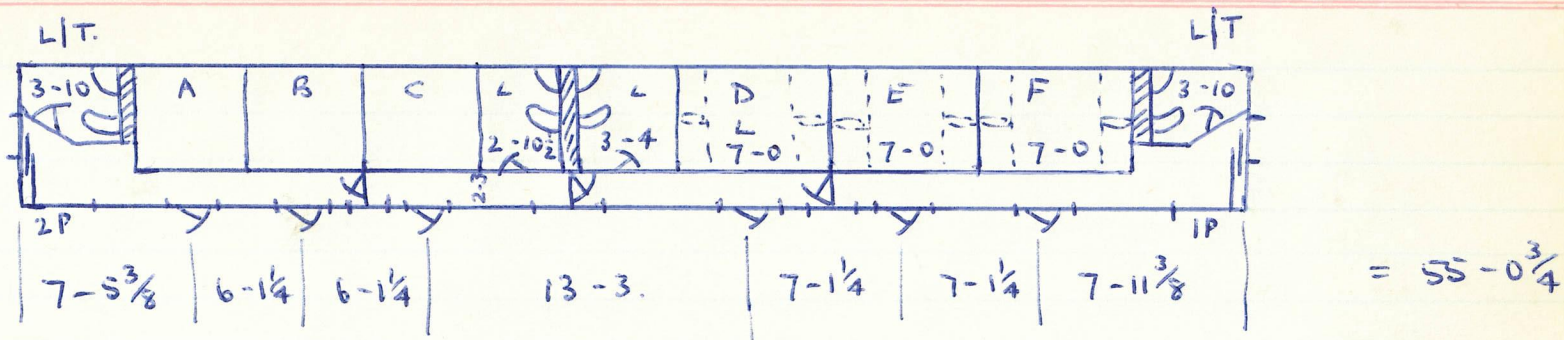
£ D.D. to Law. Wall:-

End to law. wall.		10-2 1/2
less end to £ D.D.	5-9 1/2	
less end.	<u>3 3/8</u>	5-6 1/8
		<u>4-8 3/4</u>
less. R.H. leaf of D.D.	2-0	
Space.	2 5/8	
Wing.	<u>2-5 1/4</u>	4-7 7/8
Surplus.		<u>1/2</u>

The tanks for the two 2.6. laws doubtless were attached to the partitions as indicated: See E. 44 + E. 45.
 See E. 44 for remarks on the apparent absence of any Second Class accommodation -

Observation End. Yet the provision of chairs

instead of a seat right across the end compt. makes one wonder. The "Wonder Book of Railways" (the 14th edition that F.B.B. has. P. 39), contains an illustration of the observation end of No. 7584, showing both the (usual) arrangement of the observation end, & also wide side quarter lights between the corner pillar & the door. There seems no reason for doubting, since 7584 had this arrangement, that the entire lot. did so. In this case the side & end elevations of E. 52. are not reliable. See also photograph in collection.



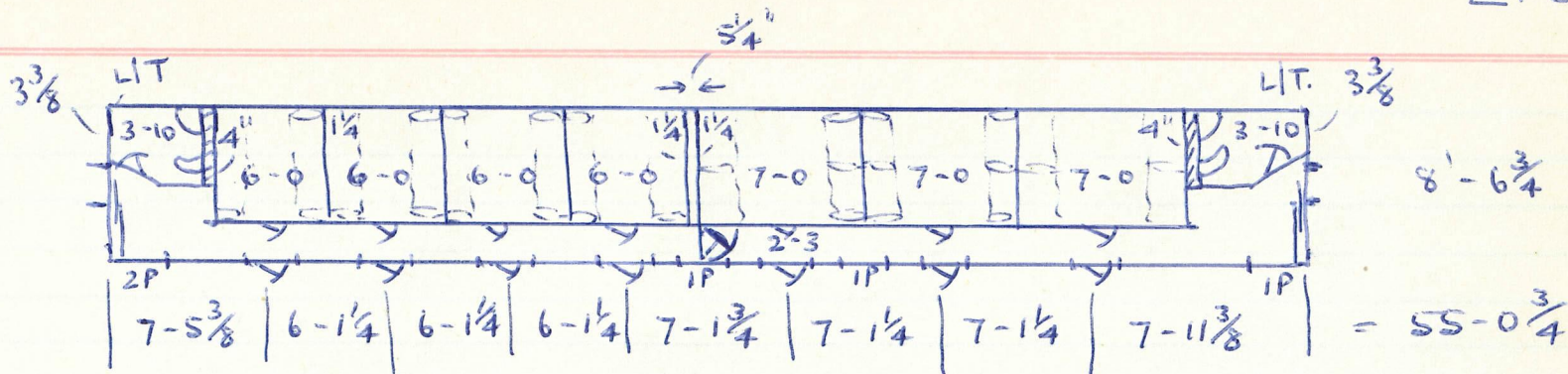
1/4" Drawing. 34904. Clerestory panelled. Bogie 10-0. W.B. 47-0
 Lot. 831. Nos. 7405-7416
 See also E.54. 34904^A. conversion to 4/3rd. 3/1st
 and E.92. 34904^B. " - 3/3rd. 4/1st.

Check of Internals: -

Ends.	6 ³ / ₄	
6ptns x 1 ¹ / ₄	7 ¹ / ₂	
2 laws x 3-10	7-8	
3/2 nd x 6-0	18-0	
3/1 st x 7-0	21-0	
	<hr/>	
	47-10 ¹ / ₄	
1 law. x 2-10 ¹ / ₂	2-10 ¹ / ₂	
1 law. x 3-4	3-4	
	<hr/>	
	54-0 ³ / ₄	
∴ 3 Tank ptns	1-0	
	<hr/>	
	55-0 ³ / ₄	
End to £ 'A'	7-5 ³ / ₈	
Less: - 1/2 cpt.	3-0	
Law.	3-10	
End.	3 ³ / ₈	
	<hr/>	
∴ Tank ptn	7-1 ³ / ₈	
	<hr/>	
	4"	

End to £ 'F'	7-11 ³ / ₈
Less: - 1/2 cpt.	3-6
Law.	3-10
End.	3 ³ / ₈
	<hr/>
∴ Tank ptn.	7-7 ³ / ₈
	<hr/>
	4"

∴ The third tank ptn. is 4", as for E.47.
 N.B. This design may originally have been provided with hinged instead of sliding doors admitting to the gangways.
 No. 7413 has "Royal Ends", but was not built new with them. Note the unusual width of the Corridor (probably because Firsts designed to seat only 2 aside, & second only 3 wide).
 L/T over law. scale approx. 1'-4 ¹/₂" from end of roof.
 For Conversions see E.54 & E.92.



1/4" Drawing. No 34904^A Bogie 10-0. W.B. 47-0. Clerestory panelled.
Conversion of E. 53 with an extra Third class compt. substituted for the inner pt. of laws.
Lot. 831 only. Note the wide corridor.

"Recessed Arm Rests (and then in m.s.) Nos. 7413, 7414" Also "Note gas lamps removed from the remainder. No. 7413 had "Royal" ends, though no turn-in of the sides (not built new as "Royal"). Above the side elevation is the elevation of each end of the "Royal" roof. Lamp tops shown over laws, as above; none shown on end elevation.

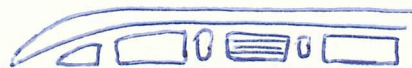
Note - Although the elevation of the corridor side is as indicated above, vehicles actually seen by me had only one intermediate panel, where the door is between the classes.
(as I have marked "1p" what did I mean by this? No note found to state 2p)

Check of Internals: -

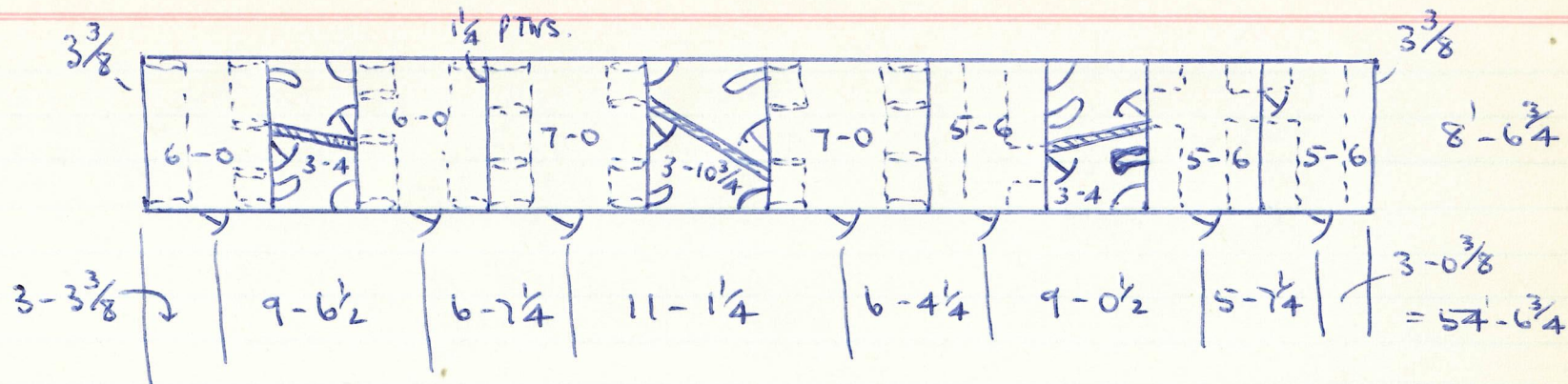
Ends.	6 ³ / ₄
7pts x 1 ¹ / ₄	8 ³ / ₄
2 laws x 3-10	7-8
4 epts x 6-0	24-0
3/1 st x 7-0	21-0
2ptn Tanks x 4"	8
	<hr/> 54 - 7 ¹ / ₂
	<hr/> 5 ¹ / ₄
	<hr/> 55 - 0 ³ / ₄

Therefore enclosed space

Vehicles of lot 831, originally Nos. 7405 - 7416
Converted to E. 54: - 7408, 7410, 7412, 7413.
Also reported: - 7411, 7414
"Royal End" as shown.



R.H. light is ept. light - Doubtful whether representation is accurate - Examine photos.



$\frac{1}{4}$ " Drawing. No. 35102. Bogie 10-0 W.B. 46-6 Clewstoy panelled.
 Pseudo-corridor End.
 Lot 832 only. Nos. 7204 - 7213

? Nos. 7204 - 7213

Check of Internals.

Ends	$6\frac{3}{4}$
9ptns x $1\frac{1}{4}$	$11\frac{1}{4}$
2/2 nd x 6-0	12-0
2/1 st x 7-0	14-0
3/3 rd x 5-6	16-6
2 laws x 3-4	6-8
1 law, x $3-10\frac{3}{4}$	$3-10\frac{3}{4}$
	<hr/>
	$54-6\frac{3}{4}$

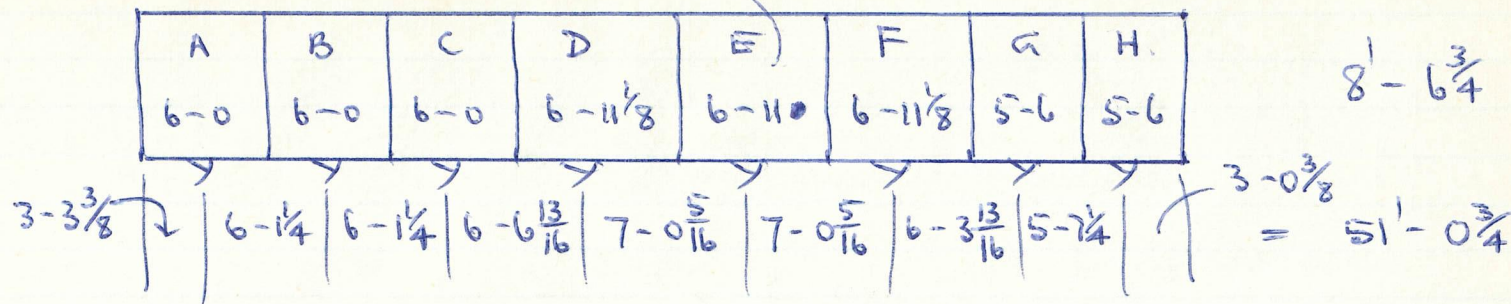
The original design was "modified" to 53'-11" frame, possibly from a shorter length to provide larger First Class haws.

This length represents most abnormal practice, + appears to be unique. Vertical mouldings for waist + bottom panels under $\frac{1}{2}$ of each law. window.

Glasses on lower deck included on end, but not on side elevation.

on close examination of the Octavo
 Drag. of C42, CPT. E' PROVES TO BE ONLY 6'-11".

E56



$\frac{1}{4}$ " DWA 35091 Bot. 10' WB. 43-0 3-Centre Roof.
 Pseudo-Corr. End Original proposal "modified to be 1 FT longer."

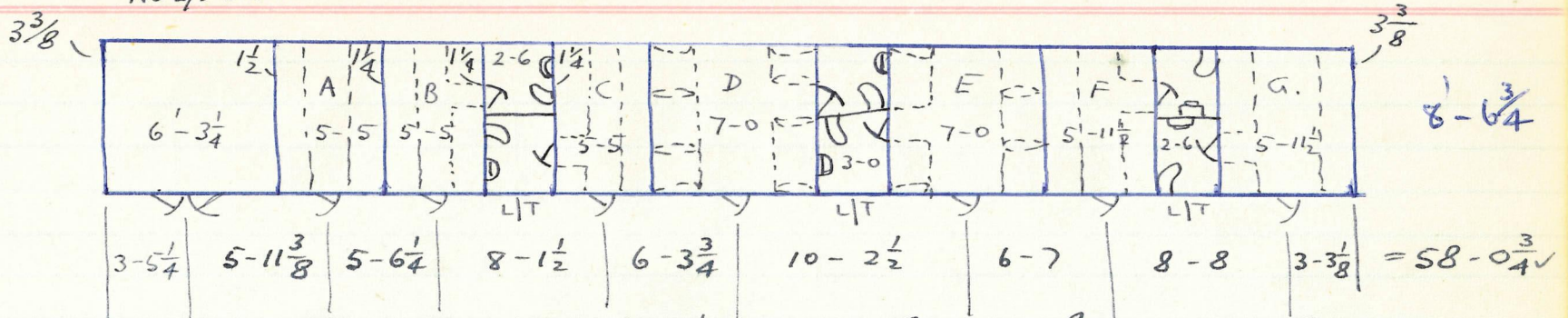
Check E56 for seating arrangements.

M.S. notes on DWA 35091 :- CPT 'D' 3rd class on N^o 6734; CPTS E & F likewise, at a later date. "Now N^o 3273 Third" "Through Regulator from fitted on 6734 LOT. 837 only N^o 6733-35 N^o 6734 to THIRD N^o 3273.

Check of Interwork:

ENDS	6 $\frac{3}{4}$
7 PTNS @ $1\frac{1}{4}$	8 $\frac{3}{4}$
3/2ND'S X 6-0	18-0
1/1ST X 6-11	6-11
2/1ST X 6-11 $\frac{1}{8}$	13-10 $\frac{1}{4}$
2/3rd X 5-6	11-0
	51-0 $\frac{3}{4}$

NO L/T DRAWN



1/4" DWG 25301 BAY. 10' WB. 48' Crest. Panelled Pseudo Cor. End

Vert. Mouldings on waist & bottom panels under c/l of each LAV. window
 Lavatory windows drawn as with droplights

Measurements, external, incl. lavatories are entered on the L.H. side of the vertical mouldings referred to above, which seems to suggest that the tracings had been modified - normal practice for this period being to give two measurements centering on c/l. of lav. windows

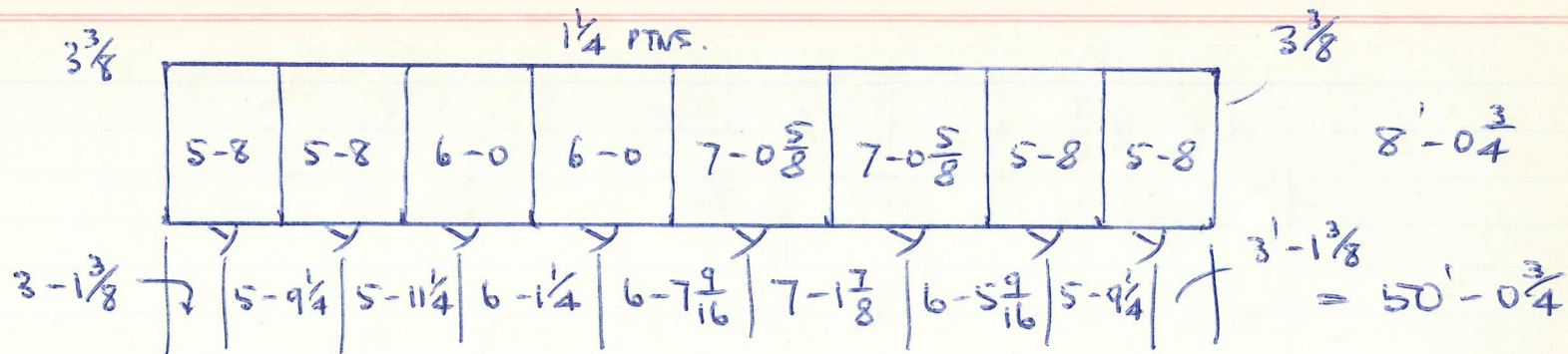
LOTS 850 907 & 921.

Checks

ENDS	6 3/4
1 PTN	1 1/2
9 PTNS @ 1 1/4	11 1/4
LOGG.	6 - 3 1/4
3/3rd @ 5'-5"	16 - 3
2/1st @ 7'-0"	14 - 0
2/2nd @ 5'-11 1/2"	11 - 11
2 eavs @ 2'-6"	5 - 0
1-lav @ 3'-0"	3 - 0
	<u>58 - 0 3/4</u>

Vehicles identified:-

LOT 850	NOS 7189-7203	15
" 907	7153-7164	12
921	7145-7149	5
		<u>32.</u>



1/4" Drawing No. 27487. Bogie 8-6. W.B. 42-0. 3-centre roof. 5-panel end. Ultimately became E. 40, from which the measurements are taken.

Check E. 58 for seating arrangements.

M.S. note on Dwg. 27487: "Through Regulator Gear fitted on No. 7172".
Lot 873 only. Nos. 7169-7172. Order reduced from 5 to 4.

Check of Internals:-

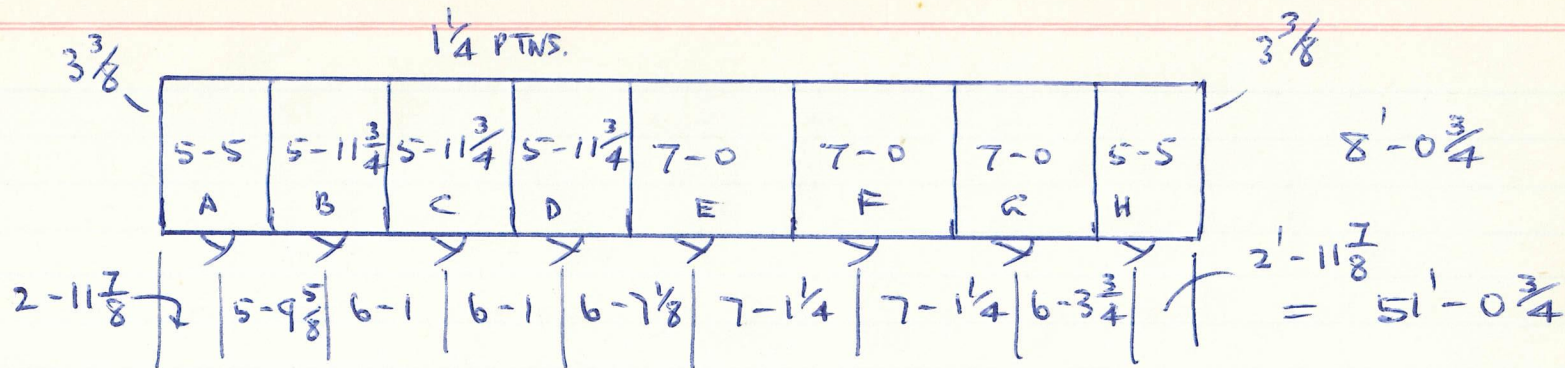
Ends.	6 ³ / ₄
7ptns x 1 1/4"	8 ³ / ₄
4/3rds x 5-8	22-8
2/2 nd x 6-0	12-0
2/1 st x 7-0 ⁵ / ₈	14-1 ¹ / ₄
	50-0 ³ / ₄

These with D. 27 were built for the
Porthcawl, GARRW? & OFMORRE? Branches
on. on.

To compensate for the reduction of 1 vehicle
E. 59 was substituted. It was for the
Alynir Branch; 2 ex D. 27 must
therefore be regarded as Alynir.

No. 7169 became Third No. 3274 *
" 7170 " " " 3275 *
" 7171 " " " 3387 (2nd).
" 7172 " " " 3276 *

* No trace of earlier use of these
numbers.



$\frac{1}{4}$ " Drawing No. 27488. Bogie 8-6. N.B. 43-0 3 centre roof. 5-panel end. Ultimately became C. 41. from which the measurements have been taken.

Check E. 59 for seating arrangements.

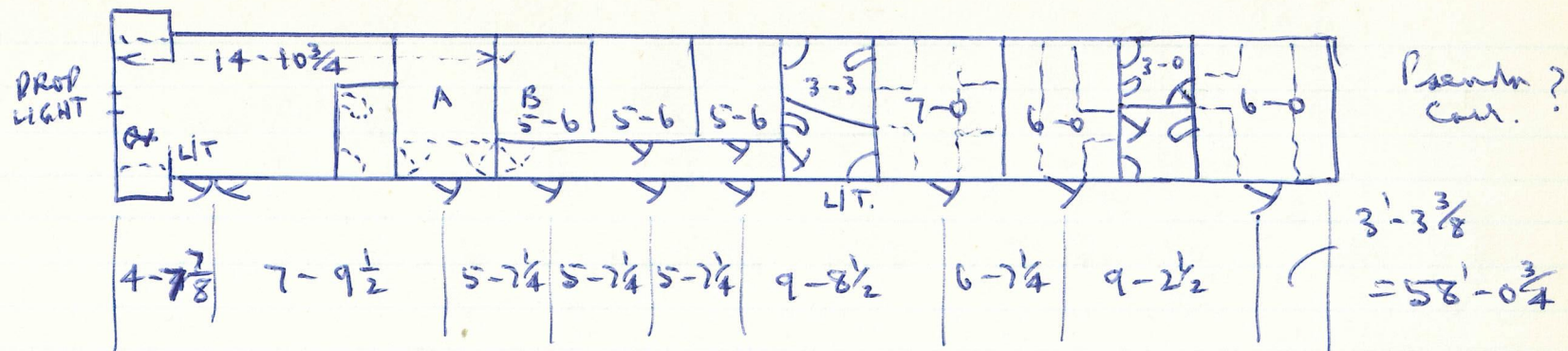
M.S. note on Dwg. 27488: opt D. "1st. 7173", + "Through Driving Gear fitted on 7173".

Lot 882 only. No. 7173 sole vehicle. Became 3380

Check of Internals: -

Ends.	$6\frac{3}{4}$
7ptns x $1\frac{1}{4}$	$8\frac{3}{4}$
2/sids x 5-5	10-10
3/2 nd x $5-11\frac{3}{4}$	17-11 $\frac{1}{4}$
3/1 st x 7-0	21-0
	<hr/>
	51-0 $\frac{3}{4}$

Built for the Mlynir Branch, see notes on E. 58 (ran with D. 27)

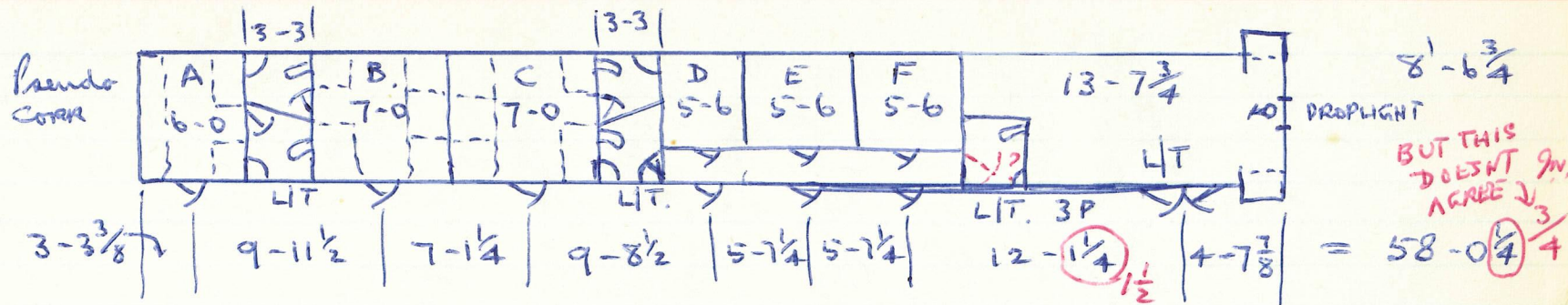


$\frac{1}{4}$ " DWG DEFECTIVE N^o NOT AVAILABLE CLEAR NOT PANEL; THE EARLIEST DRAW TO SHOW THIS FEATURE. BSC 10' - WB 48'.

LOT 884 only. Vectors identified 7165/6.

Notes. (Some not copied!) The door opposite CPT A. probably screwed up. The drop light has been removed & replaced by a panel.

Leave alone for modelling - doubts about doors in compartment A & corridors etc

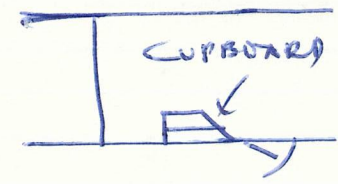


1/4" Drawing. Number not ascertainable from Diagram.
 lot 885. Vehicles identified 7167/8. like E. 60, "Bournemouth Service".
 Lav. next van has been removed, but its outline is discernible. *Scale the length.*
 Pseudo Corridor L.H. end. 5 panelled end with droplight R.H. ? Former Slip.
 See remarks on E. 60.

Check of Internals:-

Ends	6 3/4
1/2nd x 6-0	6-0
7ptns x 1/4	8 3/4
1ptn x 1/2	1 1/2
2 lavs x 3-3	6-6
2/1st x 7-0	14-0
3/3rds x 5-6	16-6
Grid & lugs.	13-7 3/4
	<u>58-0 3/4</u>

Cherstory not panelled.
 Van after removal of adjacent lav:-

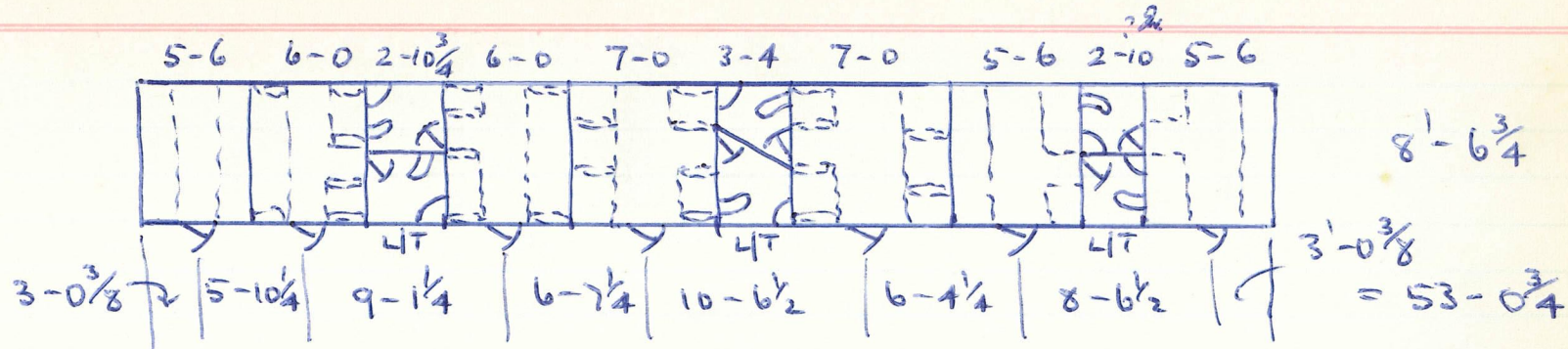


* Lav. next Guards compt. removed & cupboard fitted in Nos. 7168, 7169. In H.S. 7169 is deleted + 7167 inserted. 7169 is incorrect as it is E. 58 ? Proof

£ "F" to £ D.D. compared with:-
 1/2 ept ptn 2-9 1/2
 13-7 3/4
 Van 4-4 1/2 = 9-3 1/4
 outside defcy. 1/2

4-7 1/4
 3 3/8
4-4 1/2

M.S. "Guards projections removed in No. 7167."



1/4" Drawing. No. 25302. Bogie 10-0. W.B. 45-0. Clerestory unpanelled.
 Pseudo corridor End. Vertical mouldings under £ each low window (? waist panel)
 Lots 889 + 906.

Check of Internals:-

Ends	6 ³ / ₄
9ptns x 1 ¹ / ₄	11 ¹ / ₄
3/3 ^{nds} x 5-6	16-6
2/2 ^{nds} x 6-0	12-0
2/1 st x 7-0	14-0
1 low: x 2-10 ³ / ₄	2-10 ³ / ₄
1 low: x 3-4	3-4
1 low: x 2-10	2-10
	53-0 ³ / ₄

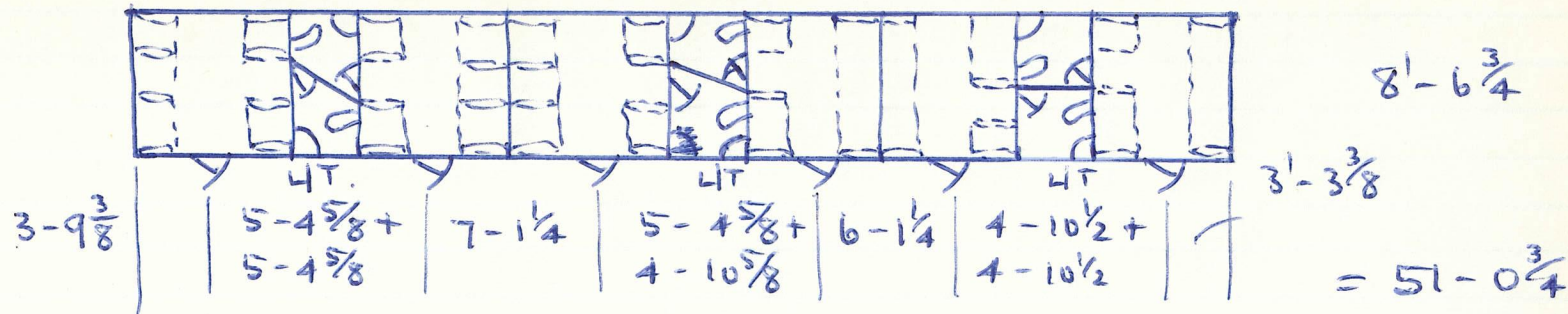
Vehicles Identified

Lot. 889. Nos. 7174 - 7188.

Lot. 906. Nos. 7150 - 7152.

N.B. The latter appear to have one
 Third (with lavatory) cp. classed to
 Second.

Lot 906 was reduced from 15 to
 3 + the 12. E. 57. Lot 907 appear
 to have been substituted (with luggage
 cpt).



$\frac{1}{4}$ " Drawing 25306. Bogie 10-0. W.B. 43-0. Clerestory unpanelled,
Pseudo-corridor end.
lot. 903 only. Nos. 1417-1420 (7417-7420)

Check of Internals:-

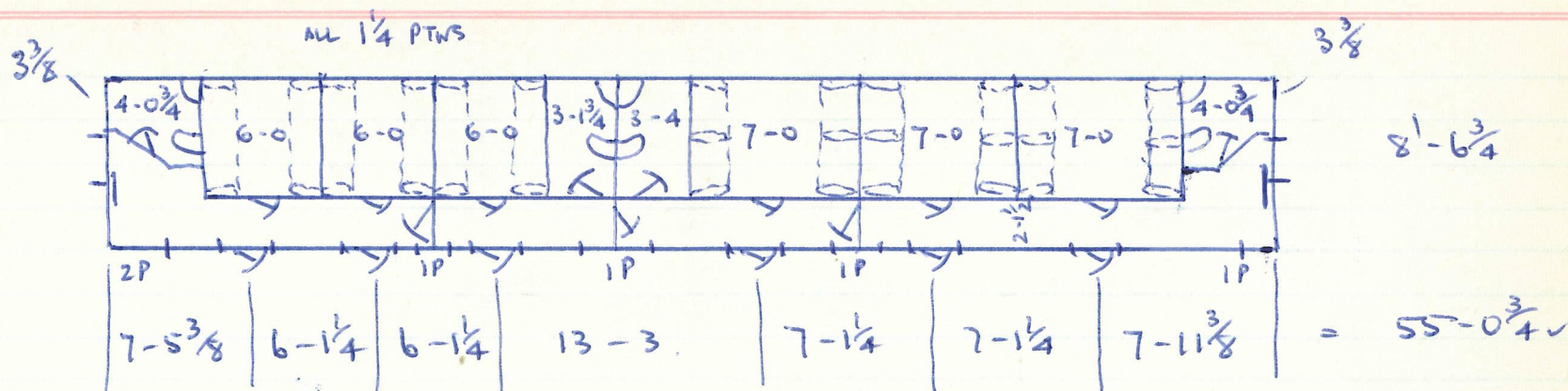
Ends.	$6\frac{3}{4}$
8 plns x $1\frac{1}{4}$	10
3/1sts x 7-0	21-0
3/2nds x 6-0	18-0
2 haws x $3 - 6\frac{3}{4}$	$7 - 1\frac{1}{2}$
1 haw. x $3 - 6\frac{1}{2}$	$3 - 6\frac{1}{2}$
	<hr/>
	$51 - 0\frac{3}{4}$

Vehicles Identified:- 7417-7420.

Note - A.C. Johnson has (or had) the Underframe Drawing No. 14541.
for this design - lot 903 - July 1898.

See note preceding E46

E64



This diag. is missing from Timinden D.O. but is likely to be as above and numbered 25307. For conversions 25307^A & B. see E65 & E66 respectively.

LOTS 910 & 918

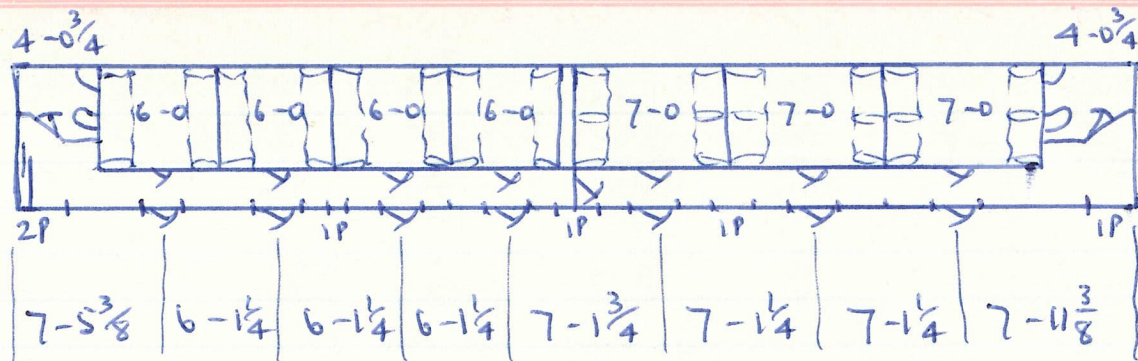
This design is developed from E53. but has roof tanks, not ptn. unpanelled claret.

Lot 910 1421-35 (7421-35)
" 918 1436-445 (7436-45)

all converted to either E65 or E66

See notes preceding E46

E65



8' - 6 3/4

2' - 1 1/2 cover

= 55' - 0 3/4

1/4" DIA 25307 A Bay 10' WB. 47-0 Clear Unpanelled.

LOTS 910 & 918

Recessed armrests 7432 & 37. Presum. removed from remainder

Tank ptn. filler drawn on upper deck - almost certainly in error.

This is conversion of 4 CV design - pres. E64 - an additional 2nd class CPT. being substituted for the inner two rows.

E65 differs from E70, - in this case having had doors across the corridor to sep. the ladies only cpts in each class from the remainder. Hence two additional panels on the corr. side.

LOT 910 N^o 7421 - 7435

" 918 N^o 7436 - 7445

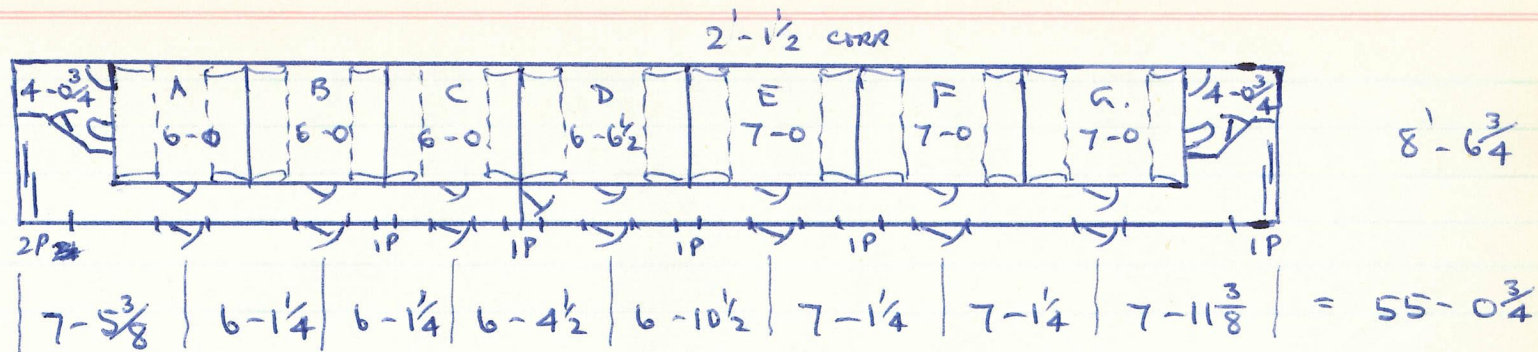
Converted to E65, 7430/32/36/37/41

Reported also 7424/25/26/27/33/39/42.

N^o 7422 burnt in Swanton Case. Shot fire 1911 probably under conversion to E65 or E66.

See note preceding E.46

E66



1/4" DWG 25307^B. BOT 10' - WB. 47'. CLER. UNPANELLED.

LOT 918 LOTS 910, 982, & 986 added.

This is a conversion of a 4-LAV design, presumably E64 Ding 25307, an additional 1st compartment being substituted for the inner two LAVS.

No vehicle has ^{BEEN} observed to have the arrangement of windows on the CORR side that is drawn. Such as have been recorded had one long light between CPTS. D & E.

It is strongly suspected that LOTS 982 & 986, which should have long lights between CPTS B & C, D & E & E & F, have been transferred to the DIA from the missing E.71

vehicles identified:-

[E64] LOT 910 N^{os} 7421-7435
LOT 918 7436-7445

Converted to E66:- 7421/31/35/38 & 7444

Burnt in fire. (7422)/23/28/29 7440/43/45

LOT 982 (? late E71, consolidated with E66 & before conversion, E64. originally 1456-61 [7456-7461]

7459 7460.

LOT 986 (? late E71 - - originally 1462-71 [7462-71]
7464/65/66/69/70

ENDS	6 ³ / ₄
8 PTMT @ 1 ¹ / ₄	10
2 - LAVS 4-0 ³ / ₄	8-1 ¹ / ₂
3 - 2MS @ 6-0	18-0
1 - added CPT	6-6 ¹ / ₂
3 - 1st. 107'	21-0
	<u>55-0 ³/₄</u>

This drawing is missing from Swenden P. O Binder. The relevant LOT should be after 910 (E66) & before 928 [E68/9]

It is poss. it was the DIAG appropriate to BCK. N° 6714 which was de-classified to BTK as N° 3733 in May 1912. i.e. after the OCTAVO DIAGRAM series appears to have been allotted letters & numbers. N° 6714 appear to have been built as D29 & to have reverted to that diagram; so no very drastic reconstruction is likely to have taken place.

Accom. of 6714 is given as 2/1st compts. & 1/2nd. Seats 2/1st & 6/2nd - nothing is said about a LAV. It is poss. that the LAV and the 2-end compts. were turned into two firsts perhaps open, the under the sides were re-constructed, the necessary doors must have created a problem

Possibly Proj. 25308^{A HB.?}

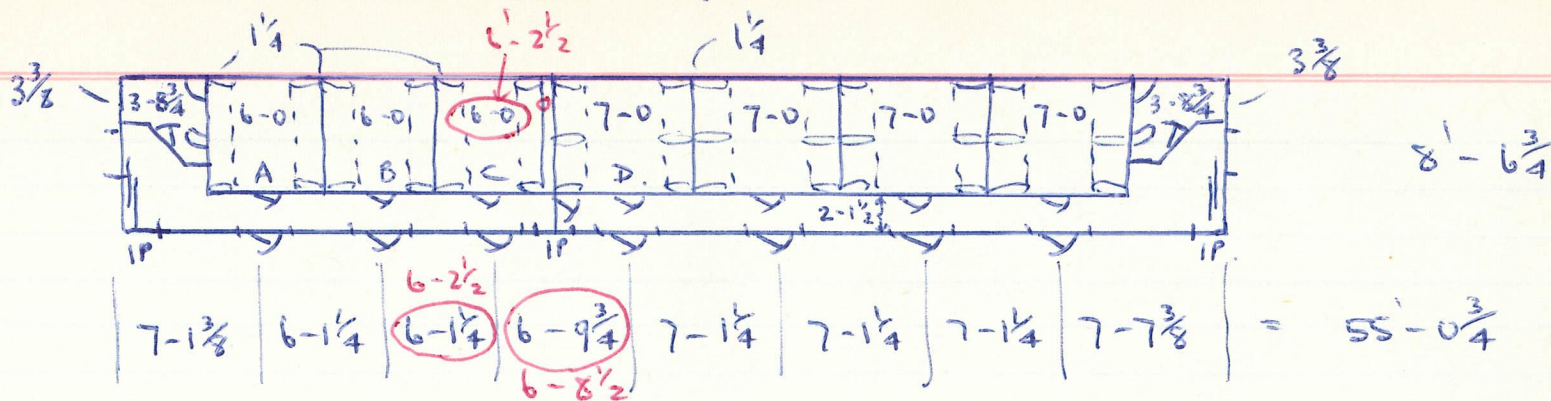
other possibilities outlined but not tried JW

as it is certain that the Octavo Series was numbered before Sept 1911, when 9055 (1st - holder?), the missing A36 was withdrawn; and as 6714 remained a composite until May 1912, a DIAG. for it as a composite must have been allotted & E67, is the only N° available

See note preceding E.46

E68

E69



E68 is missing from D.O. Booklet, but without much doubt, was the original 4 Lav. form of the above, there having been 2 cars on the side of CPT 'C'. The design overhauled with 4 was devel. from E46, the distinction being subst. of roof tanks for pin tanks and long corridor lights for 13 3/4" square lights.

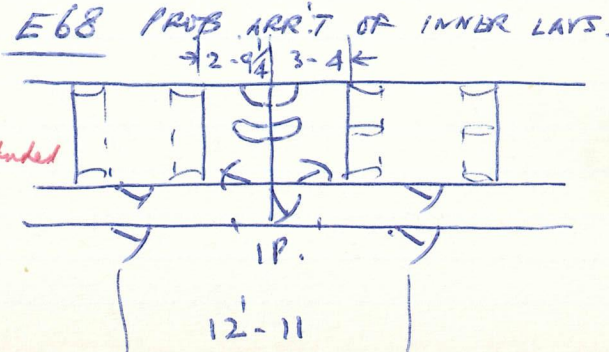
E69 1/4" DWG 25308^B [indicating a second alteration of 25308] Bogie 10' WB47 cleared. Unpanelled. The sliders enclosing the gangway openings, the drawn enclosed, were probably not actually so.

The DWG is unreliable as it shows CPT 'C' as only 6', with a double pin between it & CPT 'D'. Photos of these vehicles show that on the CPT side the panel between the windows of CPTS B & C is wider than that between CPTS A & B, & my own measurements show:- distance from c/l B to c/l C was at least 1 inch more than c/l A to c/l B. It would appear that CPT C was actually 6'-2 1/2' & no double pin bet. C & D. In other words, the (928) five measurements for this D.O. are those marked on its ancestor E46 lot 928^{only} vehicle identified:-

LOT 928 7446-7455 (all conv. to E69)

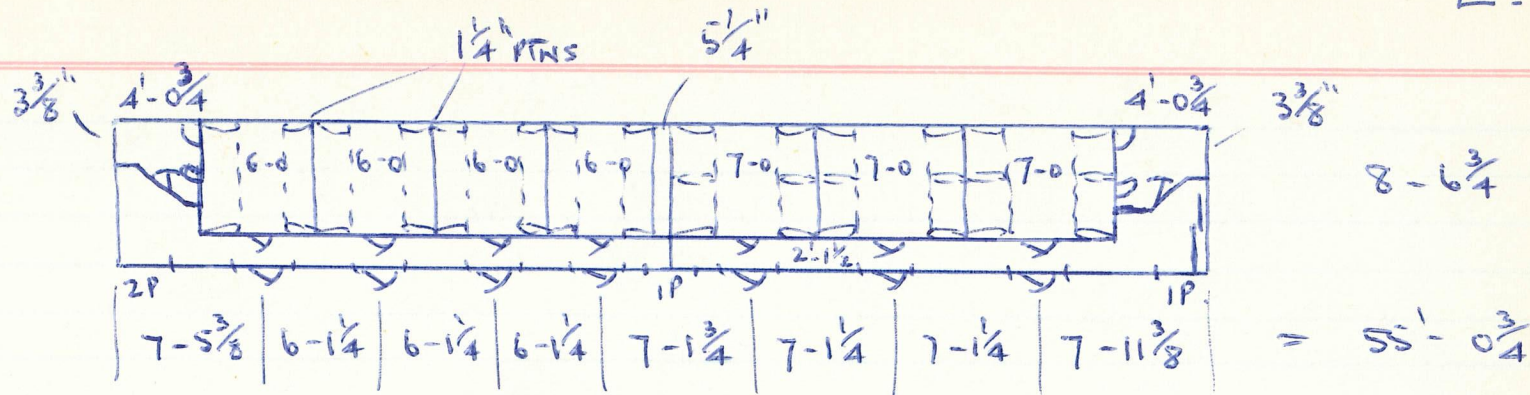
CHALK	ENDS	6 3/4
8 PTNS		10
2 - LAVS	3'-8 3/4	7'-5 1/2
2 - 2nd @ 6'		12-0
1 - added CPT		6-2 1/2
4/15th		28-0
		<u>55-0 3/4</u> ✓

by removal of 2 - centre LAVS, substituted by one CPT.



See note preceding E. 46.

E. 70.



1/4" Drawing. 37302. Bogie 10-0. W.B. 47-0 clerestory unpanelled. Conversion of a 4 lavatory design, with one Third class compt. substituted for two ~~inner~~ inner pair of lavatories. The corresponding conversion with the substitution of a First Class compt. was probably E. 71 (which see) lots. 982 + 986.

Probable that the sliders, though shown as enclosed, was not so. No diagram for the four lavatory original form. (doubtless extinct), which on the analogy of E. 53 should have been like this: -
 Assuming the space gained by substituting roof cistern from Ptn. tank was given to the smaller Second-Class lavatory -

CHECK

ENDS	$6\frac{3}{4}$
9 PTNS	$11\frac{1}{4}$
2-LAVS	$8-1\frac{1}{2}$
4-CPTS	24-0
3/ish	21-0
	<hr/>
	$54-7\frac{1}{2}$
ENCLOSED SPACE	$5\frac{1}{4}$
	<hr/>
	$55-0\frac{3}{4}$

Recessed Arm Rests (+ in H.S.). No. 7468

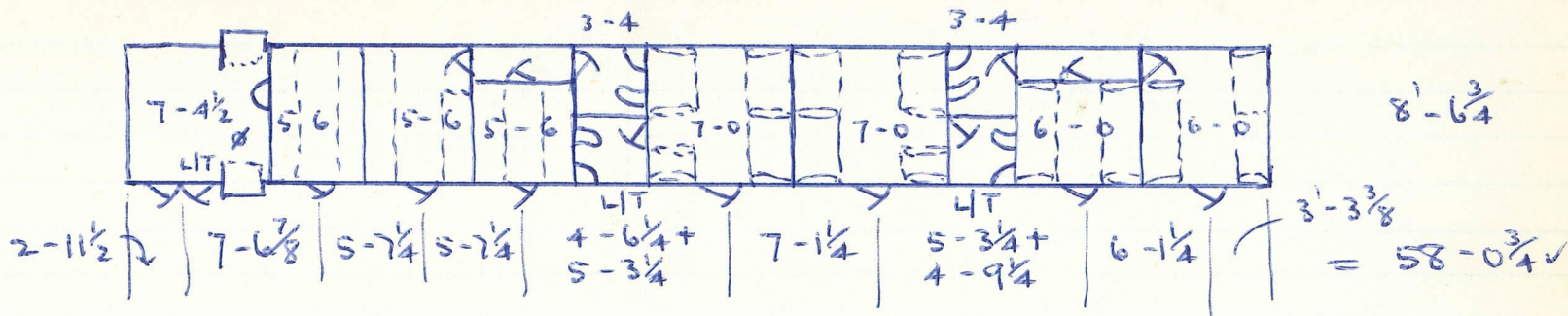
Vehicles identified: -

Original 4 lav. form. lot. 982. 7456-7461
 lot. 986. 7462-7471

Converted to. E. 70. 7456/7457/58/61/62/63/67/68/71.

This drawing is missing from the Swindon Drawing Office Binder. It would seem that it must relate either to lot. 982 or lot. 983, for E-70 relates to the former + E. 72 to the latter. A variant of lot 982 is very much more probable than one of lot 983, for the former, E. 70 is a 2 law. conversion of a 4. law. design - E. 71 is not likely to have been the original 4-law. version, for in that case it might be expected to be E. 70 (compare 4 law. E. 53 before 2 law. E. 54). Perhaps, therefore, it was the 2 law. conversion with four - Firsts (E. 70 is that with three Firsts). In such a case a diagram would appear to have been at some time economised, by putting the E. 71. vehicles on E. 66, where they were latterly to be found.

E-72



1/4" Dwg. Unknown (print defective). Bogie 10-0. W.B. 48-0 Pseudo-corridor end. Elevation unpanelled. Bottom panel vertical mouldings under ϕ of each lav. window. Wingless diagram is E. 119. 1/4" Dwg. for E-72 is marked "Projections removed + one seat fitted for guard on hot-988. No 7117/hot-983. No 7127/-7131" E-72 appears to be identical with E-76, save that here there is one third-class Compt. without access to a lavatory. Lots. 983 + 988.

Check of Internals:-

Ends.	6 3/4
1ptn x 1 1/2	1 1/2
8ptns x 1 1/4	10
Grid + hugg.	7-4 1/2
3cpts x 5-6	16-6
2lavs x 3-4	6-8
2/1sts x 7-0	14-0
2/2nds x 6-0	12-0
	<u>58-0 3/4</u>

Vehicles identified:-

Lot 983.	7125-7144.	20.
Lot 988.	7115-7124.	10.

It will be noted that on the side shown in the elevations the lavatory lamp tops are away from the wash basins - How are they placed on the opposite side of the body?

Any photographs available for inspection?

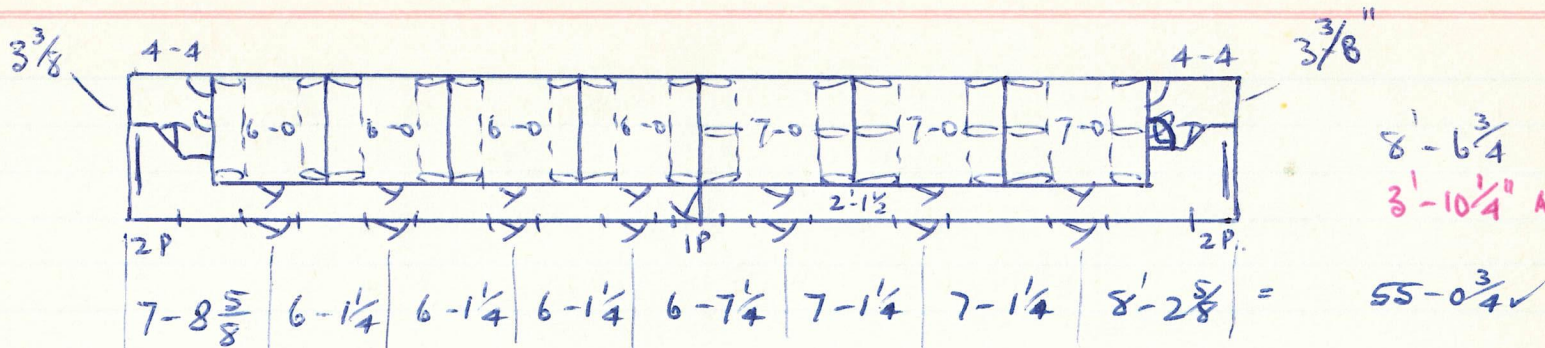
? What is 7115 - E-72.

Lot. 983. 1125-1144 (7125-7144)

" 988. 1115-1124 (7115-7124)

See note preceding E46.

E73.



$8'-6\frac{3}{4}$ &
 $3'-10\frac{1}{4}$ ACROSS CLUB.

1/4 DWG 25132. BOG. 10' WB. 4' Cleverly Unhandled. III

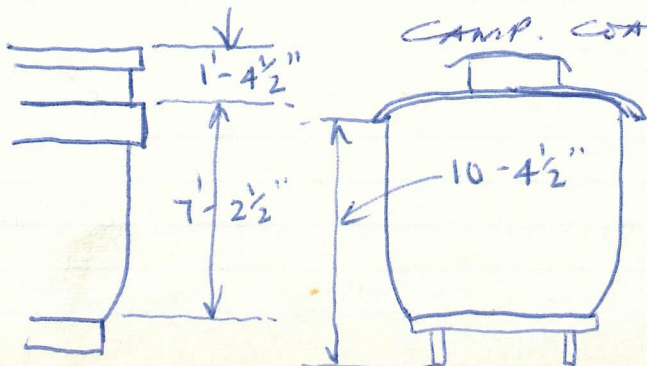
LOTS 987 994 1008 1030 1040 & 1049.

This, the final design of Second/First Class. Combo. is the only one not originally equipped with 4 LAVS. Note the gangways are shown as closed by sliding doors, which do not pass behind a partition. In my recollection, no Cleverly vehicle had these enclosed at the LAV. end.

Check	
Ends	$6\frac{3}{4}$ "
8 PTNS	10"
2-LAVS.	8-8
4/2nds	24-0
3/1st	21-0
	<u>$55-0\frac{3}{4}$</u>

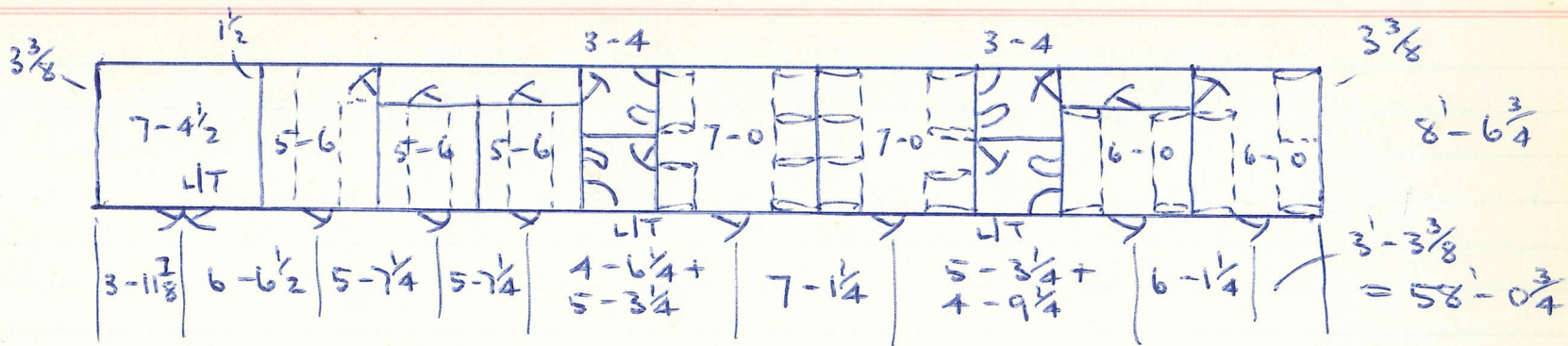
Vehicles identified: -

LOT 987	7472-81	(10)
994	7482-85	4
1008	7486	1
1030	7487-92	6
1040	7493-7504	10
1049	7505-7509	5
		<u>38</u> ✓



7472	9906
7474	9907
7484	9904
7492	9901
7502	9908
7508	9902.

E. 74.



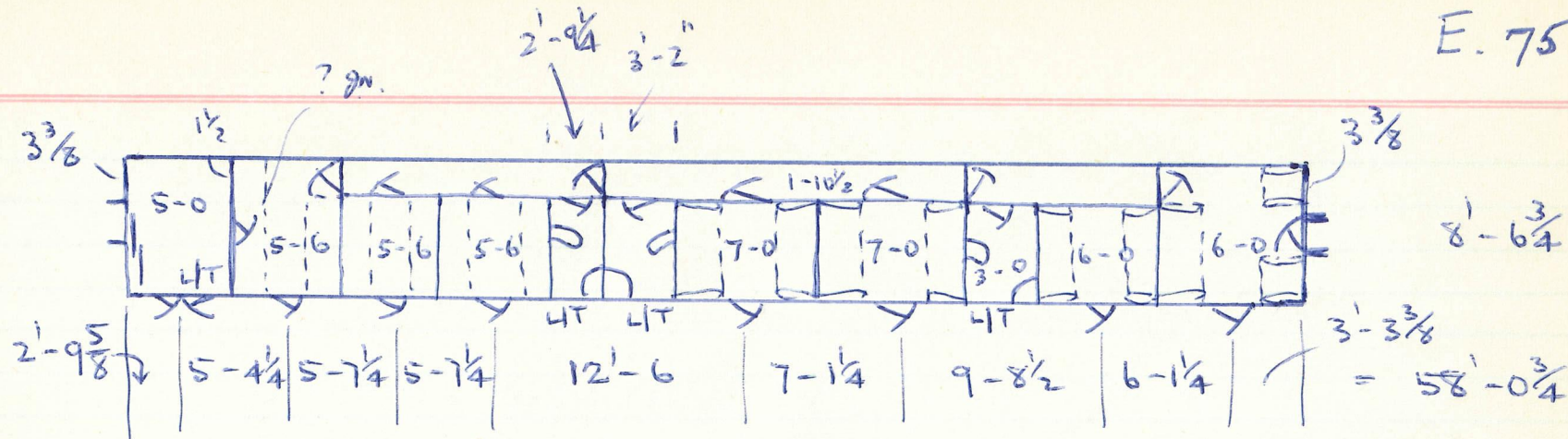
$\frac{1}{4}$ " Dwg. 24978. Bogie 10-0. H.B. 48-0. Pseudo-corridor end. Clerestory unpanelled.
 Bottom panel vertical mouldings under $\frac{1}{2}$ of each lav. window.
 Lots. 1028 + 1031

Check of Internals: -

Ends.	6 $\frac{3}{4}$
1ptr x $1\frac{1}{2}$	$1\frac{1}{2}$
8ptrs x $1\frac{1}{4}$	10
Luggage	7-4 $\frac{1}{2}$
$3\frac{3}{8}$ x 5-6	16-6
2lavs x 3-4	6-8
2/1st x 7-0	14-0
2/2nd x 6-0	12-0
	<hr/>
	58-0 $\frac{3}{4}$

Lot 1028 - 601-610 (6601-6610).
 - 1031. 1628-1633 (7628-7633).
 No. 604 involved in the detailment at
 Shrewsbury & withdrawn Oct. 1905.

E. 75



1/4" Drawing. 24977. Bogie 10-0. W.B. 48-0. Pseudo Corridor End. Cleverly unpannelled. Bottom panel vertical mouldings midway between low windows for Thirds + Firsts, + under centre line of Second Class low windows. Lot 1042.

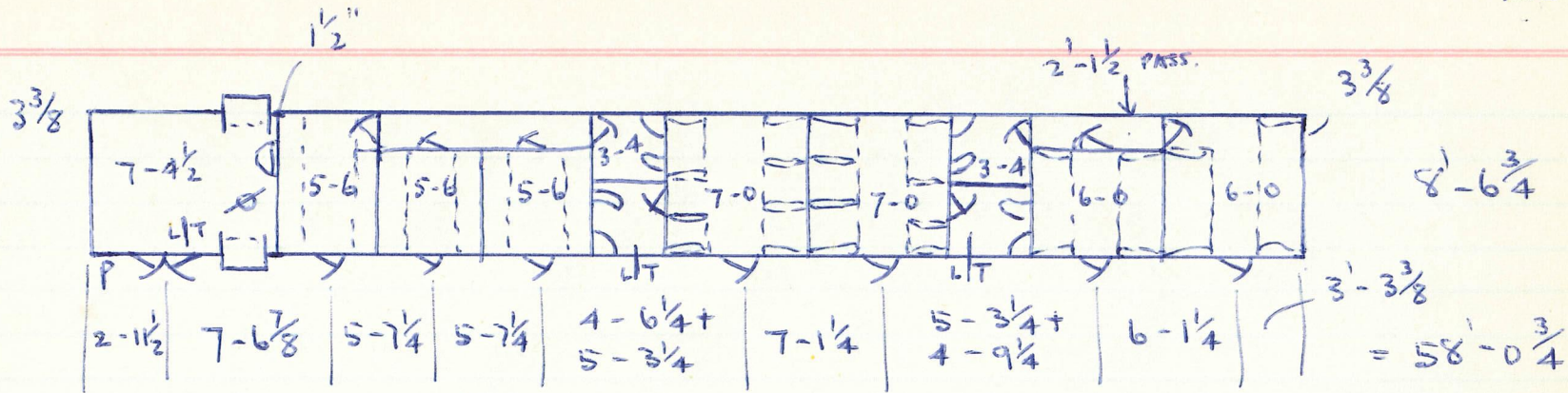
Check of Internals:-

Ends	6 ³ / ₄
1ptn x 1 ¹ / ₂	1 ¹ / ₂
9ptns x 1 ¹ / ₄	11 ¹ / ₄
Van.	5-0
3 ³ / ₈ x 5-6	16-6
1 low. x 2-9 ¹ / ₄	2-9 ¹ / ₄
1 low. x 3-2	3-2
2 ¹ / ₈ x 7-0	14-0
1 low. x 3-0	3-0
2 ¹ / ₂ x 6-0	12-0
	<hr/>
	58-0 ³ / ₄

Vehicles 7634 - 7638

Dwg. marked * Roof cut flush with cant rail on No 7634, 7
Note narrow 1-10 ¹/₂ corridor.

E-76



$\frac{1}{4}$ " Dwg. 26666. Bogie 10-0. W.B. 48-0. Pseudo corridor ends. Clear unpanelled. This design appears to be in all respects similar to E. 72 save that all the Third class compts. have lavatory access. Lot. 1058 only.

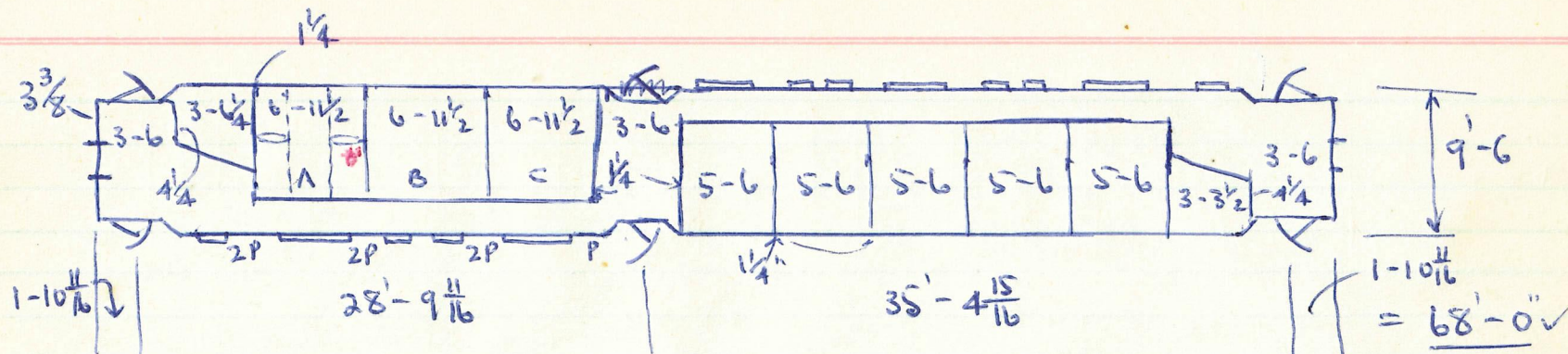
Check of Internals.

Ends.	$6 \frac{3}{4}$
1ptn x $1 \frac{1}{2}$ "	$1 \frac{1}{2}$
8ptns x $1 \frac{1}{4}$ "	10
Cd. & lugg.	$7-4 \frac{1}{2}$
3pts x 5-6.	16-6
2 laws x 3-4	6-8
2/1st x 7-0	14-0
2/2nd x 6-0	12-0
	<u>$58-0 \frac{3}{4}$</u>

Vehicles identified. 7110-7114.
Dwg. marked "7112/3 Westinghouse fitted"
None marked as wingless.
Bottom panel vertical mouldings under $\&$ of each low window -

Hinged door to L.H. Third as in E. 74 for corresponding circumstances. No long lights in Third class corridor; thus in E. 74

Confirm for E. 76.



1/4" DIA. N° - - -

BAR TRUSSING WITH TWIST IN OBLIQUE POSITION
 BOT 9'-0" (ORIGINALLY VOLUTE SPRINGS) BFG. CENTRES 53'-0"
 Electric light as built. (Lucas-Leitner)

Dreadnought group
 Lot 1068 Only

Ordered 29/4/04 as 2 1st class vehicles, later altered
 to 6 Composite on 18/1/05 N° 7639-7644

Checks

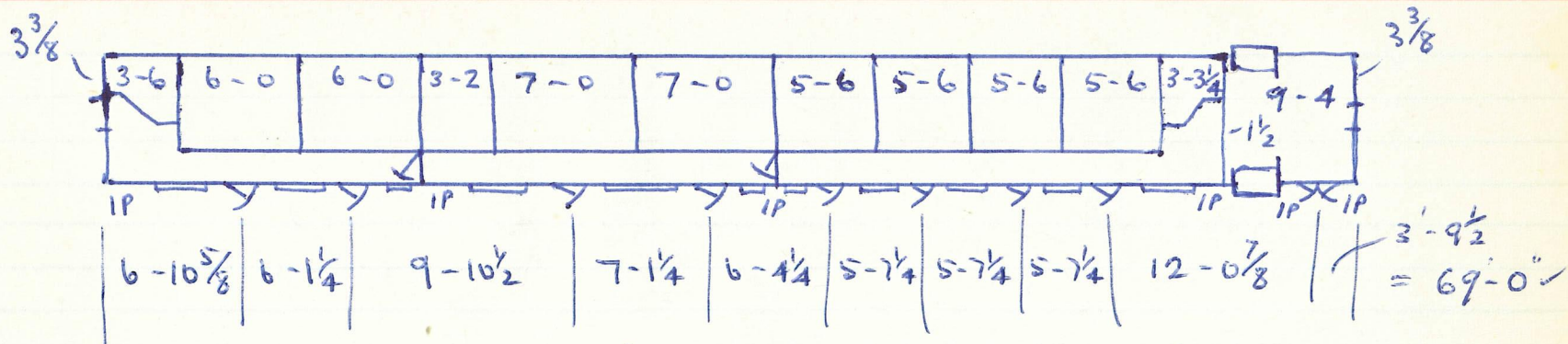
ENDS 2 x 3 3/8	6 3/4
PTNS. 2 x 4 1/4	8 1/2
" 10 x 1 1/4	1 - 0 1/2
Lobbies 3 x 3'-6	10 - 6
LAV.	3 - 6 1/4
1st 3 x 6-11 1/2	20 - 10 1/2
2nd 5 x 5-6	27 - 6
LAV	3 - 3 1/2
	<u>68 - 0</u> ✓

N° 7641 was in FEB 1931 fitted with "BECLAWAT" deck windows
 on the left side of the 1st; 1 large to CPT B. and 2 small
 to CPT C. Not known whether anything was done to CPT A.

This design is almost as described in Rly Eng. NOV 1905 P317-8
 incl. a mass of detailed measurements not shown
 on official DIAG.

* The seating was actually
 3 a side, not 2 as drawn.

E78



1/4" DIA 28420

Boj. 9-0 (orig. VOLUTE SPRINGS) Boj. Cent. 53'-6"

Boj. tuning with twist about 1/2 way along the oblique portion

Similar in general features as Clear Stubs Originally gas lit.
 LOT 1092 only.

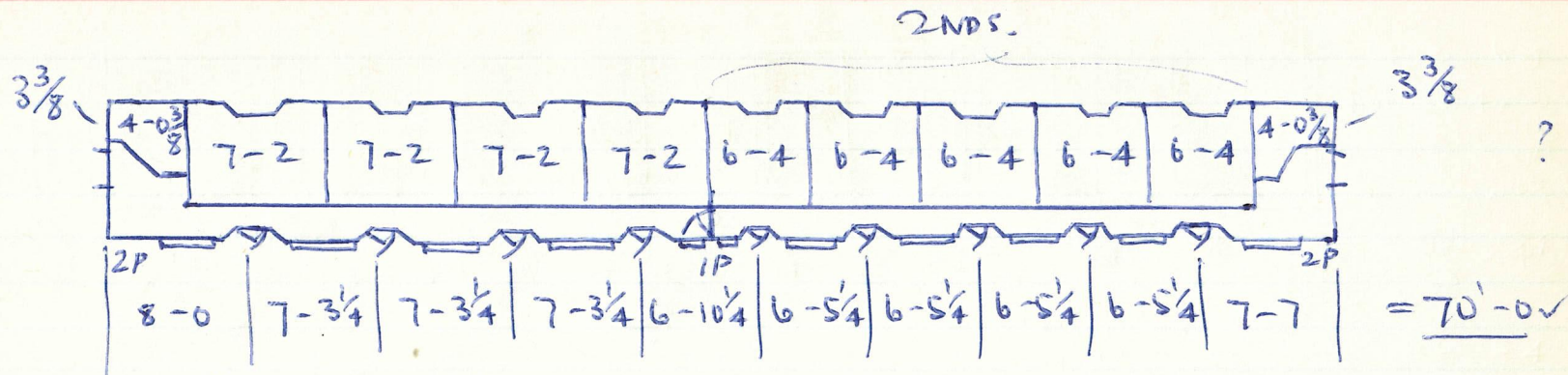
NS 7645-54 (originally 1645-54).

One of the photos in collection gives a good illustration of the BULLSEYE lenses fitted to the projection with 12 fried inside lights.
 With wings removed, this design became E-117.

E100 is E78 retaining projection, but seating the 1st 3-ards

ENDS	6 3/4
RTWS 10 x 1/4	1-0 1/2
" 1 x 1 1/2	1 1/2
LAYS	3-6
"	3-2
"	3-3 1/4
2NDS. 2 x 6'	12-0
1st 2 x 7'	14-0
3rd 4 x 5'-6	22-0
VAN	9-4
	<u>69-0</u>

E-79.



1/4" Diag. No.

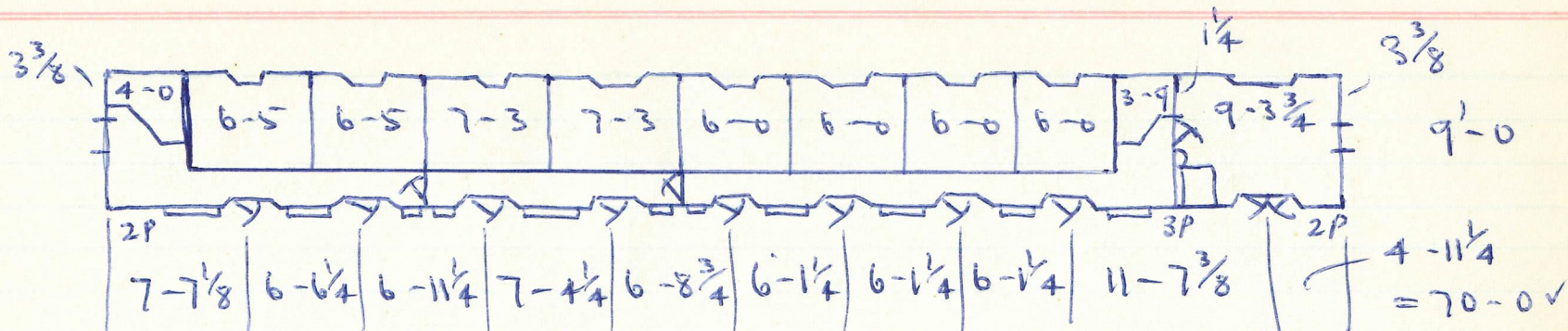
Bogie W.B. 9-0 (American) Bogie Centres 54-6 - Bar trussing with twist in oblique position

Concertina Group. Originally gas lit: afterwards electric light.

Lot 1111 only. Nos. 7512 - 7517.

Check of Internals:-

Ends	2 x 3 3/8	6 3/4
Plns.	10 x 1 1/4	1-0 1/2
Laws.	2 x 4-0 3/8	8-0 3/4
1sts	4 x 7-2	28-8
2nds.	5 x 6-4	31-8
		<hr/>
		70-0



1/4" DIA. 35283A. Boogie. 9' American Boogie Centres 54'-6"
 Bar turning. - the DIA shows a dimple in the oblique position. The earlier
 lots had this, but later lot did not. Originally gas lit.

LOT. 1113

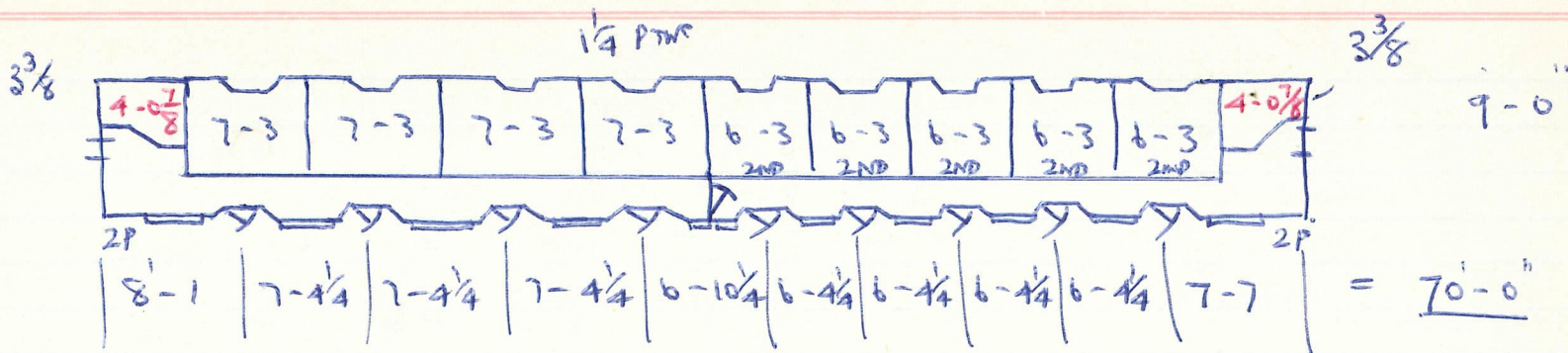
N^o 7658 - 7667

" 1121

N^o 7655 - 57 / 7668 - 7674.

The 'A' suffix to the DIA N^o indicates an alteration to the original DIA.
 This alteration appears to refer to two hand rails or grips on the waist moulding
 at either end of body. With them the extreme width is 9'-5"; without them, it is
 9'-0 3/4" over door handles. Possibly, until loading gauge restrictions were eased
 none of the consecutive goods had them.

ENDS	6 3/4
RTAS 10 @ 1/4	1-0 1/2
LAV	4-0
2nds	12-10
1st	14-6
3rd	24-0
LAV	3-9
Gz & Lugg.	9-3 3/4
	<u>70-0</u>



$\frac{1}{4}$ " Diag. No. 31629.

Bogie W.B. 9-0 (American). Bogie Centres 54-6. Bar Trussing. The diagram shows a halfway twist which observation shows that this design did NOT have; as it omits the latatory measurements & includes only one measurement for each size of compartment; it may be Diag. for E-79 altered.

Concertina Group. Originally gas lit. afterward Elec. Light.
 Lot 1119 only. Nos. 7675-7684.

Check of Internals: -

Ends.	$2 \times 3\frac{3}{8}$	$6\frac{3}{4}$
Plins	$10 \times 1\frac{1}{4}$	$1-0\frac{1}{2}$
1sts.	$4 \times 7-3$	$29-0$
2nds.	$5 \times 6-3$	$31-3$
2 laws. by computation each $4-0\frac{7}{8}$		$8-1\frac{3}{4}$
		<hr/> <u>$70-0$</u> <hr/>