

1/4 Diag. No. 32445.

Bogie W.B. 8-0 (American). Bogie centres 41-6

Bars I Style of panelling.

Although the third are roomier than the standard of 6-0 between partitions, the diagram does not show Second Class style of upholstery; nor is there any other evidence that these compts. were, or were intended to be, Second Class.

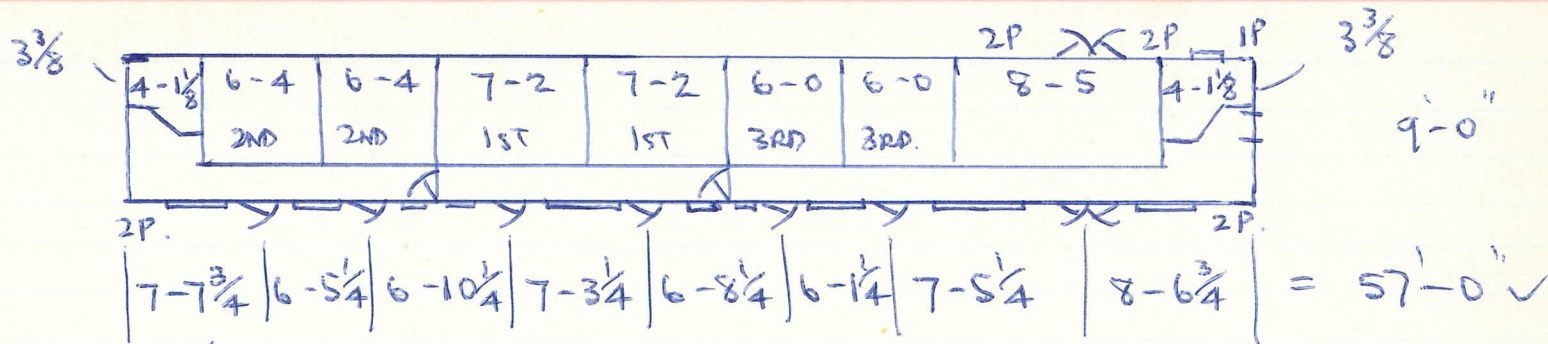
N.B. The L.H. long corridor light appears to be the same length as its neighbour, this seems to be the only design where an end light for First Class is so long.

Lot. 1137 Nos. 7518-7532. Incandescent Gas. Vac. West. + Handbrakes [15]

" 1148 Nos. 7700-7711. Elec light. [12]

Check of Internals:-

Ends.	2 x 3 ³ / ₈	6 ³ / ₄
ptns.	8 x 1 ¹ / ₄	10
lavs.	2 x 4-1 ¹ / ₈	8-2 ¹ / ₄
2/1st	x 7-3	14-6
4/3rds.	x 6-2	24-8
End & hugg.		7-3
		<hr/> 56-0 <hr/>



1/4 Diag. No. 33239

Bogie. W.B. 8-0 (American). Bogie centres 42-6. Bar Trussing.

Bars. I Style of panelling - Incandescent Gas.

The L.H. long corridor light seems to be a little longer than its neighbour, but perhaps is not so.

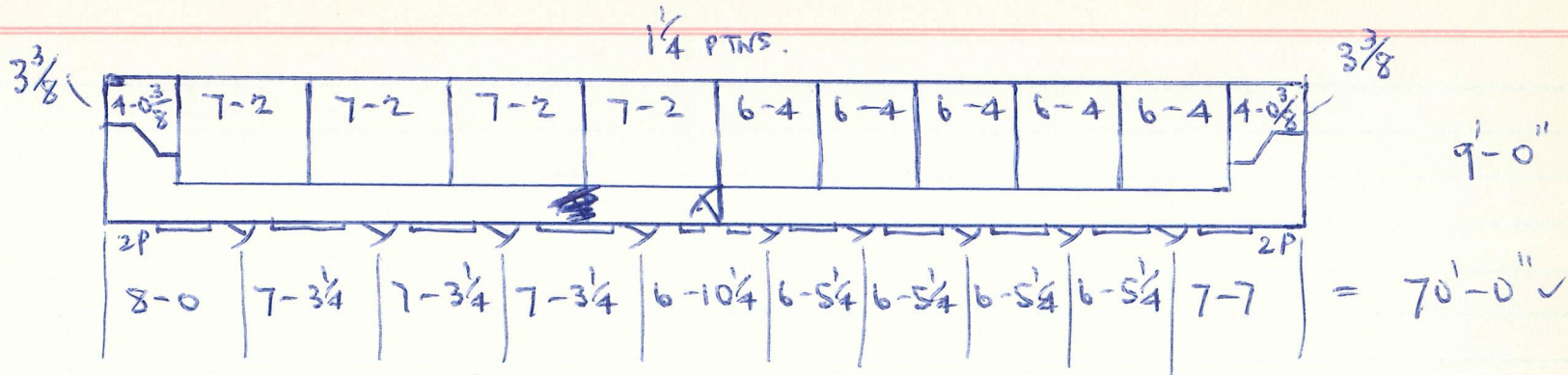
The photograph in the collection of the compt. side (standing at Ninehead platform) is valuable as showing that when the design was new, practice still was to provide lavatories with droplights. Also, that it was still the practice to paint a thin chocolate line round cream panels, near the mouldings. Also, that the practice of fitting Guard's entrances with a handle below waist level was not as yet introduced. Also, as showing the type & position of gas lamps & tops, especially over a lavatory.

Lot. 1138 only. Nos. 7533 - 7547 [15].

Check of Internals: -

Ends	2 x 3 ³ / ₈	6 ³ / ₄
Partns	8 x 1 ¹ / ₄	10
2lavs.	x 4-1 ¹ / ₈	8-2 ¹ / ₄
2/2nds.	x 6-4	12-8
2/1sts.	x 7-2	14-4
2/3rds	x 6-0	12-0
End & Lugg.		8-5
		<u>57-0</u>

E-84.



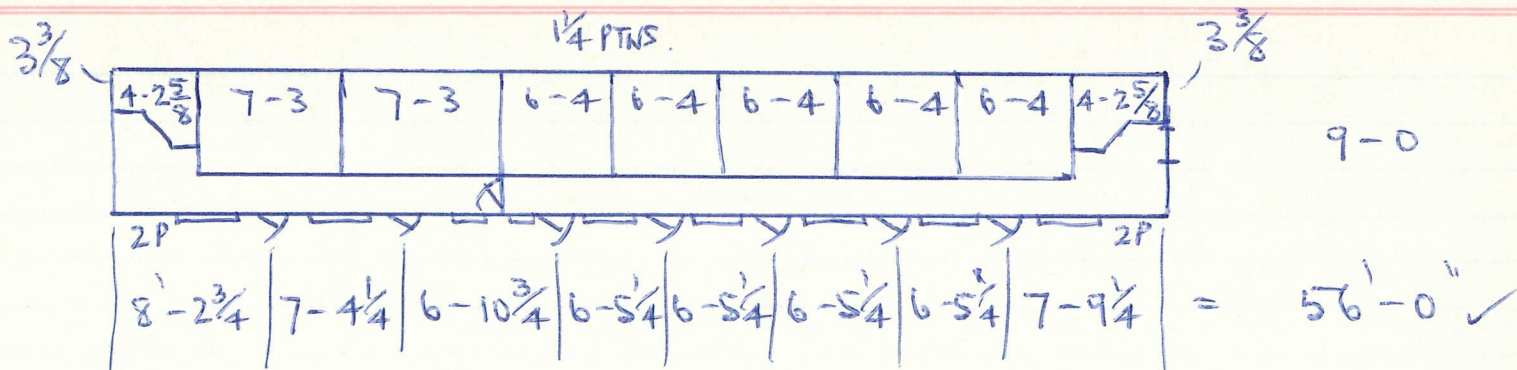
$\frac{1}{4}$ Diag. No.

Bogie W.B. 9-0 (American) Bogie centres 54.6 Bar Trussing.
 Bars I Style of panelling. First/Second Composite. Originally Incandescent Gas.
 Lot. 1145. Nos. 7548 - 7553 All L.H./First.

A note of No. 7549 (24/7/50), when the Toplights had been panelled over, indicates that the toplights (or some of them) in the corridor partitions still retained glass smooth on one side & with an impressed, fern like, pattern on the other. This seems to mean that the Arctic Glass, smooth on neither side, had not yet been adopted.

Check of Internals: -

Ends.	$2 \times 3\frac{3}{8}$	$6\frac{3}{4}$
Partns.	$10 \times 1\frac{1}{4}$	$1-0\frac{1}{2}$
Law.	$2 \times 4-0\frac{3}{4}$	$8-0\frac{3}{4}$
1st.	$4 \times 7-2$	$28-8$
2nd.	$5 \times 6-4$	$31-8$
		<hr/>
		$70-0$



1/4" Diag. No. 36412

Bogie W.B. 8-0 (American) Bogie centres 41-6. Bar Trussing.

Bars I style of panelling. L.H. con. light shorter than its neighbour; ditto R.H. electric light. That these were envisaged as 1st/2nd Compo. is suggested by the size of the 6-4 compts. (see E. 83 + E. 84) + also by Second Class style of upholstery being drawn on the plan.

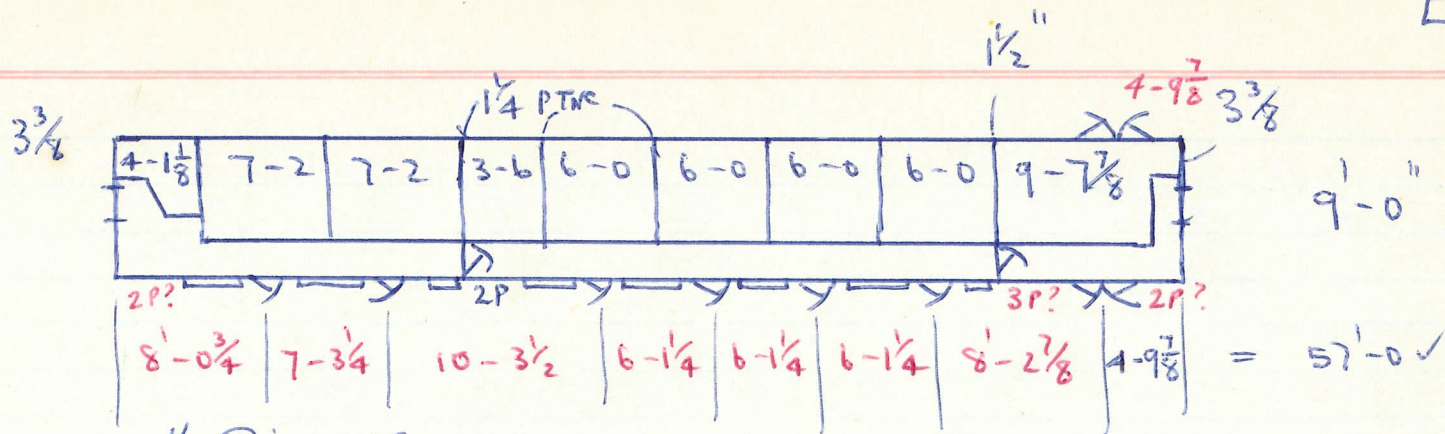
But they appear on the Dwg. Office. lot list as 1st/2nd. Compos. there is no other evidence of their having been 1st/2nd, + according to my recollection the fascias in the corridor were the horizontal painted wood strips appropriate to Third; the doors had horizontal wood strip lining + not the single panel of Second, + the handles to the sliding corridor doors were the plain Third Class variety, + not the more ornate pattern used for Firsts + Seconds.

Lot 1147. Nos. 7712-27 [16]

" 1151. " 7728-29 [2]

Check of Internals: -

Ends.	2 x 3 3/8	6 3/4
Plns.	8 x 1 1/4	10
Laws.	2 x 4-2 5/8	8-5 1/4
1sts.	2 x 7-3	14-6
3rds.	5 x 6-4	31-8
		56-0



1/4 Diag. No.

Bogie W.B. 8-0 (American). Bogie centres 42.6 Bar trussing.

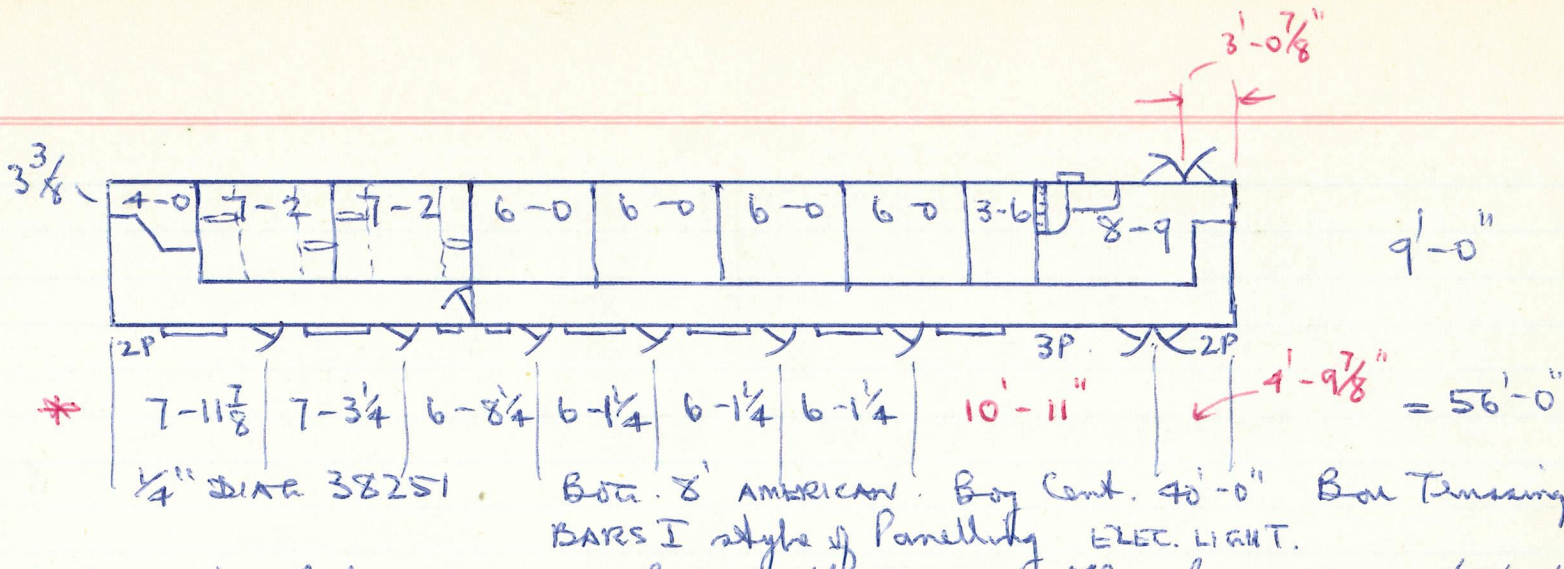
Bars I style of panelling. Electric light.

Figures in black stated to be those on the diagram - Those in red are computed; or (in the case of the luggage doors on the off side) are adopted because although no measurement is said to be entered on the diagram, it appears from photographic evidence that the double doors are opposite to each other in E. 87, + the figure of 4-9 7/8 is actually marked on the diagram of E. 94, which is almost identical with this design. The 2 panels opposite the lav. are from observation (19/10/48).

Lot. 1155 only. Nos. 7730, 7731. No 7730 was involved in the collision at Abermule Cambrian Rlys. in 1921, + was withdrawn in consequence.

Check of Internals: -

Ends.	2 x 3 3/8	6 3/4
Plns.	7 x 1 1/4	8 3/4
"	1 x 1 1/2	1 1/2
L.H. Lav.		4 - 1 1/8
R.H. "		3 - 6
1st.	2 x 7.2	14.4
3rd.	4 x 6.0	24.0
Grid + lugg.		9 - 7 7/8
		<u>57 - 0</u>

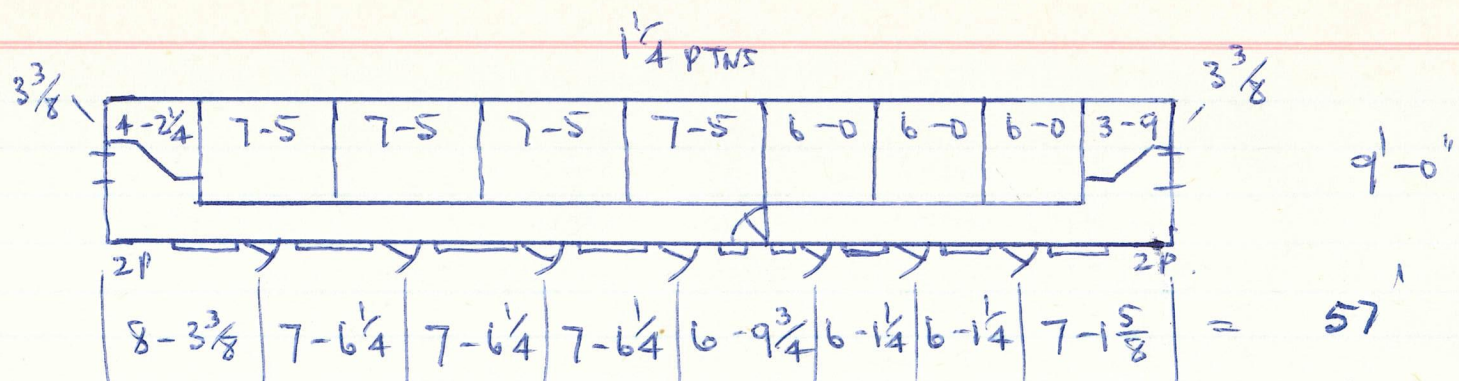


* No external figures are marked on the DIAG. The above are computed.

LOT 1169 only NOT 7732-37. [6].

note only 1 armrest per side in 1st, drawing the seat into 2nd service area
 This is old practice

Note:- No door across the cor. separating the pass portion
 from the seat is shown on the DIAG.



1/4" DIAG. 43459 Bog. 9'-0" FISHBELLY. Bog. Cent. 41'-0" BAR TRUSSES
 The DATA shows BARS II style of panelling, but the design was built also with BARS I style.

LOT 1171 NOS 7738-47. all apparently LH. 1sts. BARS I

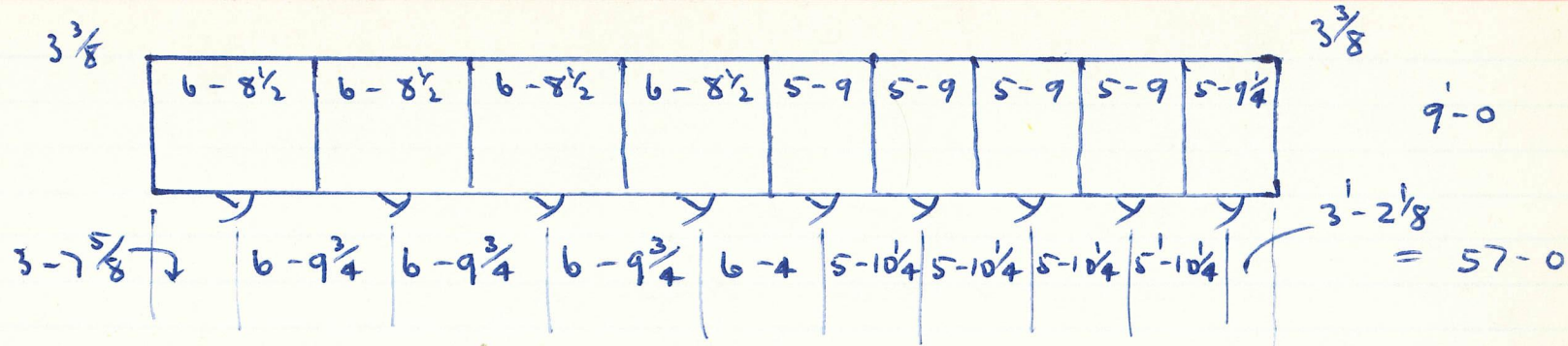
LOT 1193. N^o 7554-7573. { LH. 1sts. 7555/56/58/59/60/64/66/67/69/73
 BARS II
 RH 1st. 7554/57/61-63/65/68/70-72.

LOT 1201 N^o 7748-7751 all apparently LH. 1sts BARS II

(Lot 1201 was part of the programme to replace losses in the Swanton fire of 1911.

Ends.	6 3/4
8 PTNS.	10"
LAV 1st	4- 2 1/4
1sts.	29- 8
Ends	18- 0
LAV 2nd	3- 9
	<u>57- 0</u>

The LH & RH. vehicles are as per photos in collection except for 7556 & 7562.
 * 8' Bogies were fitted to 7567/59/55/64/65/61/51/49
 N^os [presumably in order of fitting]



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

Bogie W.B. 9-0 (Fishbelly). Bogie centres 41-0. Bar Trussing.

Bars II style of panelling. 5 panel, NOT pseudo-corridor, ends.

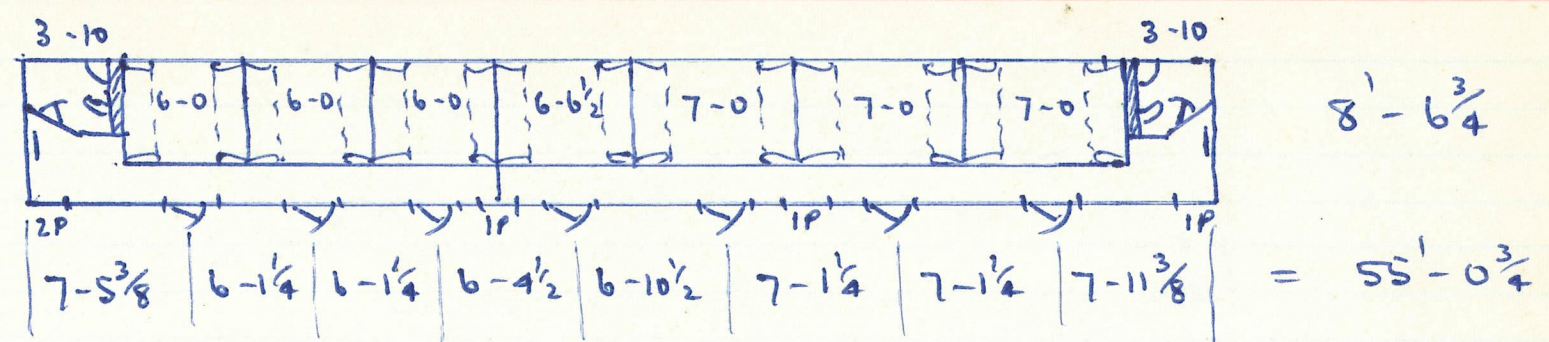
Lot. 1187 only. Nos. 6596 - 6598, 6604, 6662 - 6665 (8).

For 4 coach sets, to work with pairs of D. 49 (lot 1188), 2388 - 2395.

Check of Internals: -

Ends.		$6\frac{3}{4}$
Patns.	$8 \times 1\frac{1}{4}$	10
1st.	$4 \times 6-8\frac{1}{2}$	26-10
3rd.	$4 \times 5-9$	23-0
"	$1 \times 5-9\frac{1}{4}$	$5-9\frac{1}{4}$
		<hr/>
		57-0

E. 92.

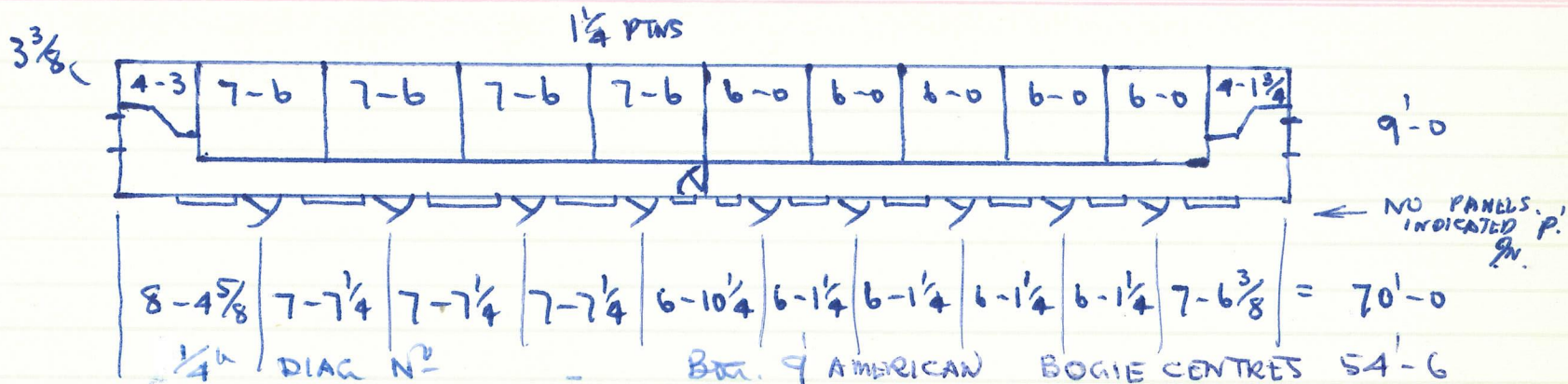


1/4" Drawing. No. 34904^B Bogie 10-0. W.B. 47-0. Clerestory panelled.
 Conversion of 4 lavatory E. 53 with a First Class compt. substituted for the two inner laws.
 The fact that this Diagram is E. 92 + not E. 55 seems to show that the Octavo Diagram Series was numbered before any conversions of this type. Therefore, if the conversion dates can be ascertained, we shall know a fixed date before which the Octavo list was compiled. Lot. 831 only. Such vehicles as are reported do not have the additional panel in the First Class corridor. The sliding doors at the end do not seem to be enclosed. *Examine E. 92 again.*

Check of Internals: —

Ends	6 3/4
6 ptns x 1 1/4	7 1/2
2 laws x 3-10	7-8
2 Tank ptns x 4"	8
3/2nd x 6-0	18-0
1/1st x 6-6 1/2	6-6 1/2
3/1st x 7-0	21-0
	<hr/>
	55-0 3/4

Lot 831 as E. 53 Nos. 7405 - 7416.
 Converted to E. 92 7409.
 7407, 7415, 7416.



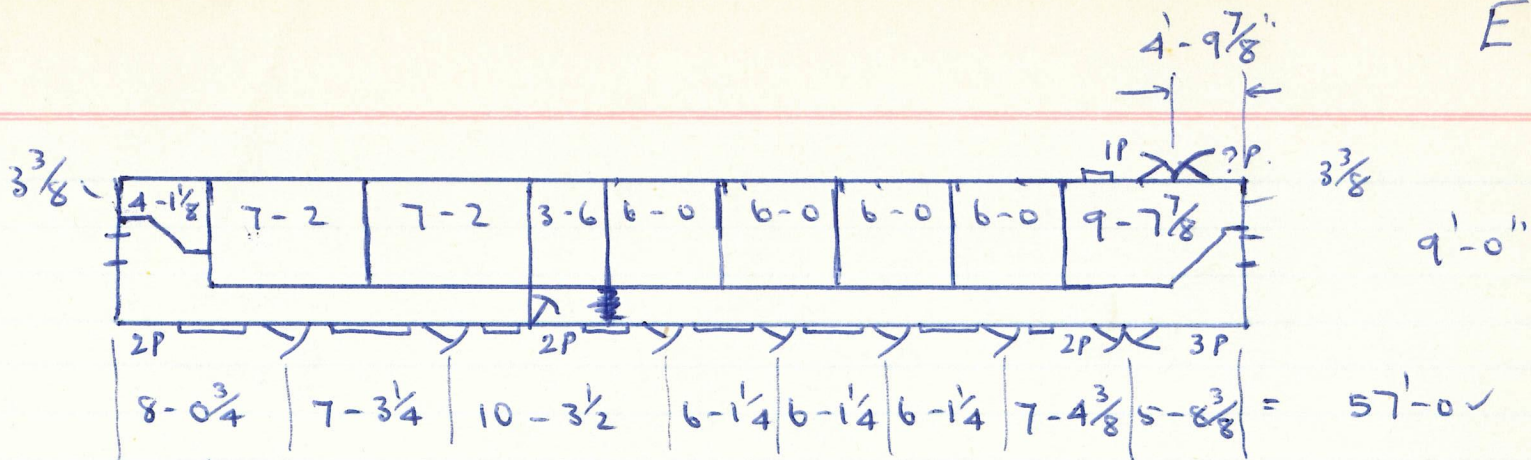
LOT 1210 NO 7752 - 7761 BAR TRUSSING LH 1STS & RH 1STS.
 LOT 1213 NO 7762 - 7765 Round Bar Tensing

NO 7755 LH 1ST (Photo in collection)

Checks	
Ends.	6 ³ / ₄
Plns. 10 @ 1/4	1 - 0 ¹ / ₂
LAV	4 - 3.
Fusls.	30 - 0
Thicks 8x6-0	30 - 0
LAV	4 - 1 ³ / ₄
	<u>70 - 0</u>

Side & End Elevation of this design are in the
 Rly Eng. July 1913 pp. 212-5, on which are many
 detailed measurements, not on official DIAG.
 Also a plan, & an underframe Dwg, but the
 latter shows gas cylinders, which this design
 did not have.

E. 94.



1/4" Diag No. 47189.

Bogie W.B. 9-0. Bogie centres 41-0. Bar Trussing.

Bars II. Style of panelling - Elec light.

Similar to E. 86, main differences being in Bogie & Bog Cent, in the corridor approaching the Van end with an oblique partition, & in the luggage Doors on the corridor side being sited further from the end.

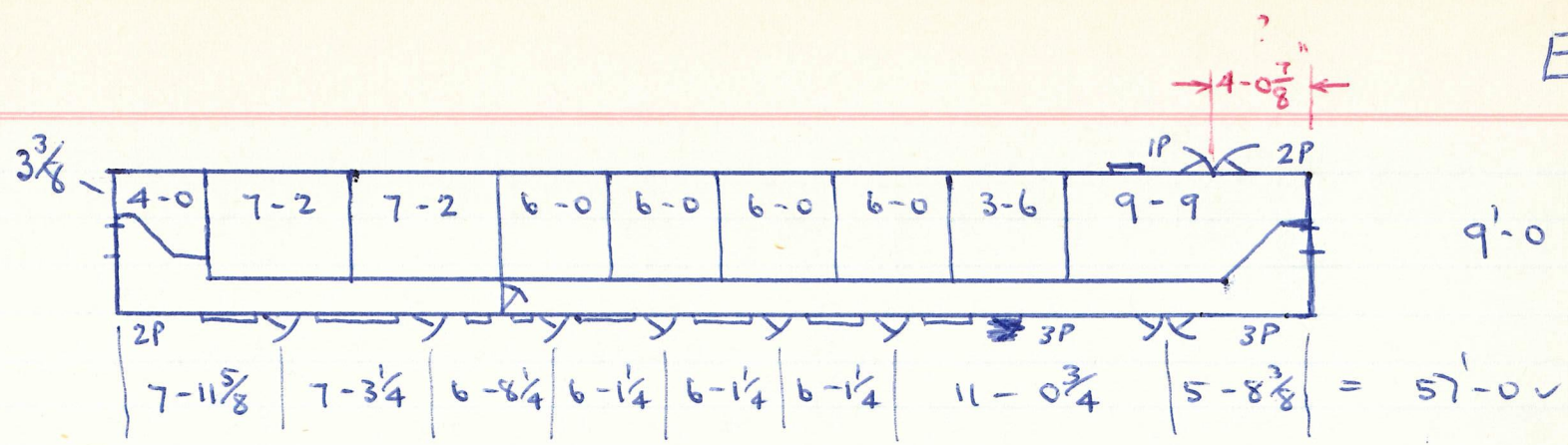
Lot. 1200 only. Nos. 7581 - 7583. Part of the programme undertaken to replace losses in the Paint Shop Fire of 1911.

For check of Internals see E. 86.

N.B. No door across the corridor separating the passenger portion from the rest is shown on the diagram.

Diagram marked: "No. 7583 fitted steel panels - Tare 28^T 16^c (instead of 27^T 5^c)"

E. 95



1/4" Dia. No. 48271.
 Bogie W.B. 9-0 (Fishbelly). Bogie centres 41-0 Bar Trussing.
 Bar II. Style of panelling. Elec light.
 Lot 1212 (Part of) only. Nos. 6945 - 6961.
 The remainder of lot 1212 were almost identical Single-ended Slip Coaches. F. 20.
 Nos. 6962 - 6964.

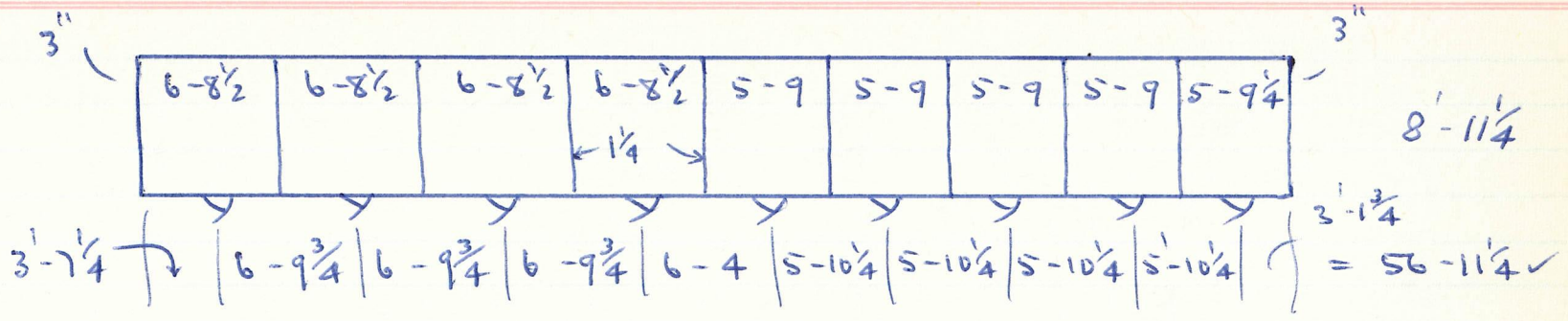
Check of Internals:-

Ends.	2 x 3 3/8	6 3/4
Partns.	7 x 1 1/4	8 3/4
"	1 x 1 1/2	1 1/2
Law.		4-0
1st.	2 x 7-2	14-4
3rds.	4 x 6-0	24-0
Law.		3-6
Cyd + Hudg.		9-9
		<u>57-0</u>

The measurement of Double doors to end on the Compt-side is not given. Their positioning with regard to the Guards ~~Door~~ Seat, Table, + Pigeonholes seems to be the same as with E. 87. If so, since the van of this E. 95 is exactly 1ft. longer than that of E. 87, the measurement should be 4-0 7/8. It looks more.

N.B. No door across the corridor separating the passenger position from the rest is shown on the diagram

E. 96



1/4" Diag. No.

Bogie W.B. 9-0 (Fishbelly) Bogie centres 41-0 Round Bar Trusses.

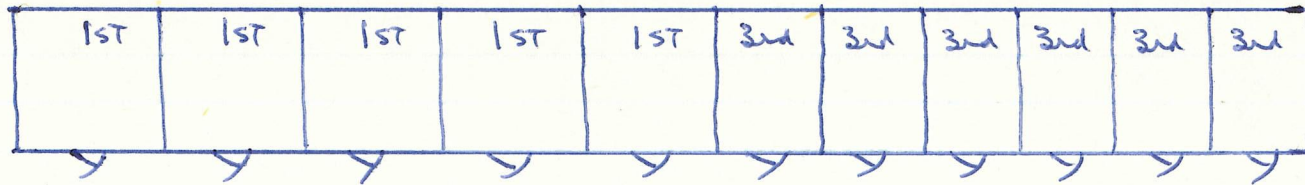
Steel panelled Topleight Group.

Lot. 1228 only. Nos. 6500 - 6511

Check of Internals: -

Ends.	2 x 3	6
Flms.	8 x 1 1/4	10
1sts.	4 x 6-8 1/2	26-10
3rds.	4 x 5-9	23-0
"	1 x 5-9 1/4	5-9 1/4
		<u>56-11 1/4</u>

E-97.



8'-11 $\frac{1}{4}$ "

EXT. DIM. NOT GIVEN *gn*

= 69'-11 $\frac{1}{4}$ "

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

Bogie W.B. 9-0.

Bogie centres.

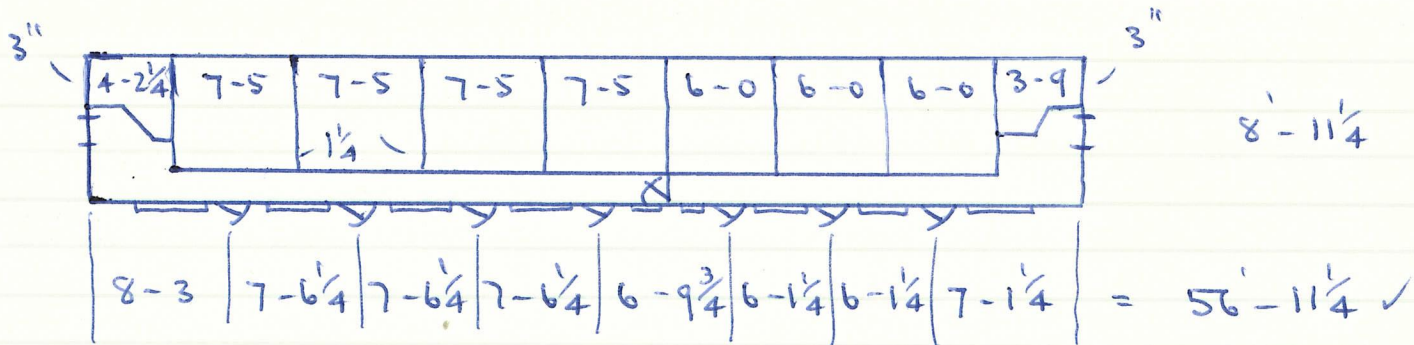
Round Bar Trussing.

Steel panelled Toplight Group.

Lot. 1226 only - Nos. 6863 - 6870.

For Block Trains, see also D. 55.

No detailed measurements on hand.



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

Bogie W.B. 9-0 (Fishbelly). Bogie centres 41-0. Round Bar Trussing.
Steel panelled Toplight Group.

Lot 1233 only. Nos. 6938, 6939, 6941-6944. [6] R.H./1sts + L.H./1sts.

Check of Internals: -

Ends.	2x3	6
Plns.	8x1 $\frac{1}{4}$	10
Lwd.		4-2 $\frac{1}{4}$
1sts	4x7-5	29-8
3rds.	3x6-0	18-0
Lwd.		3-9
		56-11 $\frac{1}{4}$

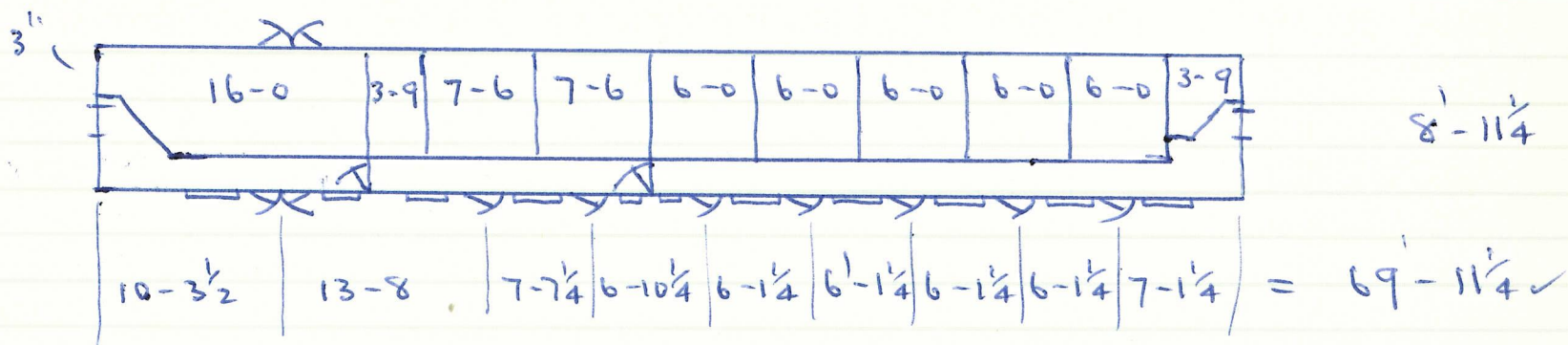
6939. noted as R.H./1sts (27/5/50).

6942. - - Was damaged. (2/10/49). "No rainstrips on roof" probably steel roof.

6944. - - L.H./1sts. (10/8/45 + 9/9/46) Confirmed by Photo in Collection.

No further details.

E. 99.



1/4" Diag. No.

Bogie W.B. 9-0

Bogie centres 54-0

Angleiron Trussing.

Steel panelled Toplight Group.

elec. light.

lot. 1240 only.

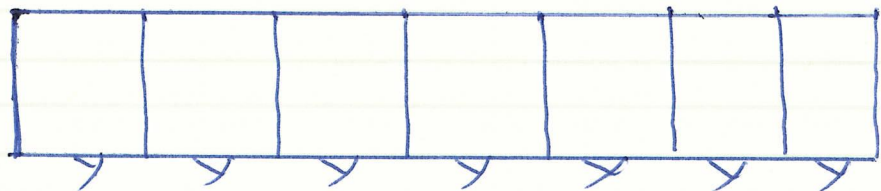
Nos. 7766 - 7775.

Check of Internals:—

Ends.	2 x 3	6
Partns.	9 x 1 1/4	11 1/4
Grid + hugg.		16-0
low.		3-9
1sts.	2 x 7-6	15-0
3rds.	5 x 6-0	30-0
low.		3-9
		<u>69-11 1/4</u>

See also E. 104

E. 101.



← NO DIM. GIVEN JW.

1/4" Diagram No.

Bogie W.B. 9-0 (Fishbelly) Bogie centres. Angle-iron Trusses.
Steel panelled Toplight Group.

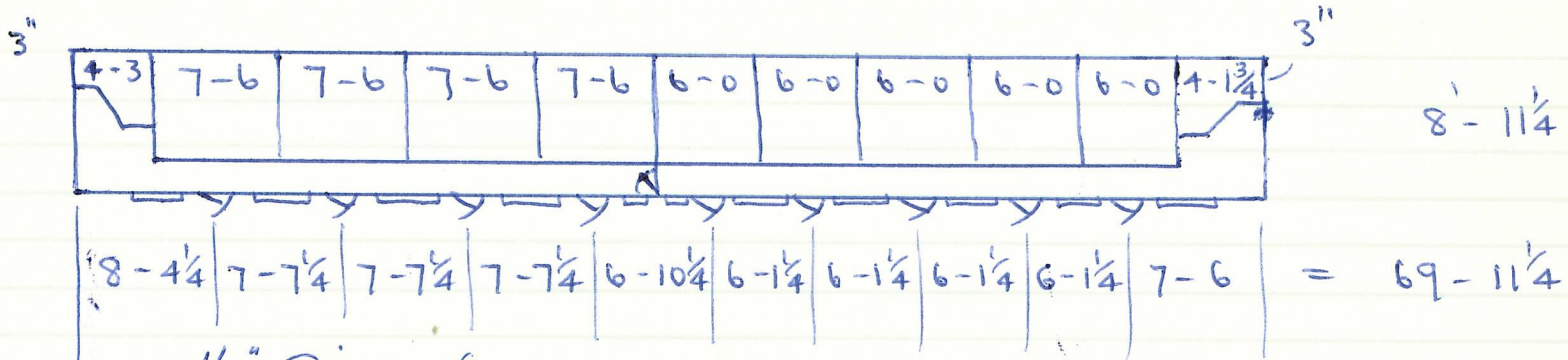
'Metro' for block trains. see. C. 37 + D. 62.

No detailed measurements on hand.

Lot 1261. Nos. 7901-7902.

" 1273. - 7903-7912.

E. 102.



1/4" Diag. No

Bogie W.B. 9-0 Bogie centres 53-0 Angle-iron Trussing.

Steel panelled Toplight Group.

Lot 1276 only. Nos. 7776-7781, 7783-7787. For No. 7782 see E. 103.

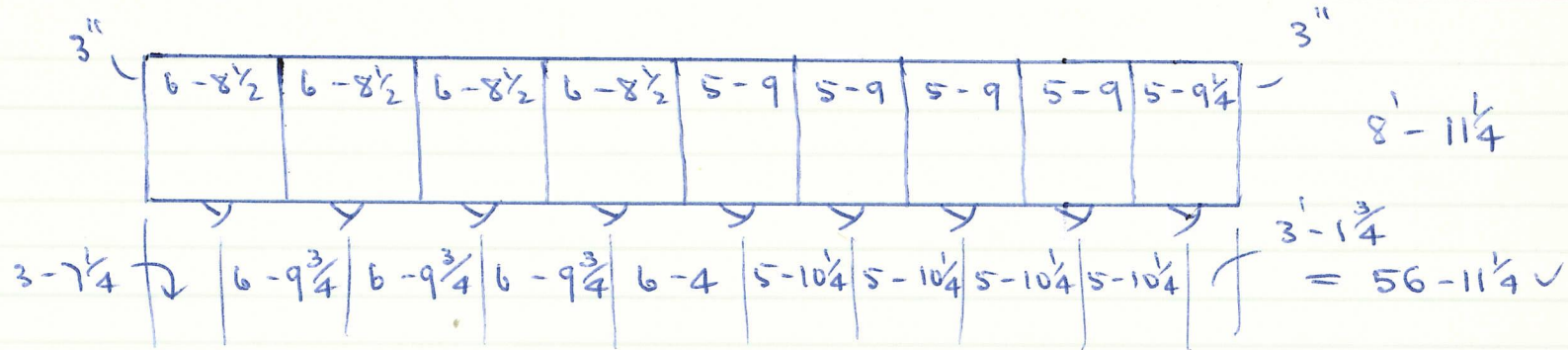
Check of Internals:-

Ends.	2x3	6
Plns	10x1 1/4	1-0 1/2
low.		4-3
1sts.	4x7-6	30-0
3rds.	5x6-0	30-0
low.		4-1 3/4
		<u>69-11 1/4</u>

L.H/1sts. 7776 / 78 / 80 / 84 / 86.

R.H/1sts. 7777 / 79 / 81 / 83 / 85 / 87.

E. 103



1/4" Diag. No.

Bogie W.B. 9-0 (Fishbelly) Bogie centres 41-0. Angle-iron Trussing
Steel panelled Toplight Group.

Lot. 1282

Nos. 7913 - 7920

• 1303

• 7921 - 7928

check of Internals as for E. 96

E. 104.

NO DWG. GIVEN *JN*

$\frac{1}{4}$ " Diag. No. 61378

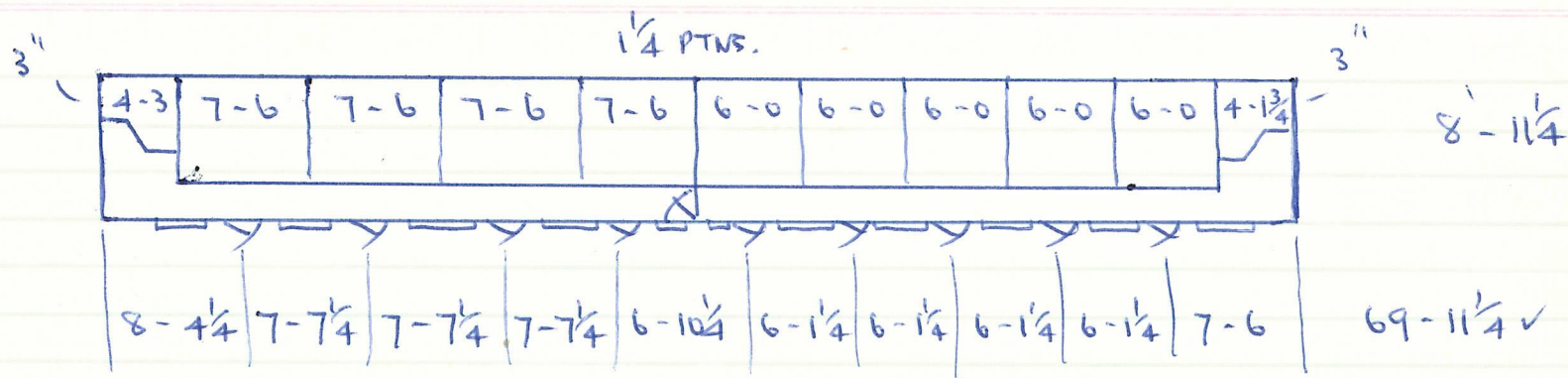
This appears to be identical into E. 99 (which see), except that: -

The Bogie centres are 53-0 (instead of 54-0).

The Van + the R.H. Lav. are 16-0 $\frac{1}{4}$ + 3-9 $\frac{1}{4}$ (instead of 16-0 + 3-9, respectively). This appears to imply that the end walls were reduced from 3" to 2 $\frac{3}{4}$ " wide

Lot. 1280. Nos. 7788 - 7797.

E. 108



1/4" Diag. No.

Bogie 9-0. Bogie centred 53-0 Angle-iron Trussing.

This is a hybrid design, of which only one vehicle was built. It has canvas roof + turnunder ends, but has the high waist of later steel roof stock, no toplights, + no bolachon mouldings round the windows, in fact the sides are similar to the following steel panelled steel roof designs

Lot 1276 (part of)

No 7782 only.

L.H/ists.

For check of internals see E. 102.

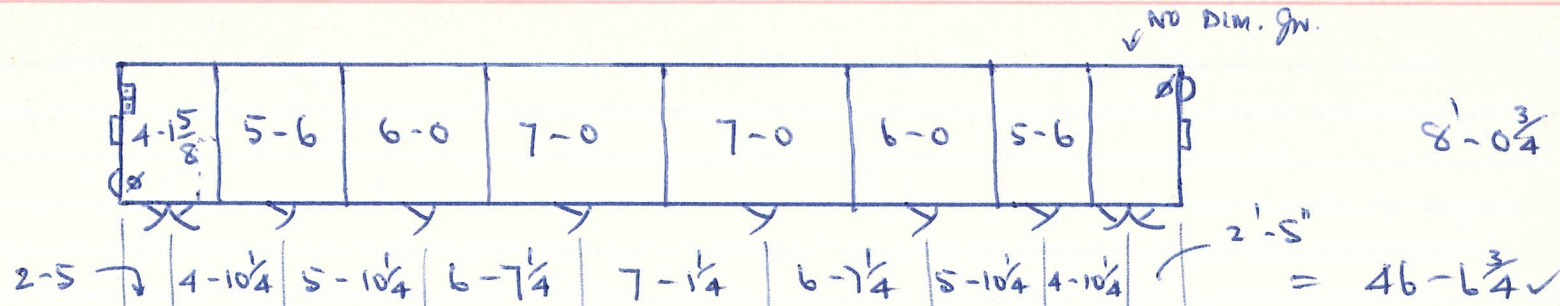
"APPARATUS FOR SLIPPING COACHES" (— a notable improvement)
SEE G.W.R. MAG. 1909 AUGUST. XXI, 183.

Bineys notes, added:—

See also Sheet for F3, which was ordered with "new slip apparatus" about 1887/88. Nature of "newness" unknown.

It is suggested that the improvement of 1909 resulted in the provision of the vac tanks which, on clerestory stacks, were mounted on the lower deck of the roof. Dimensions are known only in the case of F9: 1'-0" DIAM. x 48'-0" length (for a body length of 56'-0 $\frac{3}{4}$) (See photo of F5, 50'-0 $\frac{3}{4}$ - tanks look like 48'-0"). My recollection is that the connecting pipe left the centre of the end of the cylinder & ran along the clerestory (close against it) horizontally, about $\frac{1}{2}$ way up, & dived into the side of the clerestory very near to the end wall. Photo in collection seems to show that such a pipe was provided at one end only.

DIAG	LOTS	LONG	WIDE	TYPE	DESCRIPTION
F1	232 280	46-6 ³ / ₄	8-0 ³ / ₄	DE	CLERE I Bkce 3.2.1.1.2.3. Bkce. Low W. 6'-4B.
F2	360 280	"	"	DE	Clere I Bkce. 3.2.1.1.2.3 Bkce. {LOW W. HIGH/LOW 8'-6B
F3	409	"	"	SE	CLERE II 2/3 2/2 2/1 Bkce 6'-4B
F4	471	48-6 ³ / ₄	"	SE	Clere III 4/3 1/1 1/2 Bkce (E29 WITH SLIP APPARATUS 6'-4" B.
F5	601 736	50-0 ³ / ₄	"	DE	Clere II & III Bkce 3/3 2/1 1/2 Bkce. 6'-4 & 8'-6B. [E39 WITH SLIP APPARATUS]
F6	697	56-0 ³ / ₄	8'-6 ³ / ₄	SE	Clere III Bkce [L] 3/3 L. 1/2. 1/1 L. 1/1 8-6B. NL. F22.
F7	742	"	"	SE	Clere III AS F6. [E41 with slip apparatus]
F8	765	58-0 ³ / ₄	"	SE	Clere III Bkce [L] 4/3 L. 1/2. 1/1 L. 2/1 10-0B. [E45 WITH SLIP APPARATUS]
F9	841	56-0 ³ / ₄	"	DE	Clere III Bkce. 2/3 1/2 2/1 1/2 Bkce. 10-0B.
F10	844 975 1032	58-0 ³ / ₄	"	DE	Clere III Bkce 3.L.3.1.L.1.2.L.2. Bkce. 10'-0" B.
F11	886	38-6 ³ / ₄	"	SE	Clere III Bkce 3.L.3.2.L.1 Bit with wings. 6'-4B
F12	890	"	"	SE	Clere III AS F12 but built without wings. 7-6B
F13	1117	70	9-0	DE	CONCERTINA Bkce L. 3/3. 2/1. 2/2 L. Bkce. 9'-0B. AMERICAN
F14	1150	57	9-0	SE	BARS I Bkce L. 3/3 2/1. L 8'-0B. "
F15	1166	57	9-0	DE	BARS I Bkce 4/3 L. 2/1 Bkce [2- ⁴ LAYS. CORRIDORS] 8'-0B "
F16	1166	57	9-0	DE	BARS I Bkce 4/3 L. 2/1 Bkce [1- ³ LAYS CORN] 8'-0 "
F17	}	Diagrams do not survive. Conjectures may include F16 fitted for but not equipped with gangways; & F16 equipped with gangways.			
F18					
F19					
F20	1212	57-0	9-0	SE	BARS II L. 2/1 4/3 L. Bkce [E95 with slip end]
F21	1252	69-11 ¹ / ₄	8-11 ¹ / ₄	DE	S.P.T.L. Bkce L. 2/1 5/3 L. Bkce
F22	697	56-0 ³ / ₄	8'-6 ³ / ₄	SE	Wingless F6.
F23	1429	61-4 ¹ / ₂	9-5 ³ / ₄	DE	Bladder
F24	7597	-	8-11	DE	ED/III
-	at least one E164 (Dome ended BCK) converted for slip use. (7374).				



F1. 1/4" DIAM. N^o 352.. (imperfect) CLERESTORY TYPE I LOW WINDOW.
Boys 6'-4" WB 36'-0 "LOTS 232, 280".

F2 1/4" DIAM. - - - - ? Clerest Type I High/Low.
Boys 8'-6" WB 38'-6 "LOTS 360, 280".

Checks

Ends	6 3/4
7 Hm.	8 3/4
2 Ash.	14-0
2 / 2WDS	12-0
2 / 2nds	11-0
2 Syd & L.V.G.	8 - 3 1/4
	<u>46 - 6 3/4</u>

The two diagrams seem to raise some problems & seem to represent a compromise between varying features. The low window body is the correct contemporary type for LOTS 232 & 280; the HIGH/LOW for LOT 360 LOT 360 ought to have sides 3" higher than LOT 232, the camber of the lower deck (roof) being flatter, so that the overall height remains the same.

EVIDENCE OF DIAM. E16 LOTS 274 & 309 suggest DIAM. F1 & 2. LOT 280, may have the higher sides & flatter lower deck camber.

BUT SEE BELOW
 F1 DIAM was marked on ^{COVERING} LOT 232 7073/4. & LOT 280, N^o 7019-21 (with 7022 deleted) PROBABLY SHOULD BE 7021
 F2 " " " " " LOT 360 N^o 7071/2. & " " " " N^o 7021 (7021 therefore appears in both DIAM)
 LOT 232 ordered as 2 Ships N.G. [TRUCK] WB. 32'-0 This is 2' shorter than usual WB. for 46'-6 3/4 bodies on the old 7-0 truck. The N^os allotted are given as 208, & 239 (but some doubt of 239) ultimately these two became 1073/4 later 7073/74.
 LOT 280 was ordered as 4 Ships N.G. (to run 6" [i.e. Comparable to Type II]) These were:-
 B.G. 480-483 then 5G. 1019-22. [later 7019-7022]

Lot 360 ordered as 2 slips NC. Nos allotted :- 209, 210 ultimately 1071/72 ^{Later} 7071/72

BUT SEE
BELOW

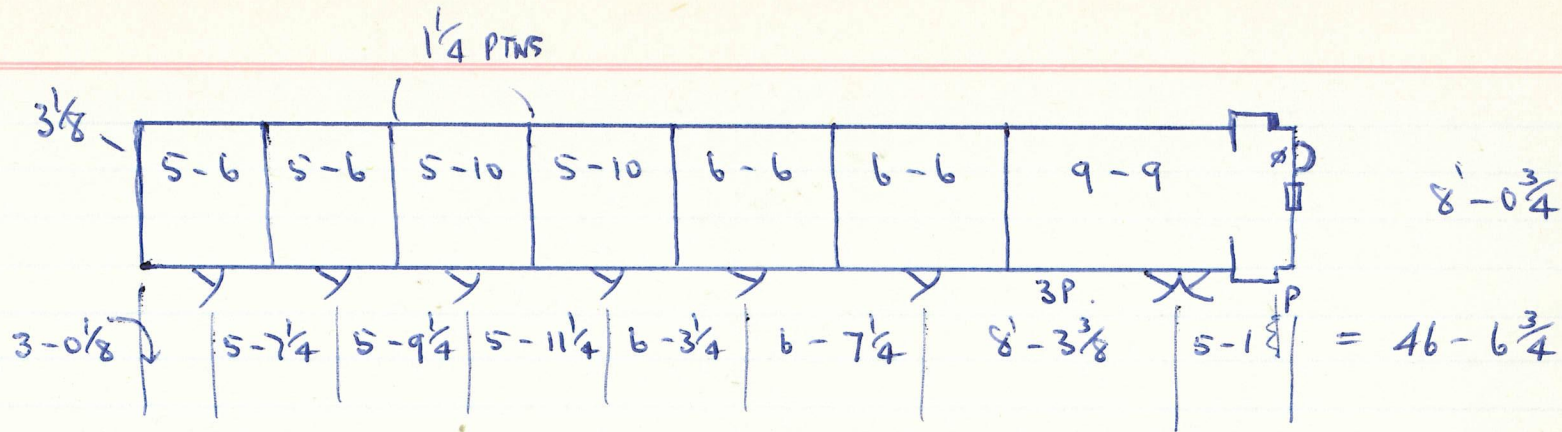
It may be taken fairly certain that the 4 Ex B.G. had the 6'-4 Bogie & that the DIAG in ^{vehicles} ~~vehicles~~ Std gauge vehicles built on the 7'-0 trucks were later equipped with bogies 8'-6 usually to 46'-6 $\frac{3}{4}$ long with odd exceptions (SEE E5 & E9)

The entry of 7021 on F2. seems incorrect; it was converted in 1891 i.e. 9 months or so before any use of the 8'-6 bogie is definitely known.

See above in red. ?

An alternative smaller D.O. binder differs from above :- it marks 7022 as F1 & 7021 as F2. ("NC. Body on B.G. frames") This configuration indicates either (1)

- (1) That the 8'-6 bogie was introduced earlier than had seemed.
- (2) That the bogie was changed to 8'-6 from 6'-4 after and not at conversion.



$\frac{1}{4}$ " Diag. No. 35022. Clerestory Type II. Bogie 6-4. W.B. 36-0
 Lamp Top over Van not shown, but probably over $\frac{1}{2}$ of R.H. leaf of the luggage doors.
 One long clerestory panel over van.

Check of Internals: -

Ends at $3\frac{1}{8}$	$6\frac{1}{4}$
bptrs x $1\frac{1}{4}$	$7\frac{1}{2}$
2/1st x 6-6	13-0
2/2nd x 5-10	11-8
2/3rd x 5-6	11-0
Van.	<u>9-9</u>
	<u>46-6$\frac{3}{4}$</u>

Lot 409 only. No 7023 only. ex. B.G. No 494.

This vehicle was ordered as a B.G. convertible Type II + was to have had the 7-0 Truck with a wheelbase of 34-0. The order was altered to a wheelbase of 36-0, ~~the order was~~ which implies the 6-4 bogie, as shown in the diagram. For a similar alteration see Lot 405 (L. 15).

'New slip Apparatus', but no further details.

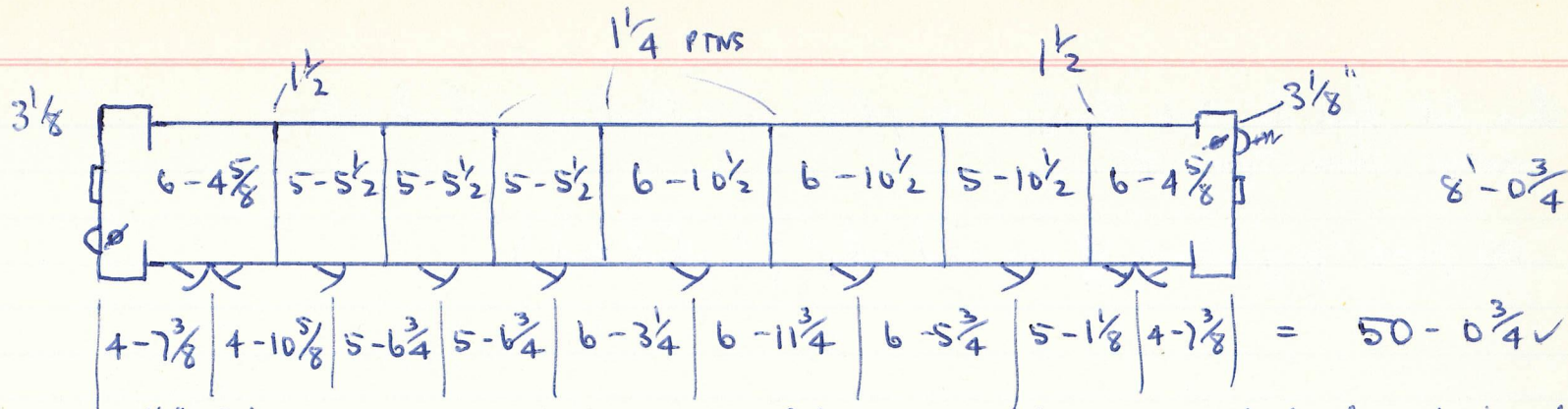
'4 reservoirs' fitted for vacuum + Westinghouse cock fitted on No 7023.

1/4" Diag. No. 35032.

This is E. 29 (which see). adapted as a Slip, + having a droplight in the van end. This diagram shows (as E. 29 does not) lamp tops over the £ of the R.H leaf of the luggage doors, + over the £ of the guards door.

lot 471 only, Nos. 7293, 7297.

Originally ordered as 3. N.G. 1st/2nd. Compos, 46-6³/₄ long "with laws", + the intention seems to have been to build E. 27 or E. 28. But "alteration in new carriage hots. To consist of 10 Tri-Compos 48-6 long similar to lot 461." (which is however, 46-6³/₄ long).



1/4" Diag. No 35031, 40513. The late H^t Longridge is responsible for entering these two diagram numbers (which he brackets). He notes 6-4 Bogie; but see below one diagram may show the 8-6 Bogie.

Lot 601 - Class Type II. Should be 6-4 Bogie. W.B. 39-6 (as noted by Longridge.)
 " 736. " " III. " " 8-6 " see below.

check of Internals: -

2 Ends	x 3 1/8	6 1/4
2 Van ptms	x 1 1/2	3
5 other ptms	x 1 1/4	6 1/4
2 Vans	x 6-4 5/8	12-9 1/4
2/1st	x 6-10 1/2	13-9
1/2nd	x 5-10 1/2	5-10 1/2
3/3rd.	x 5-5 1/2	16-4 1/2
		<hr/>
		50-0 3/4

Lot 691. Ordered as 6 vehicles. 5 standard gauge. 1 Broad gauge, Nos. 1065-1070. The B.G. vehicle was to be 622, S.G., 1065 (later 7065-7070.) Although ordered as B.G. it is doubtful whether this intention was carried out, as it is not identifiable amongst the conversions. For evidence that this lot was Class Type II see photo of grounded body (at Banbury) in the collection.
 Lot 736. Ordered as 4 vehicles. Nos. 1075-78 (7075-78) For evidence that

27
this lot had the 8-6 Bojia see photo. in collection, which also
proves Clear. Type III.

No 7078 "projections off one end only" (? which end).

1/4" Diag. No. 35256.

This is E. 39 (which see), adapted for Slip use.

Lot. 697 (part of) only Nos. 7255 - 7258.

Wingless form of F. 6 is F. 22. (7258).

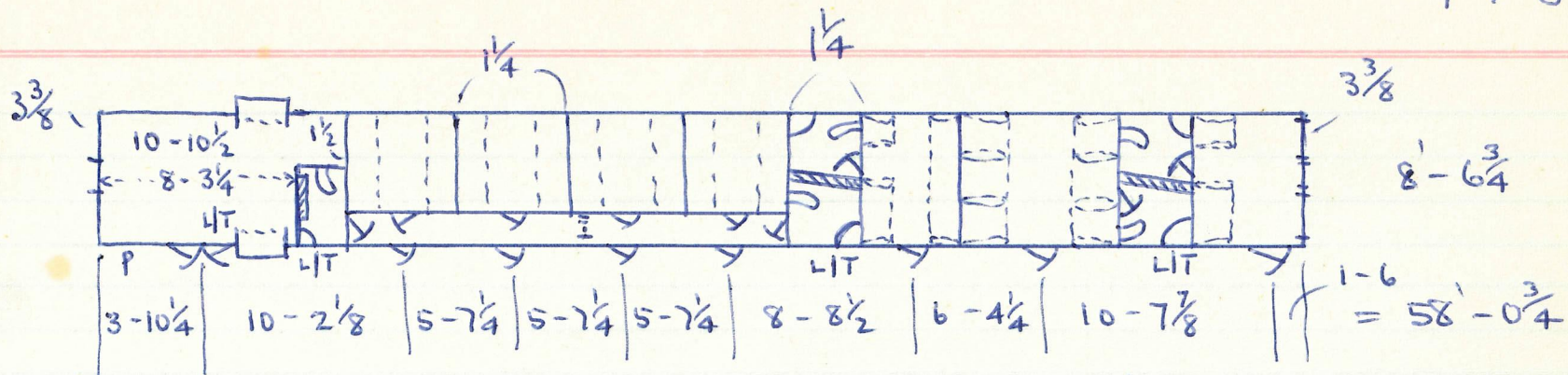
1/4" Diag. No. 3637 x (imperfect)

This is E. 41 (which see) adapted for Slip use.

Lot 742 (part of) only. Nos. 7231, 7232, 7237.

No Wingless Diag. but 7231 had its wings removed.

F. 8.



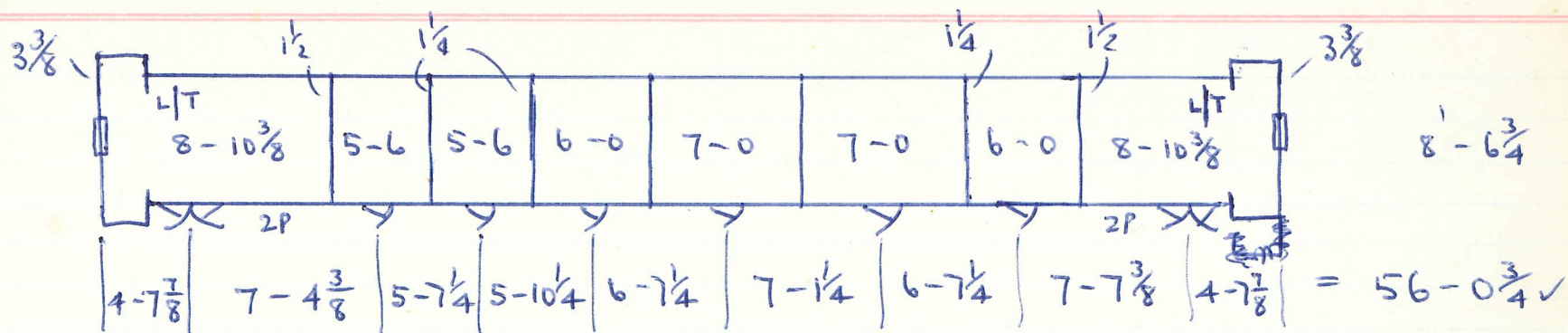
1/4" Diag. No 35117. Clearesty III panelled.

Bogie 10-0. Truss Posts at 2-0 centres. Total W.B. 48-0

See E45 with which it is identical except for drop light in the van end
& slip apparatus. LAV in van later removed.

LOT 765 (PART OF) only NIS 7238/41/43.
None appear to have lost their wings.

ENDS.	6 ³ / ₄
1 PTN.	1 ¹ / ₂
8 PTNS @ 1 ¹ / ₄	10
VAN	10-10 ¹ / ₂
5 CPTS 5'-6"	27-6
1 LAV 3'	3-0
1/1st	7-0
LAV	3-4
1/1st Coupe	4-10
	<hr/>
	58-0 ³ / ₄



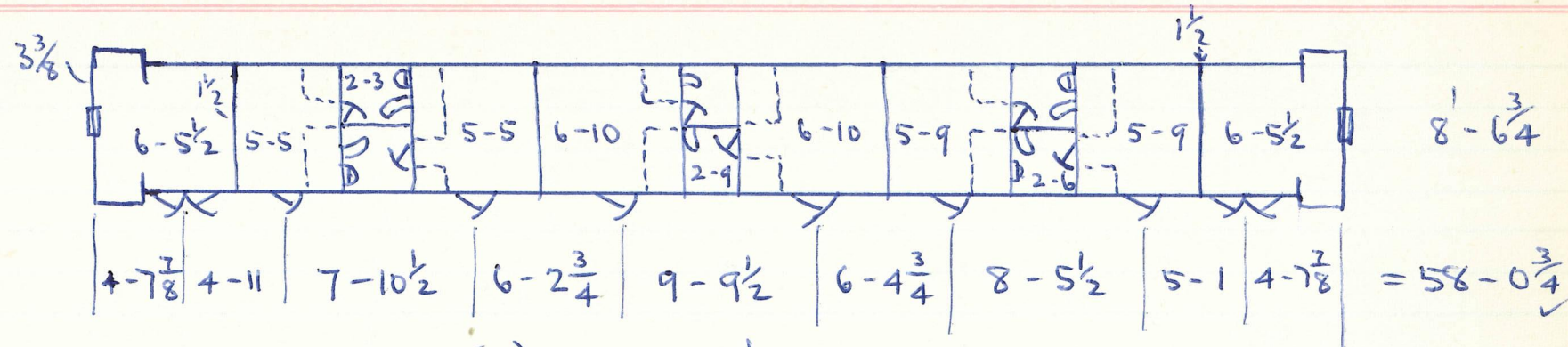
$\frac{1}{4}$ " Diag. No 35030

lot. 841 only. Nos. 7079-7084 End elevation shows a pseudo-corridor arrangement (which can hardly be reliable?) Note to effect that all but No. 7082 had two 48-0 x 1-0 reservoirs fitted. Suspect that, perhaps, all the slips originally carried their reservoirs on the underframe. None marked as losing any wings. Clearestory should be panelled, but this not actually noted down.

Check of Internal measurements: -

2 Vans x $8 - 10\frac{3}{8}$	$17 - 8\frac{3}{4}$
2 x 5-6	11-0
2 x 6-0	12-0
2 x 7-0	14-0
Ends.	$6\frac{3}{4}$
2 ptns x $1\frac{1}{2}$	3
5 other ptns x $1\frac{1}{4}$	$6\frac{1}{4}$
	<hr/>
	$56 - 0\frac{3}{4}$

None appear to have lost their wings.

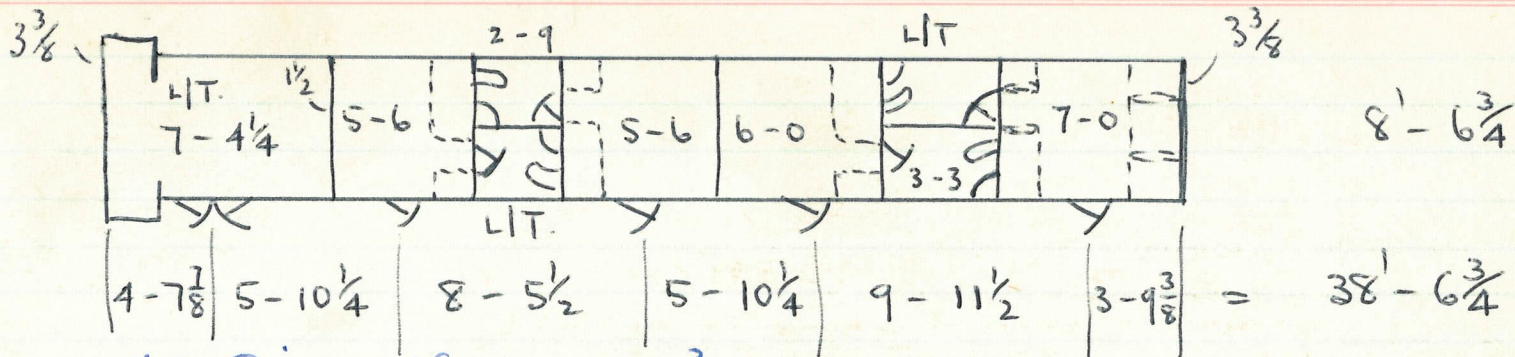


1/4 DIAG. 25300 (?) BOT 10' WB. ----- CLER TYPE III
 LOT 844 N^o 7085-88 CLER. PANELLER.
 " 975 " 7093-94 CLER. UN.PAN. TO ELEC. LIGHT
 " 1032 " 7095-7100 " " " " "

ENDS		6 ³ / ₄
2 VAN PTNS @ 1 1/2		3
8 PTNS @ 1 1/4		10
2/1st @ 6-10	13-8	
2/2nds 5-9	11-6	
2/3rds 5-5	10-10	
2 VANS 6-5 1/2	12-11	
LAVS	2-9	
"	2-6	
"	2-3	
	<hr/>	
	58-0 ³ / ₄	

Projection removed from 7086/95
 NO NEW DIAG.

LOT 844 ordered " with LAVS for CONTINENTAL TRAFFIC
 but a possible confusion with F11 & F12.
 may be suspected.



1/4" Diag. No. ?

Clear Type III. Bogie 6-4. W.B. 30-0 (abnormal, if reliable, for standard W.B. with this length of body would be 28-0. See D. 15).

Lot. 886 only. Nos. 7089, 7090.

Ordered for "Folkestone Service". Rly. Mag. (1959 - 1960 somewhere?). articles on railways in the Liverpool area, has somewhere stated, I think, that a through service was for a short time operated from Liverpool Central (now level, Mersey Rly) to Folkestone. These vehicles seem to have been designed & built for that service
see also F. 12.

Check of Internals: -

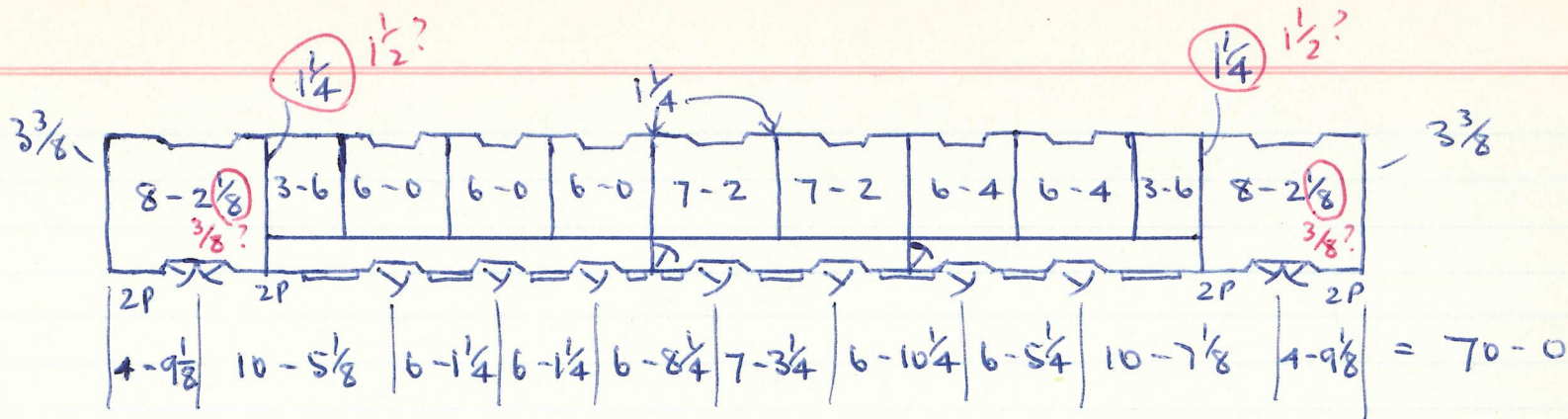
Ends.	6 3/4
Van ptr	1 1/2
5 ptrs x 1 1/4	6 1/4
1/1st	7-0
1/2nd.	6-0
2/3rds. x 5-6	11-0
Van.	7-4 1/4
low.	2-9
"	3-3
	<hr/>
	38-6 3/4

Projections removed from 7090.

1/4" Diag. No. 35418

Same as F. 11 (which see) but built new without guard's projection,
+ ordered with a Dean bogie (scroll ions between the axles) but with
a W.B. of 7-6 only. This is the only known use of such a bogie. Total
W.B. 30-6 (on the diag. the Bogie is marked 7-6 but scales 6-4)
"Folkestone Service". as with F. 11. Lot 886.

Lot 890 only. Nos. 7091, 7092.
2p. on side where projection would have been.



$\frac{1}{4}$ " Diag. No. 35278.

Bogie W.B. 9-0 (American). Bogie Centres 53-0 (the latter Bar Trussing; the oblique portion without twist, notwithstanding that the diagram shows Concertina Group. Originally gas lit. The diagram shows all long lights on the corridor side, notwithstanding the two doors across the corridor. Hatterley, & probably always, there were small lights & panels between the classes.

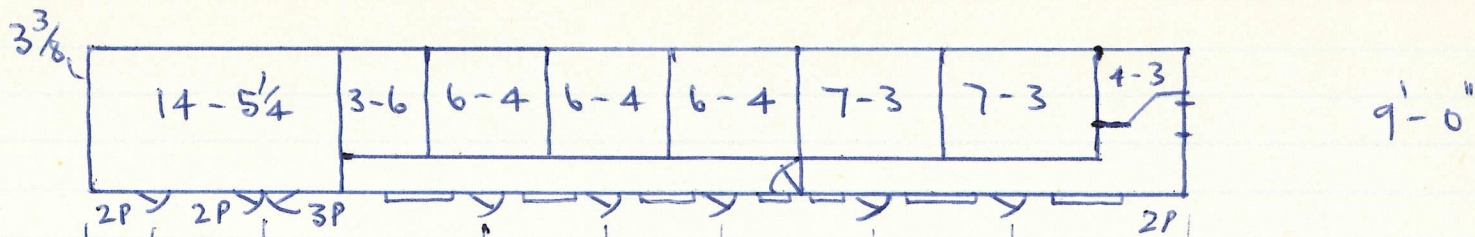
Check of Internals: -

Ends	$2 \times 3\frac{3}{8}$	$6\frac{3}{4}$
Ptms.	$10 \times 1\frac{1}{4}$?	$1-0\frac{1}{2}$
Vans.	$2 \times 8-2\frac{3}{8}$ *?	$16-4\frac{3}{4}$
Laws.	$2 \times 3-6$	$7-0$
3rds.	$3 \times 6-0$	$18-0$
1sts.	$2 \times 7-2$	$14-4$
2nds.	$2 \times 6-4$	$12-8$
		<hr/>
		$70-0$

shows that it is between the ends & the $\frac{1}{2}$ of the end comp. As the comp. including the laws seem to represent standards either the vans are $8-2\frac{3}{8}$ or the adjacent ptms are $1\frac{1}{2}$. Perhaps the latter is more probable.

Lot. 1117 only. Nos. 7685-7699.

* On the measurements marked on the plan there is an overall deficiency, & checking internal & external measurements against each other



3-6 | 6-0 | 12-1³/₈ | 6-5¹/₄ | 6-5¹/₄ | 6-10³/₄ | 7-4¹/₄ | 8-3¹/₈ = 57-0 ✓

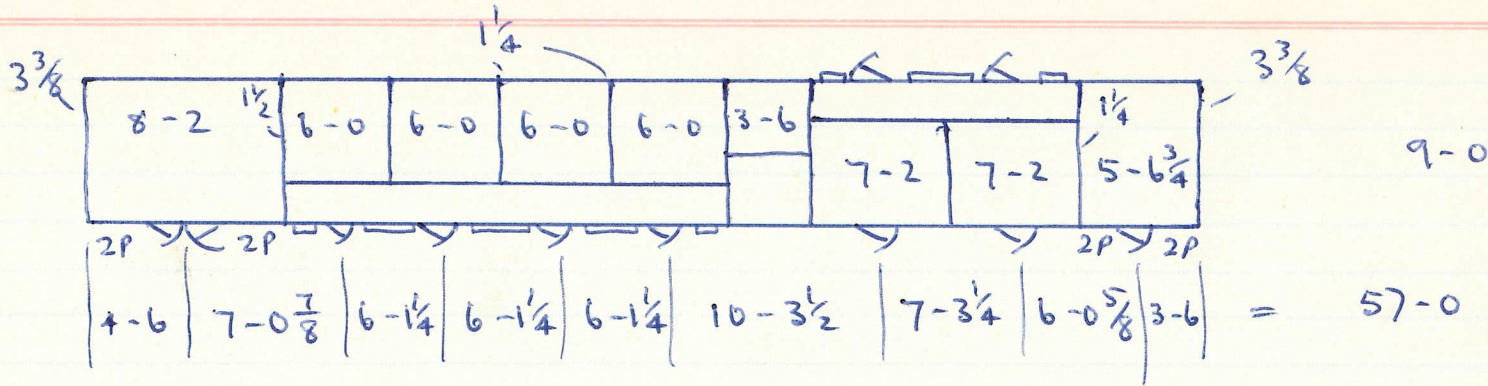
1/4" DIA. 36969. 8' AMBR. BOTLES BOTLE CENTRES 41-9 which is abnormal.

corr? by 42'-6" confirmed by marked 7'-3" from BOTLE centres to each end.

Bar-I Panelling (but 2 toplights over the LH. circular light)
 Bar Vessing. Seemingly intended as 1st/2nd but the
 D.D. office LOT CIST describes them as 1st/3rd & there is no evidence they ever
 went into traffic with 2nd class accommodation

Built with ELEC LIGHT.
 LOT 1150 only Nos 7101 & 2.

Ends	6 ³ / ₄
PTN	1 ¹ / ₂
PTNS 6 x 1 ¹ / ₄	7 ¹ / ₂
lga & Lugg.	14-5 ¹ / ₄
LAV	3-6
3/3rd x 6'-4	19-0
2/1st	14-6
LAV	4-3
	<u>57-0</u>

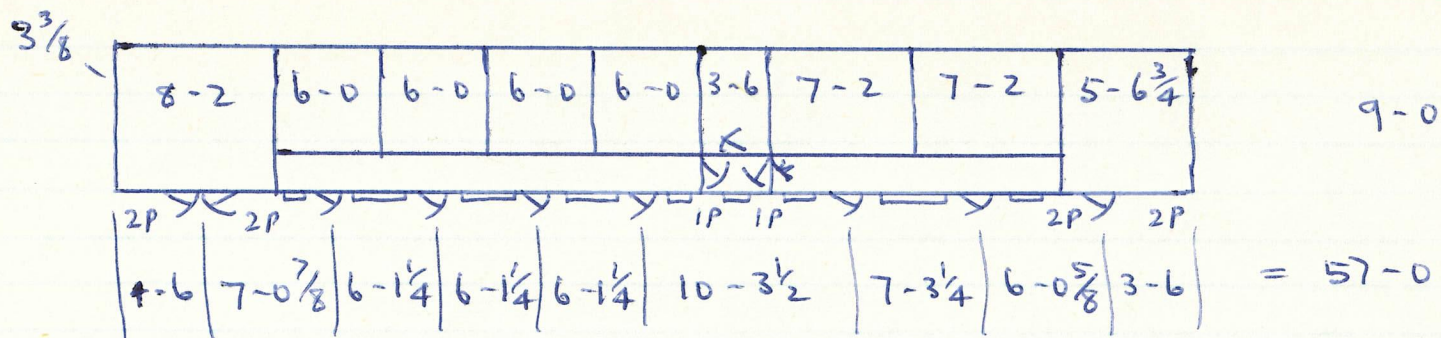


$\frac{1}{4}^\circ$ Diagram. No. 40140.

Bogie W.B. 8-0 (American) Bogie Centres 41-0. Bar Trussing.
 Bars I style of panelling. Originally Gas lit.
 Lot 1166 Part of only. Nos. 7105-7108. See also F. 16.

Check of Internals: —

Ends.	$2 \times 3\frac{3}{8}$	$6\frac{3}{4}$
Pins.	$2 \times 1\frac{1}{2}$	3
"	$6 \times 1\frac{1}{4}$	$7\frac{1}{2}$
Gd + hugg.		8-2
3rd.	$4 \times 6-0$	24-0
low.		3-6
1st.	$2 \times 7-2$	14-4
Gd.		<u>$5-6\frac{3}{4}$</u>
		<u>57-0</u>



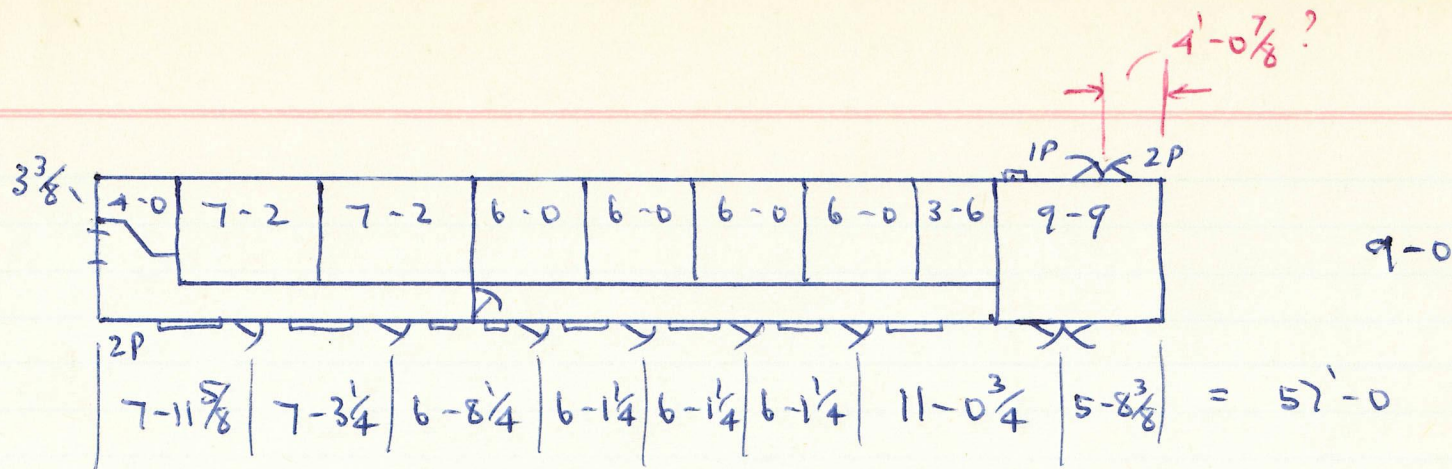
1/4" DIAG. 40308 8' AMER. BOGIES. BOG. CEN. 41'-0" BAR TRUSSING.

Bar I Style of panelling ORIG. GAS. LIT.
 LOT 1166 (PART OF) ONLY. NOS 7103 7104 7109 7994-8000 (See also FIS)

Check of Interiors as per FIS.

(Many notes not copied) JW

Photo of N^o 7103 in collection shows BARS II panelling at the LAV on the CPT side.



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

Bogie W.B. 9-0 (Fishbelly)

Bars II style of panelling.

hot. 1212 (Part of only).

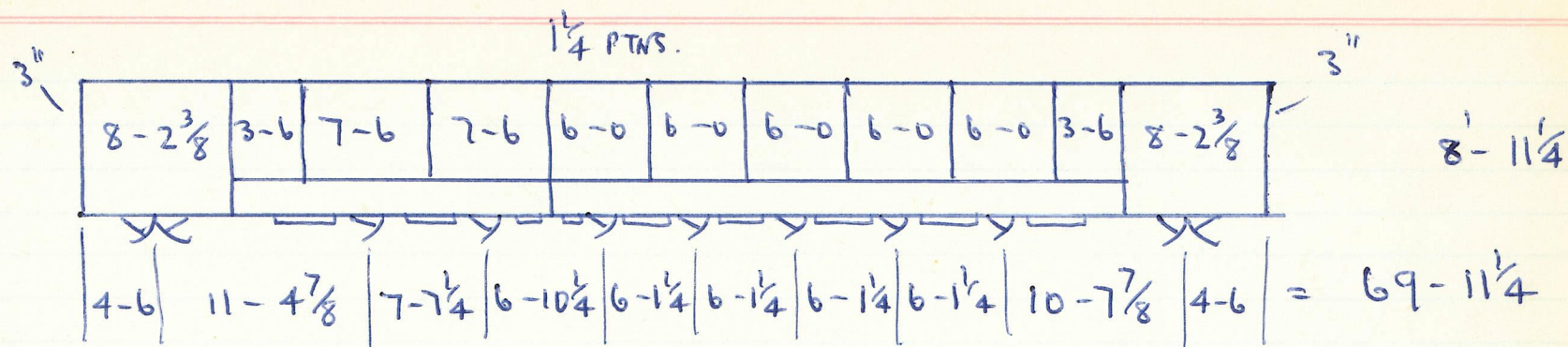
Bogie centres 41-0.

Bar Trussing.

elec light.

No. 6962 - 6964.

For check of internals see E. 95, of which this is merely adapted for single ended slip work.



$\frac{1}{4}$ " Diag. No. Warning: - I am unable to identify the source which these measurements were obtained S.B.

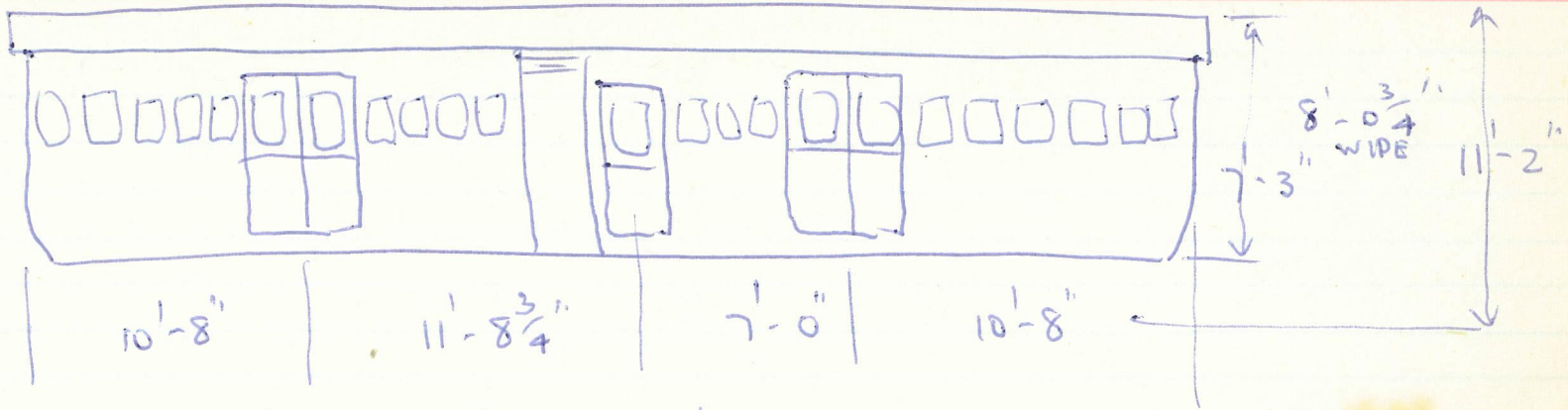
Bogie H.B. 9-0 (originally slotted Fishbelly). Bogie centres 53-0. Anglecion Trussing.
Steel panelled Toplight Group.
Lot. 1252 only. Nos. 7990 - 7993.

Check of Internals: -

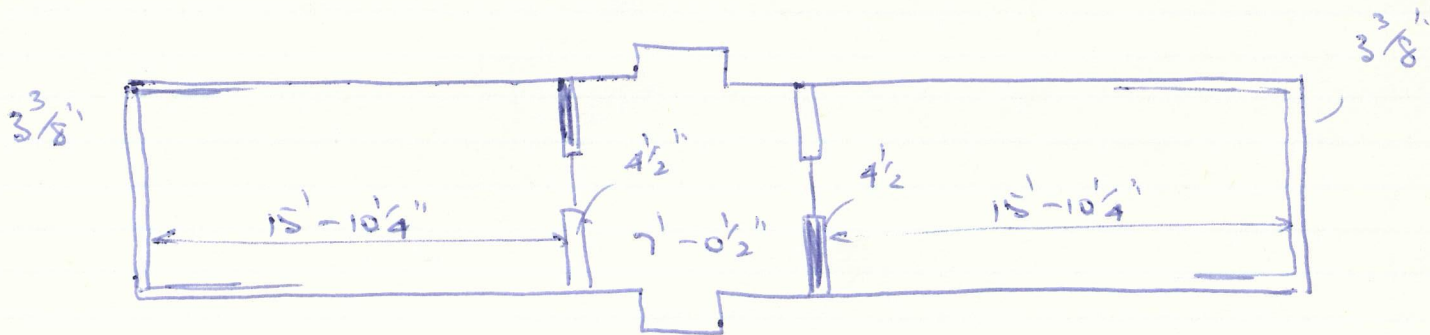
Ends	2 x 3	6
10 ptns	x $1\frac{1}{4}$	1 - $0\frac{1}{2}$
Vans	2 x $8 - 2\frac{3}{8}$	16 - $4\frac{3}{4}$
Laws.	2 x 3-6	7-0
1 sts.	2 x 7-6	15-0
3 rds	5 x 6-0	30-0
		69 - $11\frac{1}{4}$

For this bogie see photo in collection (Album of "Details" No 18).
See also illustration of Dining Car - No 9556 (H. 22), Rly Gazette 5th Sept. 1913

K1



TOT. WB 30'-6" WITH 7'-0" TRUCK (P)

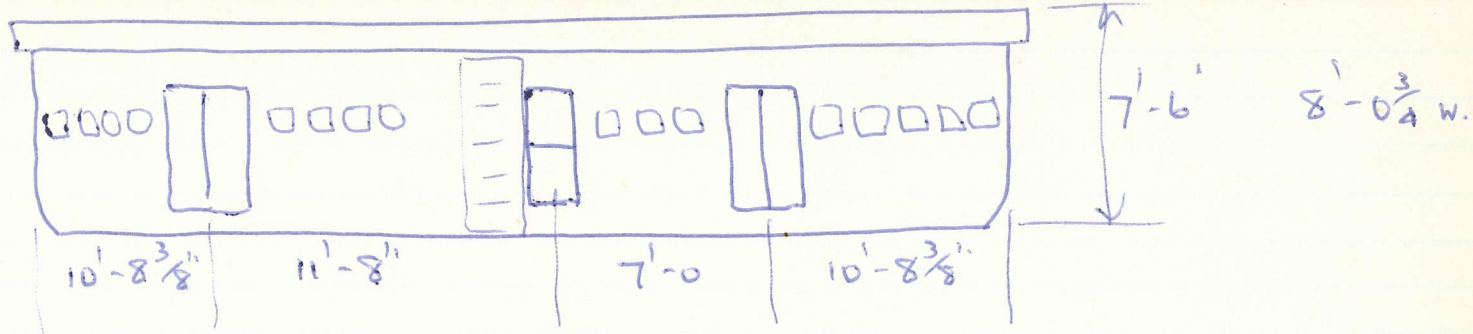


END WINDOWS

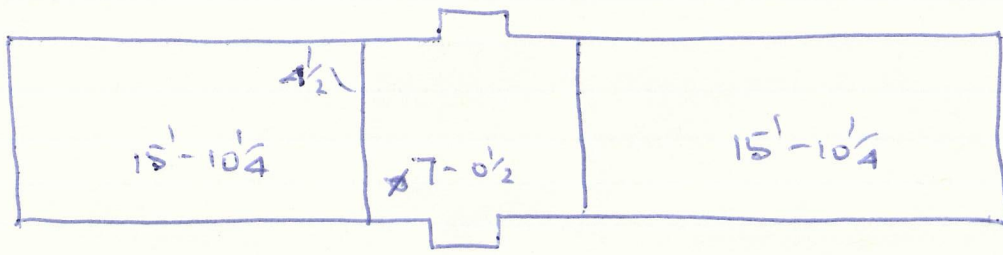
LOT 255-258
VEH. N° 881

B.G. CONV. BINN
ORIG. ARC ROOF,
(NOW DEEP 3 RAD)
P.

DWC 35020.



$\frac{3}{8}$



40'-0 $\frac{3}{4}$ TOT.

30'-6" T. WB. with 7'-0 studs.

END WINDOWS.

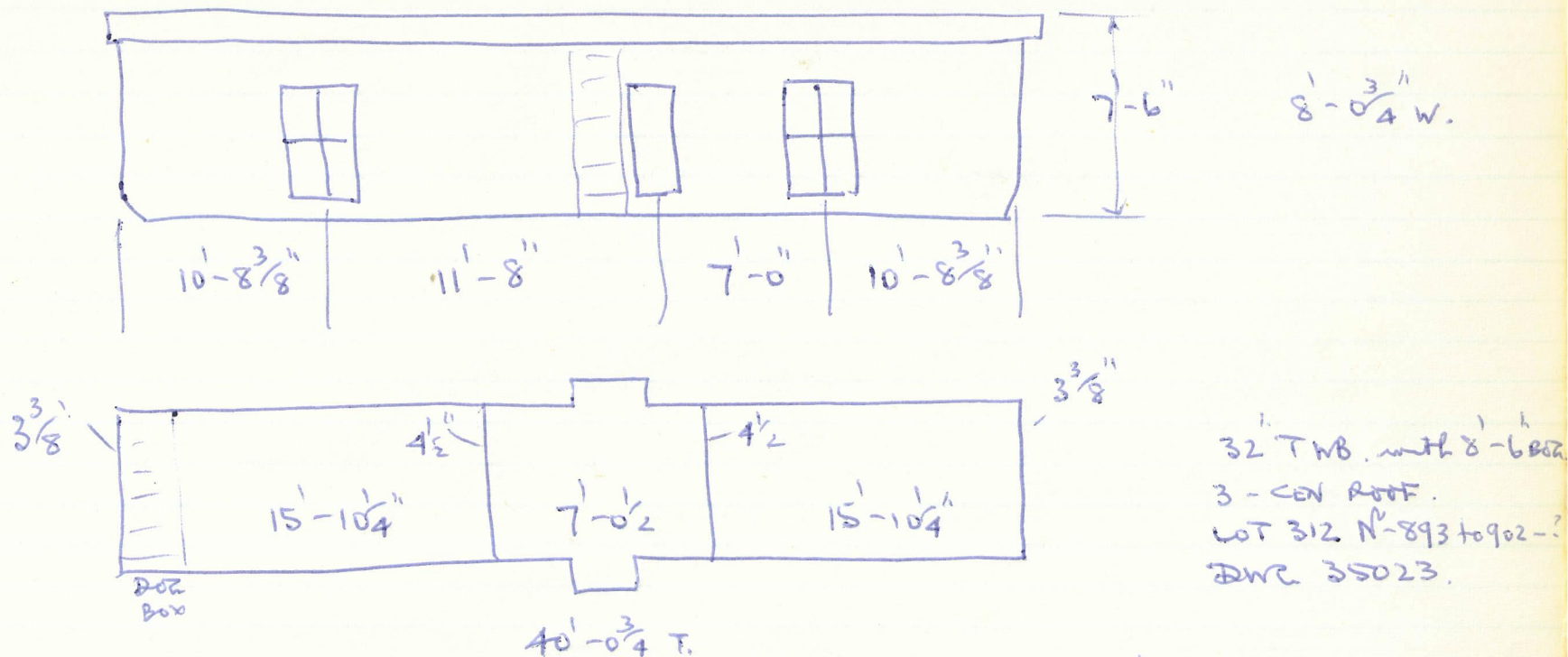
DWG 35021

3 R. ROOF

LOTS. 382 288 307 312.

VEN. NO. 887.

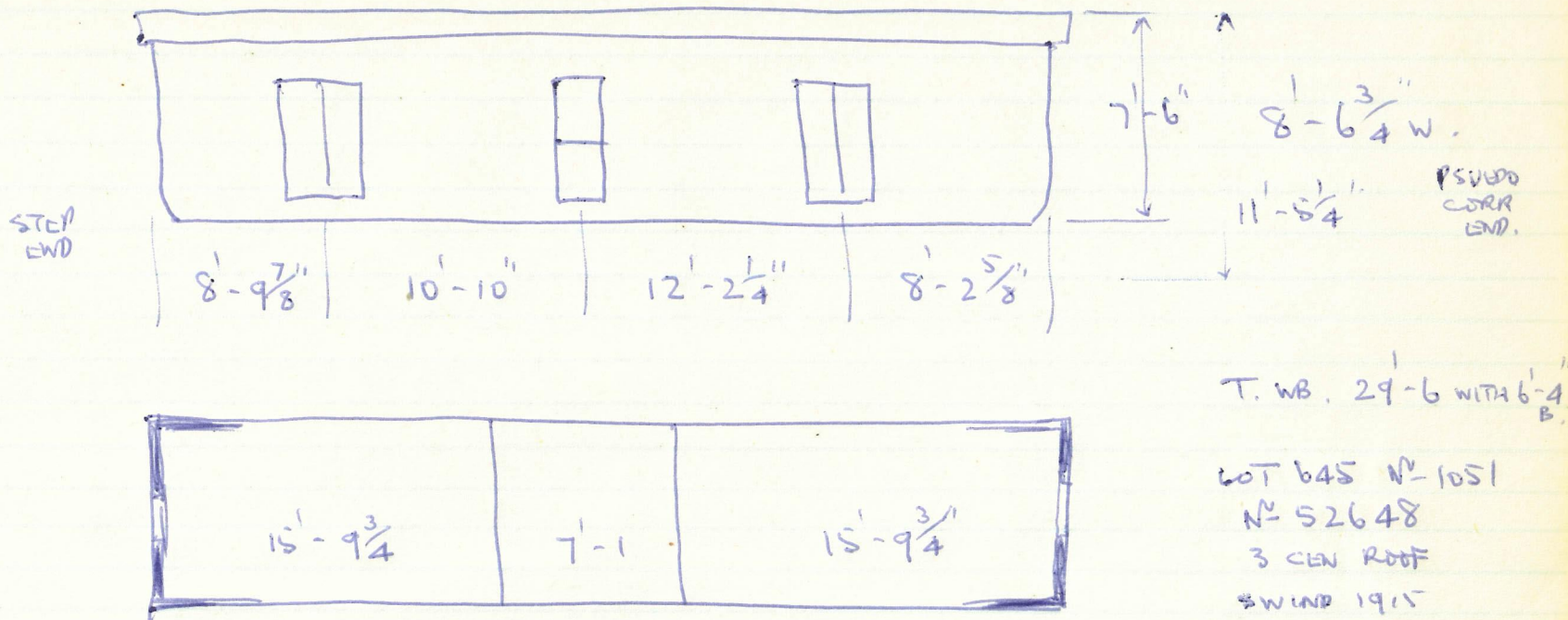
REMARK: The DIAG DWG appear only to apply to L382., Lots 288 307 & 312 having been added to economize DIAG. prob. Lot 382 is the only one which should have 3 center roof - the earlier three L. have one roof.



BRW:- Photos of 900 & 902 (also 901 as K28) show 6'-4" B. not 8'-6" as drawn.

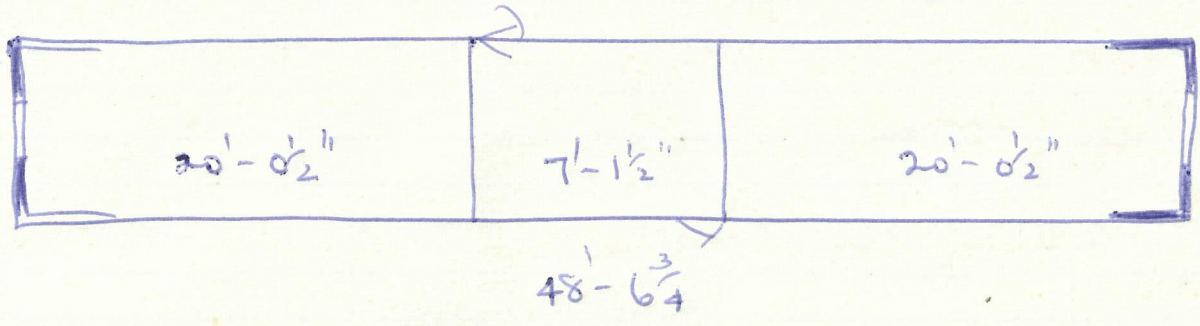
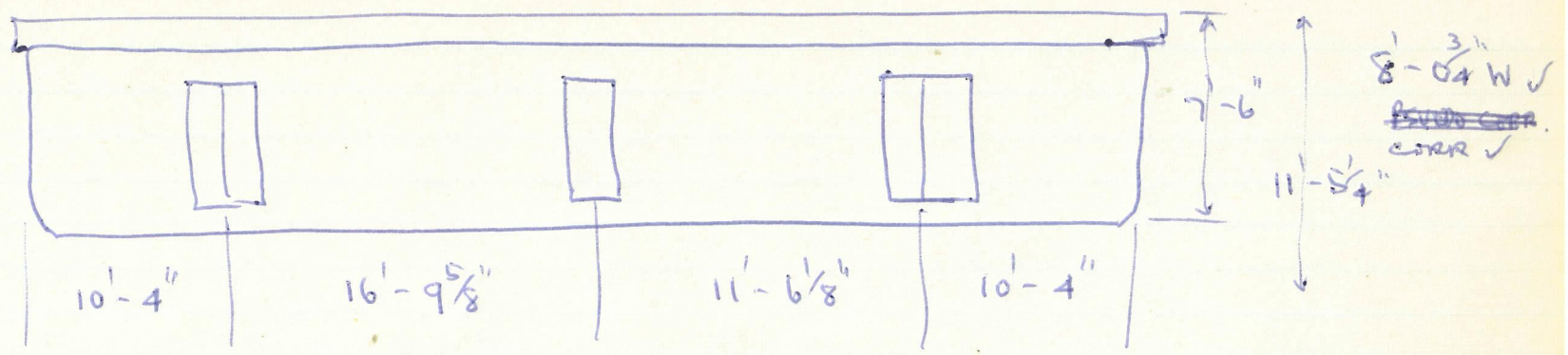
Query:- Does not this DATA (diff. from K2. it seem only as to the bogie) probably relate to L307, the only LOT built new with std garage frames? With STD GARAGE vehicles, built with the 7'-0" track, the row. to central pin bogie, seem to have taken place after the BR. row. period, by which date the 8'-6" Bog. had superseded that with 6'-4" W.B., & other vehicles with 8'-6" W.B. are more likely to have been always S.G. than ever BR.

The photos of 900 show ARC Roof, not as drawn



PRIN.:- This app. to be a conv. of a van spec. built NOV 1892 to work with the orig. corr. train which was first put into traffic as an ungangwayed VAN. The orig. form of the above seems to have had a G.D. compartment @ LH end 7'-0" long, & two large C.P.Ts, each, 15'-10 $\frac{1}{2}$ " long, there being two double partitions with sliding doors within (4 $\frac{1}{2}$ " thick as std then.) The RH pair of doors above are the originals. The projections cannot have been at the end, at least on the rear side because of admission to & from the side gangway, which must have been on the rear side. For the orig. form see RLY M&A NOV 1915, p 377, which does not, however, do more than prove exist of gangwayed van running with this corr. train, & having proj. at or near the end next the pass. coverage - a unique state which fills no other DATA than this one, in its deduced original form.

K6



T. WB 38'-0" WITH 6'-48"

LOT 660
Nº 1054/5
DWR 27077 A
3 CEN. RUFF

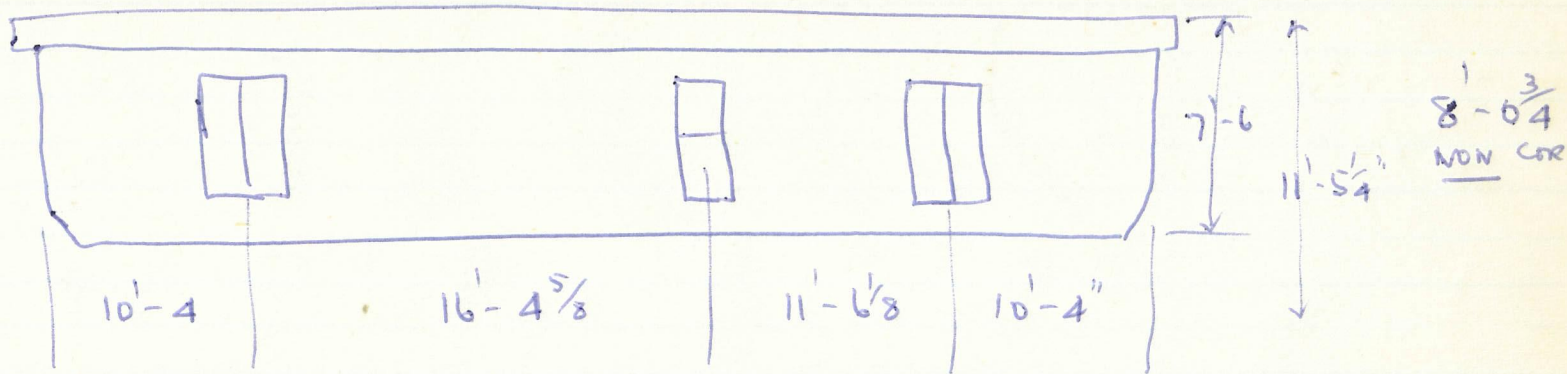
AS. K6 but with WINGS LOT 660
Nº 1056.

K7
Nº 27077.

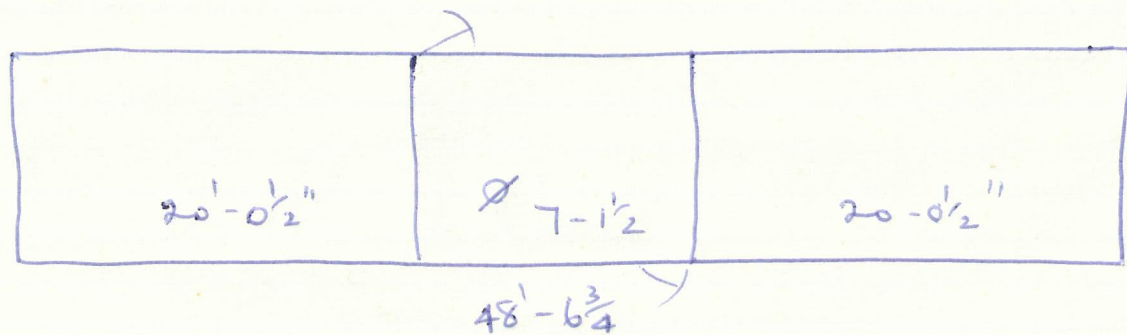


ON DWR 2 BUT CROSSED OUT
~~Nº 1052/56/52 FITTED WITH SHELVES.~~
~~HAVE NO GANGWAYS~~





$8'-0\frac{3}{4}$
NON COR

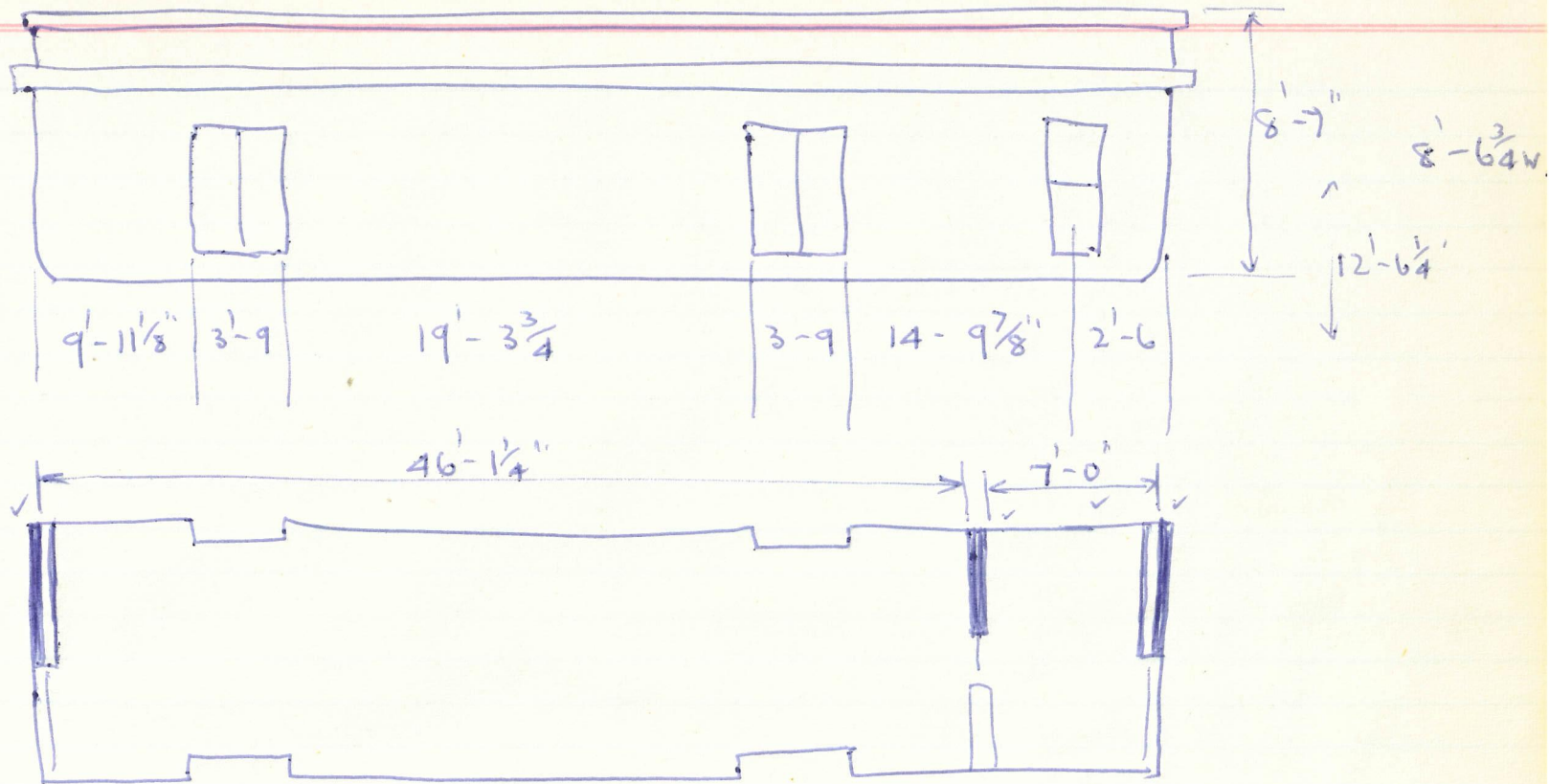


DWC 27076^A
LOT 660
N^o 1052.
T.W.B. 38'-0" with $6'-4\frac{1}{8}$ "

B.W. ENDS IF $3\frac{3}{8}$ $6\frac{3}{4}$
VANS $40' 1"$
GID $7-1\frac{1}{2}$
 $47-9\frac{1}{4}$
∴ SLIDERS. $9\frac{1}{2}$ ($48-6\frac{3}{4}$ if SLIDERS
are $4\frac{1}{4}$ " thick each)
 $48-6\frac{3}{4}$ (2w)

This seems to imply that $3\frac{3}{8}$ " thick ends were reverted to not later than L660 & that the substitution of a $1\frac{1}{2}$ " wall for a $1\frac{1}{4}$ " ditto in the slider partition had also come in by the time this van was designed

K17



9'-11¹/₈"

3'-9"

19'-3³/₄"

3'-9"

14'-9⁷/₈"

2'-6"

46'-1¹/₄"

7'-0"

8'-7"

8'-6³/₄"

12'-6¹/₄"

54'-0³/₄"

DWG 25298

LOT 1043

BINW >

1125/6 RH. GANWAY NEAR SIDE

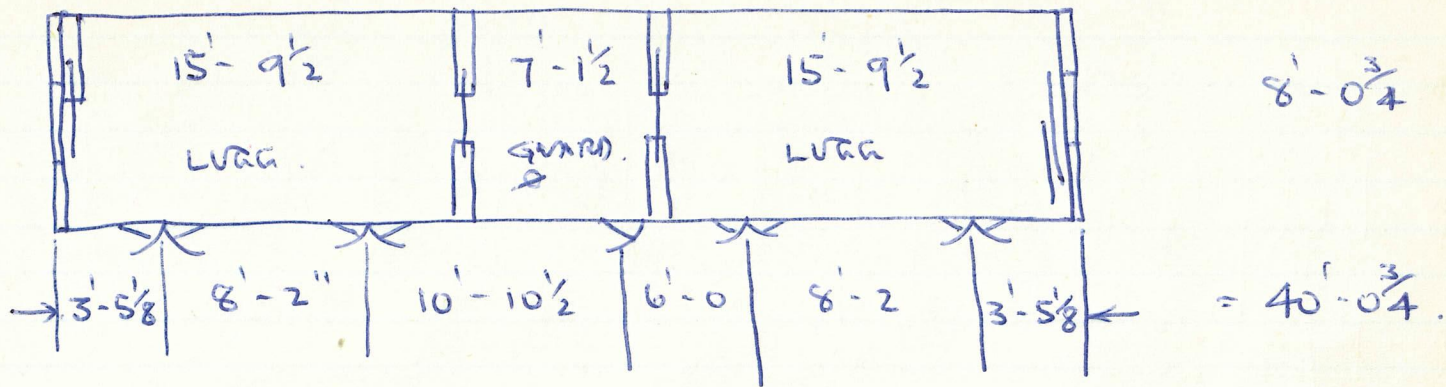
CLER III

1127/8 LH. " OFF SIDE

?
JW.

CUMR PASS. BK VAN (SWINDEN NOV 1919)

K29
EX K15.



3C. Roof.
8'-6" Bay.
TWB 32'-0"

N^o 58486

LOTS. 895
911
1000
1024
1048
1059
1075
1116

N^o 940
N^o 1092/4/7 1100
N^o 1111/3.
N^o 1116/8
N^o 1123/4
N^o 221/2/3
N^o ~~226~~ 226/7/8 233/4/5
N^o 237/8 240/1/2/4/4/5/6.