

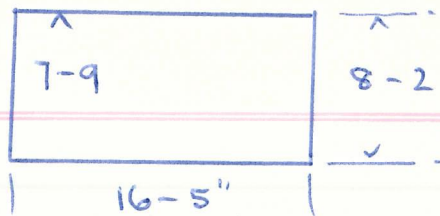
1/4" DIA. N° 39974 Date on tracing Sept 1909. — BUT MUCH EARLIER.
 "CARRIAGE TRUCK" COVERED 4 W. W.B. 9-0 BODY HGT. 8'-5 1/2" TOTAL HGT FROM R.L. to underside of U.F. 3'-0" END OPENINGS, CLEAR 7-5 R.L. = 12-7.
 WIDTH OVER HANDLES 8-7. LOT 4 ONLY. 30 ORDERED, MARKED P1 IN THE DWG OFF. LOT LIST.
 Roof contour is a high but flattened ellipse, similar to that found elsewhere, only on P.6.

Diag P1 appears to be an old tracing revised. Problem:- to identify what alterations have been made to the original form.

"Follows 3 pages of conjecture in. LOT 4 were probably covered, but without SIDE DOORS
 LOT 4 could have been some OPEN.

The N° of this lot are now known to have been:- 82-101, 2, 11, 102-109. There is a complication, in that the date of 109 appears as MAY 1875, appropriate to LOT 136 of P2 which is OPEN, yet 109 is marked as covered. & is the 16-0 of P1 and not 16-5 of P2

The remainder of what sph. to be LOT 4, that is to say, 104-108 ~~of~~ excepted, are marked as OPEN & 16-5 long as the P2. It is sugg. that all were originally covered & without side doors; that 104-108 (& perhaps 109, if 1870), were provided with sub std side doors & the rest were converted to OPENS with fall down ends. Further, that the tracing of P2 was not altered to include LOT 4



1/4" DIA. N^o 32584 Like P1, this Diag. app. from the style of handwriting to be a much older DIA. given a new N^o about 1906

"CARRIAGE TRUCK" OPEN 4W. WB. 9-0 (BUT LOT 145 has 10-0 WB.)

LOTS 17, 62, 89, 107, 136, 145 (all noted as P2. in DIA. OFF. LOT LIST.)

LOT 17 12 ORDERED "1870" N^{os} 110-121 ✓

Traceable veh. seeming to belong to this LOT are 111, 112, 117, 118, 120, 121 (BUT 111 IS GIVEN AS ONLY 16'-0" LONG OCT/NOV 1870)

LOT 62 30 ORD. "1872" N^{os} 122-151

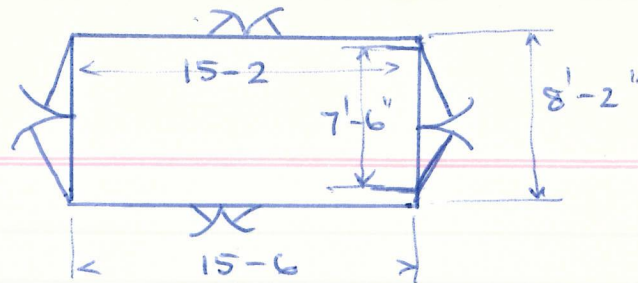
LOT 89 20 ORD. "1873" N^{os} 152-171

LOT 107 50 ORD. "1873" N^{os} 7, 14, 24, 3, 172-217. (OF THESE N^o 180 IS GIVEN AS 16'-0" LONG)

LOT 136 50 ORD. "1875" N^{os} 57, 23, 218-265. (BUT 228, 234 & 262, are given as only 16' long)

LOT 145 50 ORD. "1876" with 10' WB. N^{os} 16, 17, 22, 26, 266-311

See notes to P1. for vehicles app. LOT 4 supposed built covered which are listed as OPEN & 16-5 long as are P2.



1/4" DIA. N° 32586 "COVERED CARRIAGE" TRUCK.

4W WB 10-0 Body Hgt 8-8 1/2 Total Hgt from R.L. 12-7 1/2
 R.L. to cornice 10-2.

Width over corners 8-5, over handles 8-9 1/4"

LOT 404, to which LOT 191 has been later added.

LOT 191 - 10 Covered Carr. Trucks ordered 1880

Traceable vehicles: - N° 5 1/80 15-10 cov 10'-0
 12 2/80 " "
 18 2/80 " "

and 20, 28, 29, 31, 50, 320 -> " " " + 1 more poss. 317 or 321

LOT 404 10 Covered Carr. Trucks ordered 10/6/87.

N°S 10, 13, 15, 54, 66, 68, 71, 78, 318, 319

LOT 268

30- CARR. TRUCKS, 4 WHLs. STD GAUGE "DEC 1884" Later converted to 6W

The alter. to stock books, however, describes them as 4 WHLs. ON CONVERSION. MILK VANS.

Dug off LOT LIST also gives LOT 357 0.2, "MILK", 1 vehicle 30-4 1/2 U/F WB 22 ordered 6/3/86 "There were none built similar. New bodies on CARR. TRUCK FRAMES"

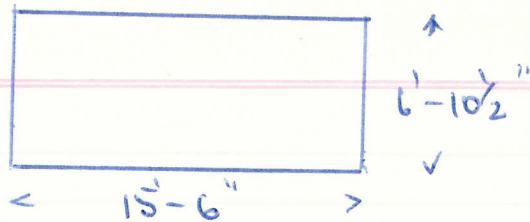
It is in doubt as to whether LOT 268 could have been P3 only 15-6 long as the length as MILK VANS, is 27-6

TABLE OF CONVERSIONS LOT 268

CIT N°	DATE	DATE	VAN N°
1	DEC 84	JUN 88	C92
6	NOV 87	JAN 87	C60
9	DEC 86	OCT 88	C94
19	-	DEC 86	C62
25	-	NOV 86	C48
32	-	-	C50
33	-	-	C57
34	-	-	C49
35	-	-	C52
36	-	DEC 86	C64
37	-	DEC 86	C66
41	-	OCT 86	C47

48	DEC 84	DEC 86	C65
52	-	-	C58
53	-	JUN 88	C91
59	-	DEC 86	C51
64	-	-	C55
67	-	NOV 86	C56
69	NOV 84	AUG 88	C43
70	DEC 84	JAN 87	C68
72	OCT 84	DEC 86	C59
73	DEC 84	NOV 86	C53
74	DEC 84	DEC 86	C46
75	-	JAN 87	C69
76	-	DEC 86	C67

80	DEC 84	DEC 86	663
81	-	JAN 87	620
312	-	NOV 88	695
314	-	DEC 86	654



1/4" DIA. N^o 32585 "CARR TRACK" OPEN.

4W. WB 10'-0" Rail Level to top of extended end platforms 4'-0 1/2"
 LOT 352 only. 30 sided 1885 "7'-1" wide, built by Mr Campbell."

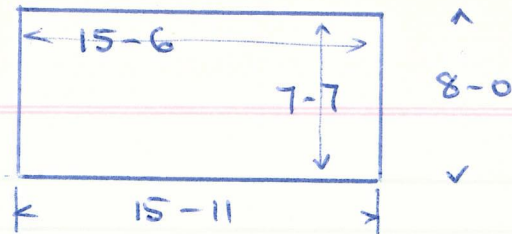
TRACK VEHICLES:-

27	7/86	15-6	OPEN	10-0
56	5/86	"	"	"
59	7/86	"	"	"
322-348	(6-9/86)		COMPLETE	✓

Photo of one in D. Lee's possession (N^o undecipherable).

The sides show 3 metal uprights (as do P2 & P5), but unlike these i.e. P2 & P5, these uprights are at centre & halfway to the ends. Metal Headstocks.

The sides consist of a flat horizontal bar curving down to the vertical at each end.



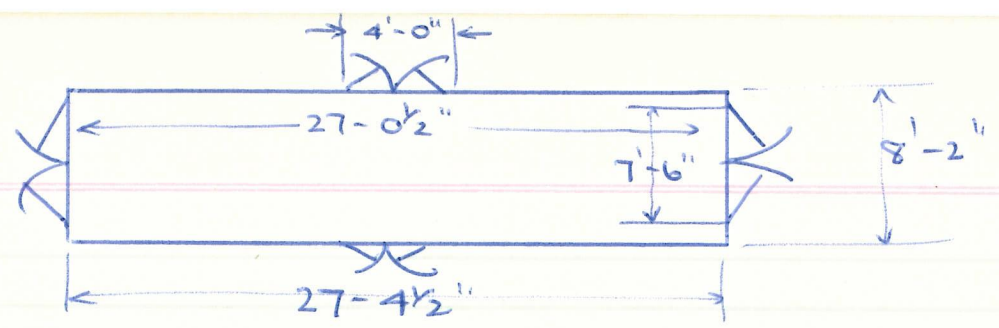
1/4" DIAG N^o 32588 "CARR. TRUCK" OPEN.
 4W NB 10-0 "Fall down sides & ends"
 LOTS 419 459, 570 Added later LOT 1064 N^o 14
LOT 419 1 - ordered 8/12/87 N^o 21 DIAG 6939 (This veh. stated to be wagon 27276 formerly)
LOT 459 10 ORD 17/10/88 "Fall down sides" DIAG 7915
 N^{os} 77, 60, 61, 51, 30, 49, 38, 46, 44, 4.
LOT 570 20 ORD. 10/10/90 N^{os} 369-388. DIAGs 9160W, 7915.
LOT 1064 1 ORD 15/3/04 "On Horsebox frame - body being burnt" N^o 14.

This is a Dwy, older than the N^o suggests. D. Lee has photo, said to be N^o 374.

The sides show 3 upright supports at centres & ends as with P2. but differs from the latter in having steel, instead of wooden H/S.

Note: D. Lee's photo of clearly N^o 374, which is P5 LOT 570 differs from the DIAG in showing:-

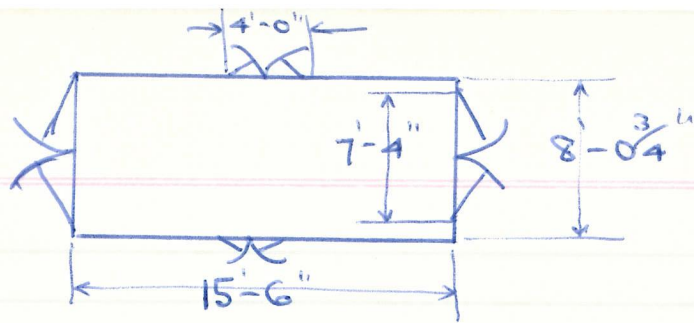
- (1) The outer metal uprights set approx. inwards from the ends of the sides & not at the ends as per DIAG.
- (2) in having no ends at all. The various LOTS may have differed originally, & P5 dwy 32588, might represent the original form of LOT 419 only.



1/4" DIA. 32587 "COV. CARR. TRUCK" (an older DIA. with some measurements added.)
 4W WB 19'-0" Body Hgt 9'-0 1/2" Total Hgt from R. Level 12'-9 1/2"
 LOTS 436.542.

LOT 436 1 cov. carr truck ord. 16/2/88 "For Fuller & Co - Bath, no number"
 This veh. appear later to have been 315

LOT 542 1 cov carr tr. ord. 11/4/90 N° 316
 "Same as lot 436, but omitting body blocks"



1/4" DIA. N^o 29257. "COV. CARR TRUCK"

(An older DIA. with some measurements later added & given a later N^o)

4 W. WB 10-0 Width over cornices 8-3

Body Hgt 9-1 Total Hgt from RL. 13-0

LOT 438 ONLY 20-COV. CARR TRUCKS ORD 16/2/88 "This lot is the first lot built 8'-0 3/4 wide over moldings (Vertical side casing, diagonal double flooring). First one of

this lot built to DIA 7282 No TRUCK 349. 349 CT 16,

350 T^T 2 4W rest built same"

N^{os} 349-368 as marked on the diagram.

D. Lee has photo alleged to be 353 ✓

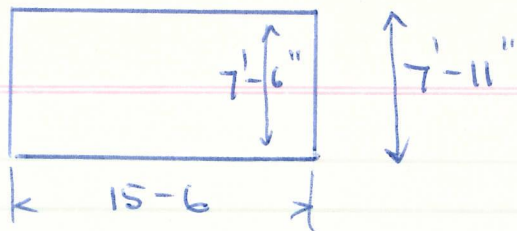
" " others identified by service N^{os} as PT.

" " M.L. (K207) " " " " (IN 1949)

352/3-7 "Python" Vac Fitted, Westinghouse piped.

349-51/8-62 "PYTHON A" Dual Fitted

D. LEE PHOTO 124 of N^o 389
M. LONG "K84" of 25



1/4" DIAG N^o ? "CARR. TRUCK"
 4W. WB 10-0 RL. to floor 4-1 1/4" "fall down sides"
 LOTS 891 to which has been later added 467, 954

LOT 467 20 Convertible CARR TR. Broad Gyne ordered 4/1/89
 N^o 307 5^T 19 N^os 319 315 324, 6^T 4
 (These would be B.G. N^os). [B.G. 307-26 of N Slim]
 Vehicles & assemblies (S.G.) N^os 401-420

LOT 891 10 CARR TR. ORD 27-4-98 "Lion falling sides & ends"
 "Built in Waggon Works"
 Veh. & assemblies N^os 389-398

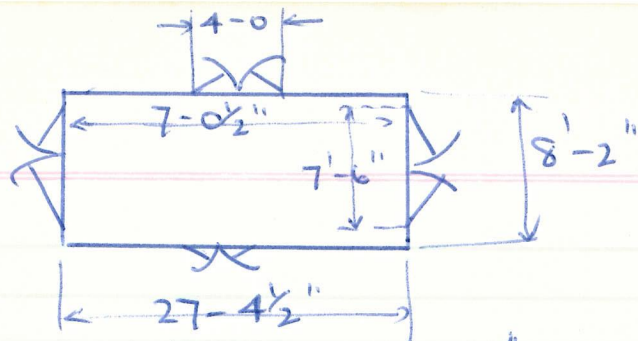
LOT 954 10 CARR TR with falling sides ordered 13-6-00 "Built in
 vehicles & assemblies:- 12, 16, 8, 9, 19, 23, 25, 32, 33, 34 Waggon Works
 4/01 5/01 5/01 5/01 5/01 6/01 6/01 4/01 6/01 6/01 COMPLETE ✓

The sides are supported by only 2 metal uprights, the only DIAG thus.
 Photos seem to show variation in the brackets attached to the U/F sides to support the overhang of the
 D. LEE NBR 124 N^o 389 LOT 891 shows 3 such supports, the outer ones being bent bars, body. -



M. Long, May K84 N^o 25 LOT 954 shows all these supports similar to the centre one
 of truck 389.

J.N Slim:- [My 8th DIAG also notes LOT 352 as P8.] see P4



$\frac{1}{4}$ " DIA. N^o 28576 "COV. CARR TRUCK"
 4 W WB. 19-0 Width over cornices 8-5 Cornice $1\frac{1}{2}$ " x $1\frac{1}{2}$ "
 Body Hgt 9- $1\frac{1}{2}$ Total Hgt from R.L. 12- $10\frac{1}{2}$
 Hgt, R.L. to "centre of cornice" 10'- $6\frac{1}{4}$ "
LOTS 581 622 893.

LOT 581 1 - COV CARR TR ORD. 5/2/91 N^o 314

LOT 622 10 - COV. CARR TRUCKS ORD 22-10-91

"Iron 28/11/91 502 9T8

Timber 19/12/91 503 9T7

vehicles traced N^{os} 501-510

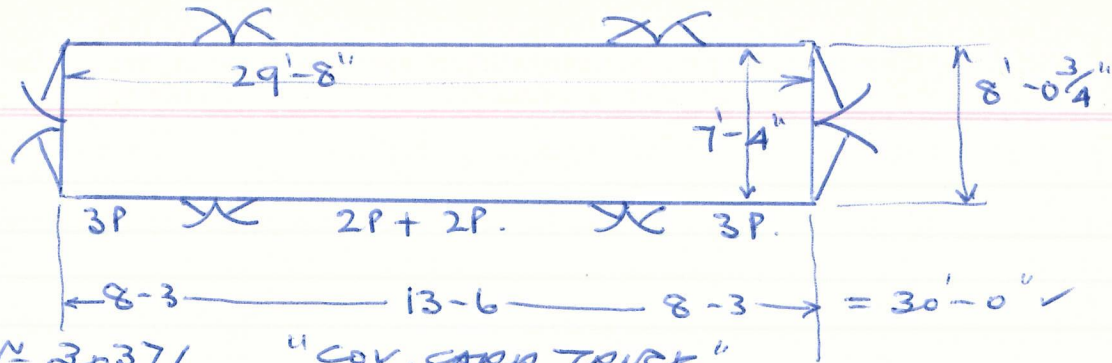
[501-5, WEST FITTED]
JNS.

LOT 893. 10 COV. CARR TRUCKS. ORD. 6-5-98

vehicles traced N^{os} 511-520

ML. Photo NGR K25 said to be P9. but veh. N^o unknown.

P10



$\frac{1}{4}$ " DIA N^o 30371 "COV. CARR TRUCK"
 6W WB 20-0" BODY HGT. 9-2 TOTAL HGT FROM RL. 12-11 $\frac{3}{4}$

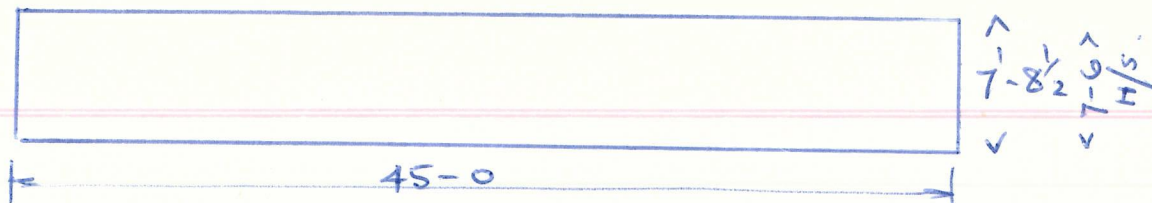
Body is panelled on sides like a pass. van (4 doors similar) save that the upright panels extend as high as the door openings above which is an eaves panel.

End Door opening appears to extend the extreme inside width of the body
 LOT 894 only. 1-COV. CARR TRUCK, LARGE, ORD. 17-5-98

"FOR QUEENS FOURGON"

N^o 313 according to the DIAG.

A "FOURGON" is a baggage wagon, a van.



1/4" DIA 32590 "CARR TRUCK" OPEN 8W. WB 37-6 DEAN 8'-6" BOTIE
LENG. OVER BUFFERS. 49'-0"

This DIA exists in more than one state. One known state omits the trussing, & the words "over headstocks" follow after "7-6". In ms. is added the meas. 4-1 1/4 from RL to floor level. To LOTS 1025 & 1104 is added in ms. LOT 1065. Date of this copy is unknown.

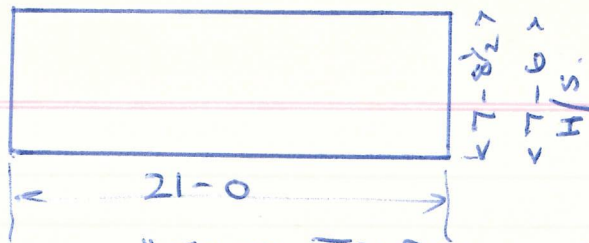
Another known state includes the trussing (normal for contemporary pass stocks with DEAN BOTIE) & the words "over headstocks" are below "7-6".

Also on the tracing: - "Fitted with VAC, WESTINGHOUSE & either side Hand Brakes"

LOTS 1025, 1104, & added on tracing 1065 Date of this copy is 23-6-13.

It seems from the LOT parties as if LOT 1065 may originally have differed in some particulars, & originally have been the subject of a separate DIA.

LOT 1025	2 - CARR TRUCKS ORD.	27-10-02	"VAC, WEST, & HB"
	N ^S 499, 500		
LOT 1065	3 - CARR TRUCKS ORD.	14-4-04	N ^S 496-498
LOT 1104	3 - CARR TR. ORD.	10-7-05	N ^S 493-495
			"WEST BKE 26/7/05"



1/4" DIAG N^o - ?
LOTS 1026 1105

21-0

"CARR TRUCK

4W. WB. 13-0

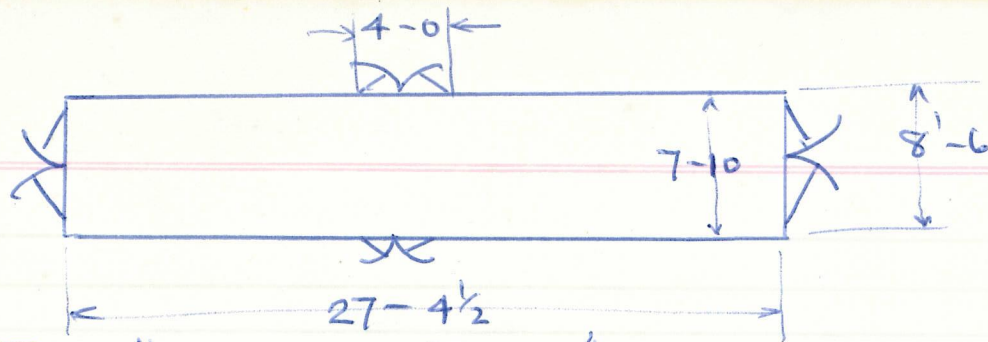
13.✓

LOT 102612 - open CARR TR. ORD 27-10-02 "VAC, WEST. & HB"
N^os 421-432.LOT 110512 CARR TR. ORD 10-7-05 "WEST BKE 26/7/05"
N^os 433-442

D Lee has photo of 441

The sides show 5 metal uprights, this with P15, being the only 2 DIAGs to do so.
P12 differ from P15 only*, apparently, in having a longer WB. & having a narrower body.

* "P12 has the BKE Handle between the wheels, whereas P15, and others, have it at the std position at each corner. (P12 also has the bulb angle solebars; P15 has channel solebars.) [D. LEE]"



1/4" DIAG N° 31487

4W. WB. 19-0

Body Hgt 9-1 1/2

R.L. to top of CORNICE 10-7 1/4

End Door openings slightly less than full inside width of body

LOT 1106 only

"COV. CARR TRUCK"

width over cornice 8-9

Total Hgt from R.L. 12-10 1/2

10 - LARGE COV. CARR TRUCKS ORD. 10-7-05

N°S 521-530

DIAG marked in ms. blue pencil "Battery Van" This legend later cancelled.

Photo D. Lee. 523 with no tussing. (M.L.W. K261)

ex 524 with angle iron tussing DW 178 GRW. "CELL TRUCK"

ex 525 - - - - - W 183 LOCO & CARR DEPT

"Conveyance of ACCUMULATORS" [M.L. NGA K564]

ex 529 - - - - - [M.L. NGA K745]

" Note tussing added when Battery or Cell Trucks to increase load from 3T to 6T. also hand lever between the wheels "

D. Lee

1/4" DIAG. N^o 35423. "COV. CARR. TRUCK"

This DIAG. appears to be similar to P13, with the exception of the WB. which is only 18-0 against P13's 19-0.

The DIAG. however shows certain additional details:-

P14 shows upper & lower steps, 5-6 long, under the side doors, the lower being 1'-7" from R.L. to its upper surface, & a further 1-7 (or 3-2 from R.L.) to the upper surface of the top one. OV. WIDTH over upper steps = 8-8 & lower ones, 8-7. LOTS 1134 1197. "WATER STRIPS [TWO] on LOT 1197 only [on roof]."

LOT 1134 10 - LARGE COV. CARR. TRUCKS ORD 4-2-07 "Same as LOT 1106"

(which, however, does not appear to be the case.)

N^{os} 531-540

LOT 1197

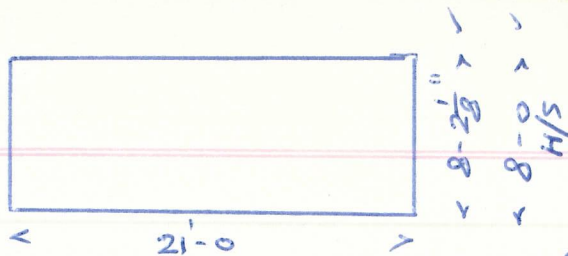
THE DWG OFF. LOT LIST DID NOT GO AS FAR AS THIS LOT

N^{os} 541-560

D. LEE has a Garland photo of 560, showing abnormally wide 3'-0" doors, with, however, the old D/L.

COL. STREY photo (1457) similar, as 060681, with one door open.

"also J. Russell photo of vehicle (N^o unknown) with standard side doors. Reason for wider side doors on some vehicles unknown. In such cases, vents at top of doors are omitted. Handbrake lever at each corner. This lot was fitted with WEST. brakes." D.L.



1/4" DIA N^o 37151

4W. WB 12-0 RL. to CL of buffers. 3-5 BUFFERS @ 5'-8 1/2" centres

RL. to underside of U/F. 3-1/4 RL. to floor level 4-1/4

LOTS 1158* 1206* 1216 1217* 1244 1245* 1255.

Those marked * dual fitted; the others, vacuum only.

LOT 1158 N^{os} 443 - 452

LOT 1206 N^{os} 110/1, 113-6, 119, 122-5, 128-131, 134-137, 142 ✓

LOT 1216 N^{os} 145, 149-52, 155, 157/8, 161, 163, 165, 168/9, 171, 175. ✓

LOT 1217 N^{os} 453 - 467.

LOT 1244 N^{os} 121, 139-141, 146/7, 153, 164, 166, 178-181, 183, 186 ✓

1245, N^{os} 468 - 482

1255, N^{os} 187, 191, 193-5, 198, 200, 202, 204/5 208/9.

M. LONG photo K27. shows 204

--- K105 " 200 top view

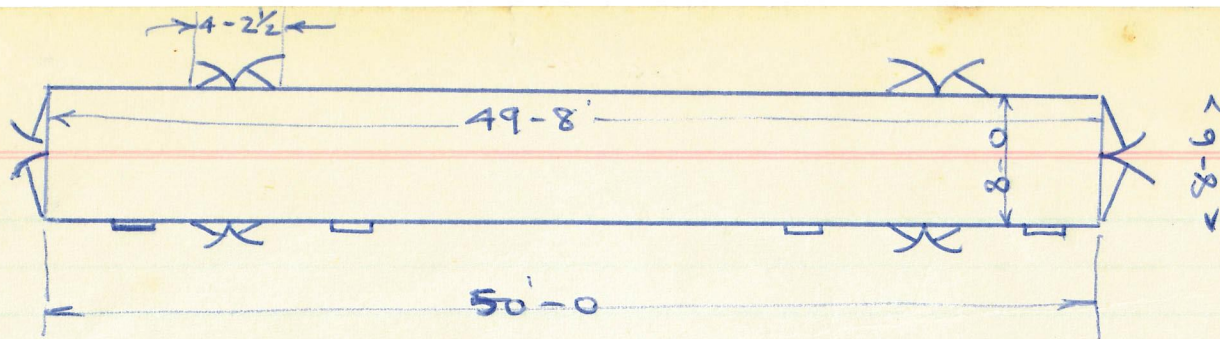
D. LEE photo 476, side & end. (Ref N^o of photo 552)

--- 466 (----- 93)

M.L. photo K352 Side & front end. SERVICE N^o 183.

The sides show 5 metal uprights, showing this number with P12 only, from which it app. differs only in having a shocker WB. & wider body.

"Other diff's between P12, are handbrake levers at corners & channel solebars" (RL.)



P.16
OUTSIDE
FRAMING

1/4" DIAG N^o 42968 50-0 COV. SCENERY VAN

8 wheels BCC 3540 bot. = 9' AMER (BUT SEE BELOW IN)

Siting of 2. Doors not ⁱⁿ given, but app. to be midway between the middle of the body
OUTSIDE FRAMING. 3. Lamp tops - in middle of body & either end
approx. over each bogie centre. STEPBOARDS 4'-6" long under each pair of doors.
(width over stepboards, 9'-0")

BARS TRUSSING TRUSS POSTS @ 5'-0 center, HORIZ SECTION 1'-4" below U/F,
turn rod bases and 1'-5 1/4" above R.L. RL to U/F is 3'-1 1/4 U/F 9" deep
Width over turn rod bases 7'-3 1/16

Bogie Stepboard 7-10 long, width over these stepboards 7'-7 3/4

RL. to top of bogie stepboard 1'-3 3/4; to top of fixed stepboard 3'-6

Body Height 8'-11 3/4 RL. to Lamp top 13'-2 7/8; LAMP TOPS ABOVE ROOF 4' 3/8
RL to roof 12'-10 1/2 (INCLUDING MOUNTING)

" Fitted with Vac, Westinghouse, & Either Side Hand Crank "

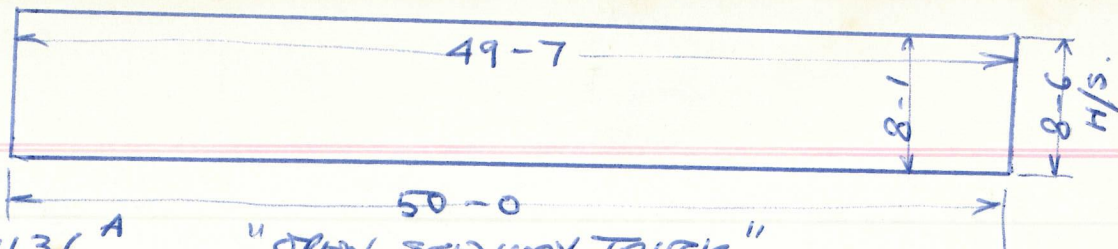
LOT 1191 ONLY N^{os} 490-492

Date of copy
23-6-13.

D LEE has undated photo, endorsed as 490, which is on the 9'-0 VOLUTE BOGIE &
SHOWS GAS TANK.

D LEE - - - - - 492 which is on the 9'-0 American Bogie &
Shows gas tank.

491 Jim Russell = american bogie.



1/4" DIA. N^o 41136^A "OPEN SCENERY TRUCK"

The suffix A indic, it is not the orig. date of the tracing"

Copy inspected in date stamped [195(?)?] TRACING DATED FEB. 1910

8 wheels. BCC. 35-0 BOTA WB. 8-0 (? AMERIC. BOGIE)*

Bogie Stepboard 6-10 long Width over bogie steps 7-6 1/8"

RL to top of bogie steps 1-4

BARS TRUSSING TRUSS POSTS at 5-0 centres. RL to turn rod bases 1-5 3/4

width over turn rod bases 7-7 3/4. TRUSS ROD (horizontal) to U/F, 1-4

[NOTE that some of these figures differ from those given on P.16]

R.L to floor level 4-1 3/4 Height of sides 1-2 1/2

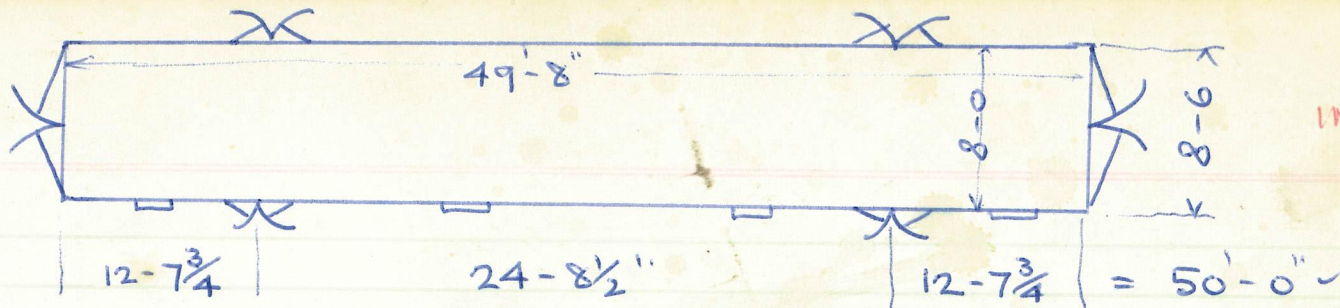
LOT 1192 ONLY N^{os} 486-488

Tracing bears legend "N^{os} 486 & 489 converted to covered scenery vans (for which are)

* D. Lee has photo endorsed 489, which shows the 8-0 American Bogie P.21

"These veh^s were dual fitted with WEST & VAC buffers" DL. "

"D.L. has copy of offic. photo (REF CPC 9), as appearing in The 10-30 LTD" P42 of N^o 489, with VOLUTE spring bogies & is dual fitted



P18
INSIDE
FRAME

LOTS 1223
& 1265

1/4" DIA. N^o 49321 "COV. SCENERY VAN" "MONSTER" TRACKING BEARS DATE AUG. 1913
8 WHEELS. BCC. 35-0 BOA WB 9-0 (American Bogie?) 581, 587, & 589 confirm.
NO TRUSSING SHOWN Photos show angle iron.

Deep side windows seem to be halfway between end & D. Doors & the same distance inwards from
3-gon lamp tops. - in centre of body & approx over the bogie centres. the D. Doors

Body Hgt 8-11 3/4 Total Hgt from RL 12-10 1/2 U/F 9" RL to U/F 3-1 3/4

RL to lamp top 13-0 LAMP TOP 1 1/2" HIGH, and no mounting drawn.

Width over cornice 8'-10", over handles, 9-1 1/2 RL to top of cornice 10-6 1/2

LOT 1223, N^{os} 483-485 LOT 1265, N^{os} 581-595

D.L. PHOTO shown 587 with fixed S.P. ends & corr. gangways. (LONG RAILS, K205 & K437)

"These vehicles were dual fitted" DL

Early 1933, N^{os} 590 & 593 were converted to FRY'S CITIC. SHOW TRAIN. CORR. GANGS were fitted to one end of each van
DESC. OF TRAIN see RLY MAG VOL LXXIII P.53. The following year HMV. also toured the country, probably
using the same vehicles. See RLY MAG VOL LXXIV P.469 for desc. On concl. of this tour, ~~at~~ or at
some later date, the gangways were removed & doors replaced before returning to ordinary "office"
DL

"at a later date, N^{os} 587 & 591 were fitted permanently with GANGWAY CORR'S in place
of the end doors & designated by the Code word "GIANT". As far as can
be ascertained, a separate DIA. was not issued, nor was this tracing
suitably annotated" DL.

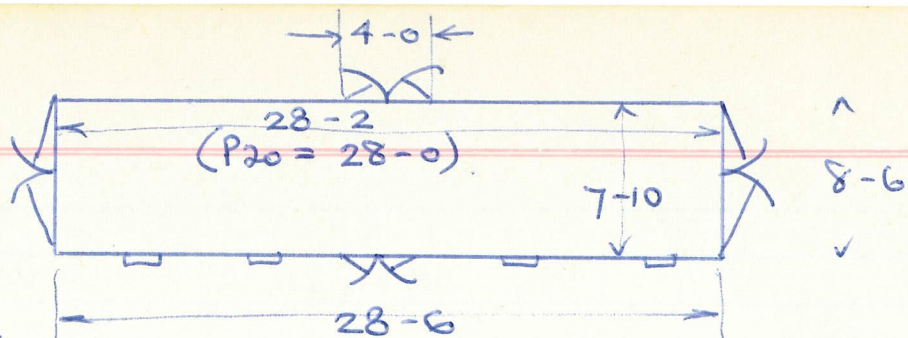
D.L. photo (Ref III) of N^o 589 (GOT SEE 50/24)

M.L. " Ref K26 - - 581

NO - BAR -
DEFIN. ✓

DL has copy of official photo of N^o 483 (LOT 1223) which shows rod
trussing. [This LOT came out during period when multiple bar trussing was employed]

P19
P20



P19

$\frac{1}{4}$ " DIAG N^o 50756 A. "COV. CARR TRUCK" (The suffix A ind. that this is not the original state of the tracing)

4W. WB. 18-0

BAR TRUSSING Truss posts unusual (as shown), in being quite plain, tapering & wider than usual, & in not extending below the truss rod.

Body Hgt. 9- $\frac{1}{2}$ RL to Roof 12- $11\frac{1}{2}$ Width over corners 8-10
RL to top of Cornice 10- $8\frac{1}{4}$ (P20 is 10- $7\frac{3}{4}$)

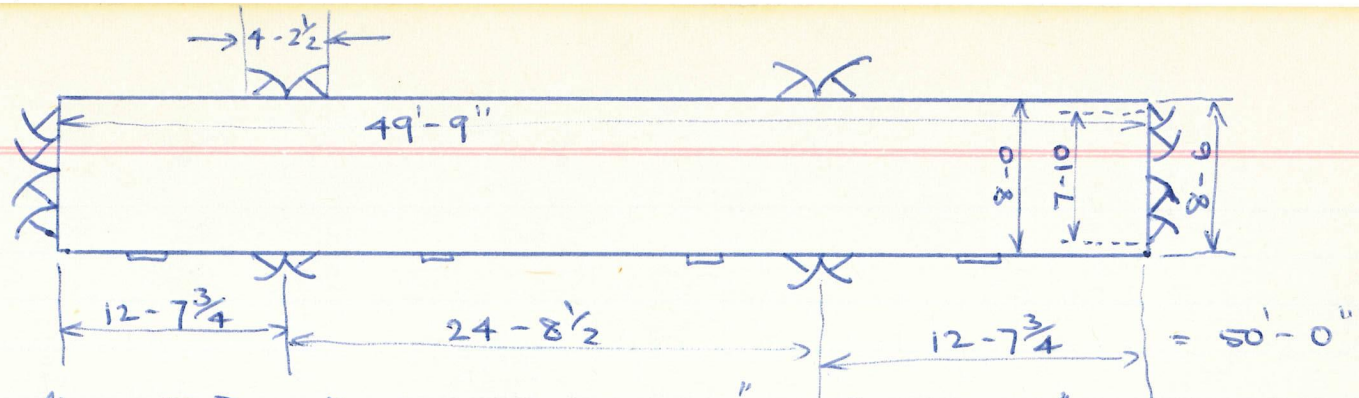
LOT 1238 FIRST 19 N^{os} 561-579 For last of this lot, see P20

P20 $\frac{1}{4}$ " DIAG N^o 5074) "COV. CARR TR. OR ELEPHANT VAN" (Tracing bears date MAY 1914)
app. to differ from P19 only in thicker end doors, giving internal length 28-0 also in being slightly less in Dist. RL to corn. top, 10- $7\frac{3}{4}$; in having projecting end brackets, 30- $6\frac{1}{4}$ over all, & in having 6 $\frac{7}{8}$ " x 3" Bars placed across [end & side] Doors, when used as Elephant Van.

LOT 1238 N^o 580

DL has ph. showing both side & end of N^o 563, & another of same vehicle [M.L.'s K24, "Kingsbridge 1934".

DL has a Russell photo ally. to be 560, but cannot be because of deep windows. Thought to be 580 DIAG P.20. (2, to D.L.)



1/4" DIA. N° 99587 "COV SCENERY VAN" "DEC 1932"
 8W. BCC. 35-0 N° 486 7-0 BCC. N° 489 8-0 BCC.
 7-0 B. would be the Collett design. 8-0 B, probably American.

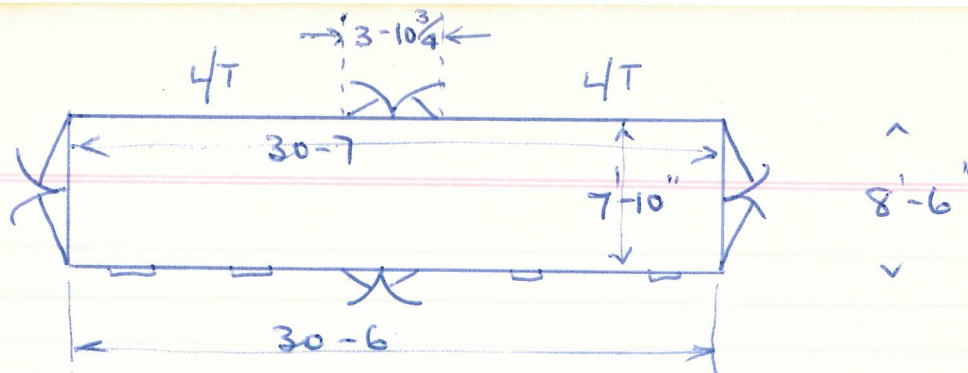
Body Hgt 8'-11 3/4" End Room give clear opening 8'-4 3/4" high.
 Width over cornice 8'-10", over handles 9'-1 1/2"

Width over stepboards (length not given), 9'-0" under each pair of doors.
 RL to top of cornice 10'-6 1/2" Total Height 12'-10 1/2".
 RL to top of stepboards 3'-6 1/2".

"Converted from OPEN SEEN TRUCKS, same N°
 LOT 1498, N° 486 & 489. See P17 LOT 1192.

The exist of a new LOT N° suggests the possibility, that two new vehicles
 might have been authorized, but economy made use of converted old ones

Two ML. photos (K173 & K218) of 486 show Collett 7-0 B. and BARS Trussing.



1/4" DIA. N° ?

"DER. 1940" " COV. CARR. TRUCK

4W. WB 20-0 Angle Iron Tensioning with two posts.

Length over buffers 33-11.

Body height not marked. End door opening 8-6 1/2 high.

Total Hgt 12-11 1/2 - to Lamp Tops, 13-1

Width over corners 8-10 RL to top of cornice, 10-8 1/4

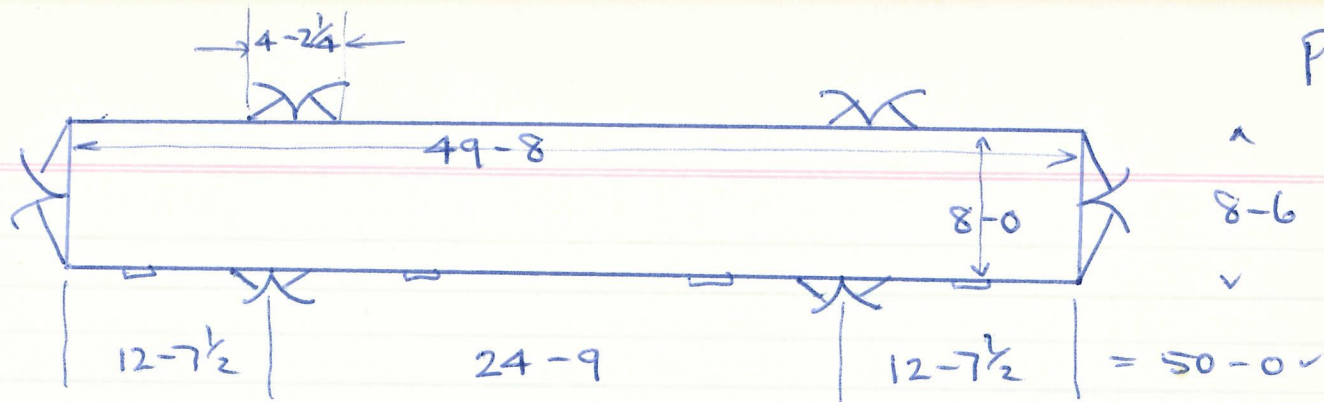
LOT 1650 N°S 1 to 6.

LOT 1773. N°S 71 to 80

DL has Russell photo of N°-2.

J. S. photo (9/25A) of N°-1

P23.



1/4" DIAG N^o 140107. "BR-WR/SCEN.VAN/SWINDOW
 FEB 1953/LOT 1753. "MONSTER"
 LEN. 50'-0" WIDTH 8'-6" over handles 9'-1"
 " OVER H/S. 49-10 1/2" over buffers, 53-6 1/2"

Bot. WB. 9-0 NO Tensioning shown.
 RL to U/F, 3-1 1/4. Solebar 9", Body Hgt 8-11 3/4 Total Hgt 12-10 1/2
 End Door, high, 8-4 3/4 in stem.
 Width over corner 8-10 over stepboard 9-0
 Height, RL to Cornice, 10-6 1/2.
 Width of end door in stem, 7-10
 4 windows each side, glazing seals C, 1-9" WIDE x 2-7 1/2" high.

Neh. N^os 493-498 [2 of so, second use of these N^os]

NOTES ON DIAG. IN BINDER, DIAG R to W.

DIAG N^os with an initial letter, followed by a slash and ARABIC N^o ARE OFFICIAL, eg. U.29

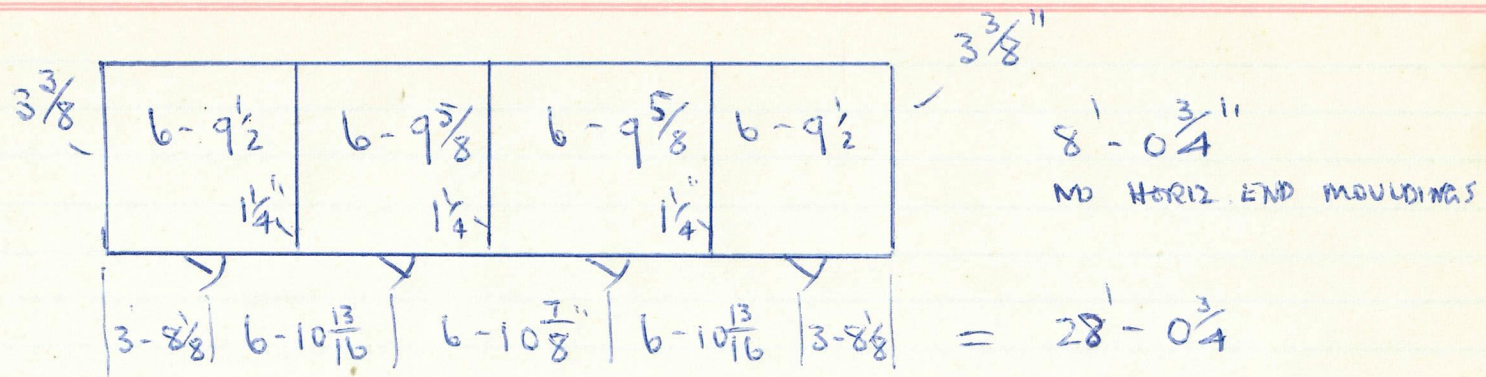
all other N^os represent private allocation of N^os for identifying and reference purposes.

An initial letter followed by ROMAN NUMERALS within brackets signifies that there is a DIAG. in the Swindon D.O. binders, un-numbered in the official series & at the back of the numbered DIAGRAMS. Where there is more than one such un-numbered diagrams, the Roman numerals indicate the order in which they were bound eg. U(i), U(ii) etc.

An initial letter followed by a stroke and either a letter or a number, signifies a design for which no diagram survives. The letter or N^o following the stroke refers to the LOT to which the design relates eg. U/H, U/29 etc.

-
- R. 1st Class.
 - S. 2nd Class & ex Second.
 - T. BKE 2nd & ex BKE Second.
 - U. COMPO & COMPO BKE (incl. slips)
 - V. Pass. Train BKE VANS.
 - W. Parcels & Miscellaneous

R. I.



$\frac{1}{4}$ " Diagram No. 41061

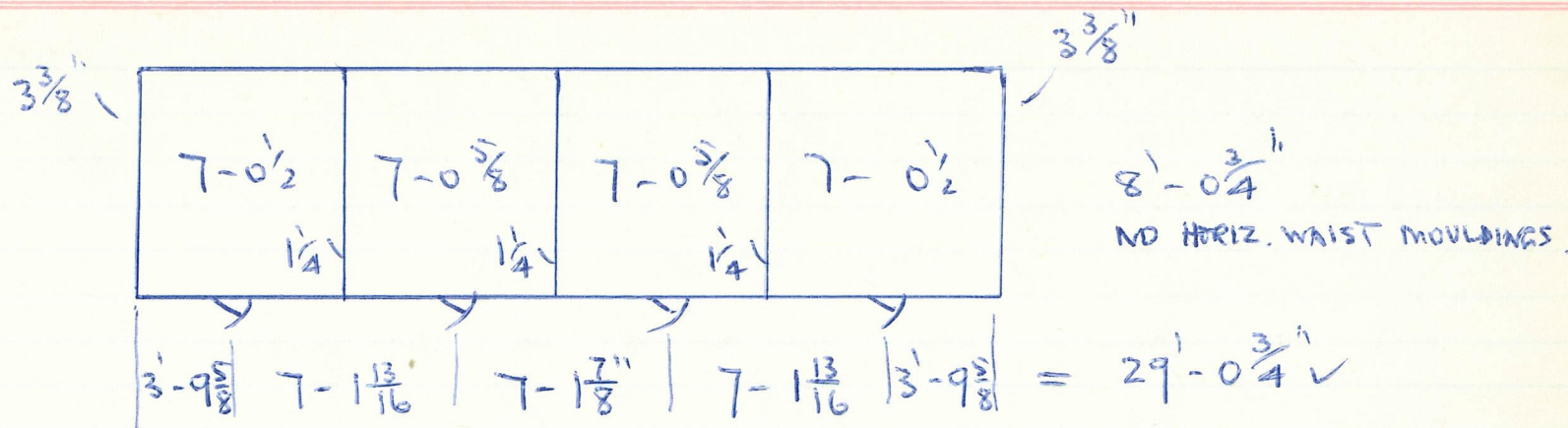
Lot 141

4 wheels. Wheelbase 16-0. Wood Headstocks. Coach handles.

Arc roof $7'-3"$ / $11'-3\frac{1}{2}"$

Diag. 41061 marked "Metro". First Class Carriage.

Nos. allotted 1-8 (in First Class list).



Lots 119 + 128. Turnunder ends.

Additional: Lots 44 + 56 Raising Flat ends, Wooden Headstocks & Coach Handles.
 6 wheels. Wheelbase 19-0 Diag #0188.

Some of Lots 44 + 56 have only 4 wheels, Wheelbase 19-0 Diag. 40188^A. The use of an A number suggests that the number of wheels was reduced, rather than that any were built with only 4 wheels.

Are roof 7'-3"/11'-4".

See also U. 14.

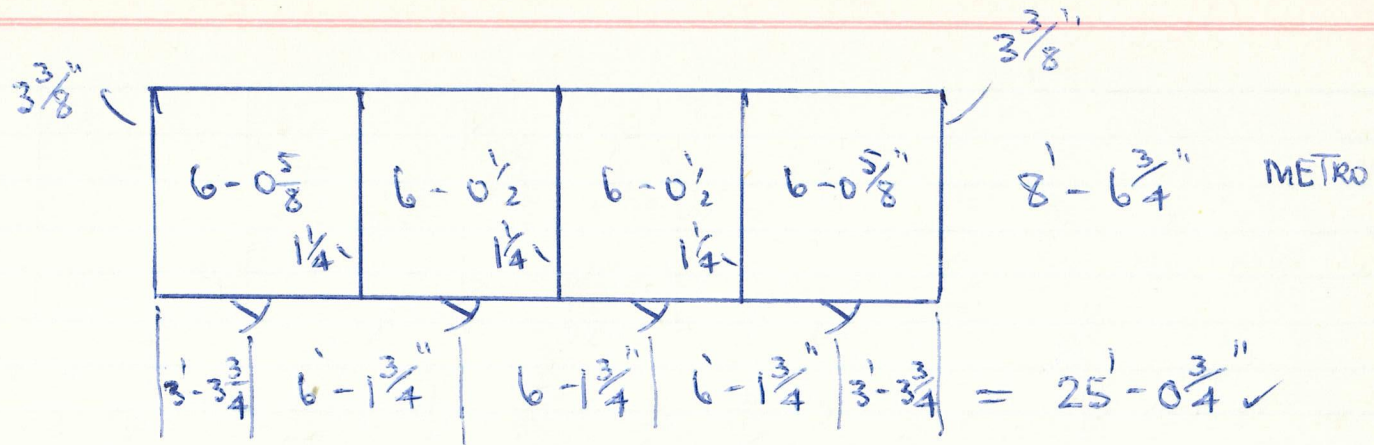
Nos. allotted :- ~~lot #~~

lot 44. 497-500, 522-556, 611-626.

" 56. 650-664.

" 119. 13-22.

" 128. 23, 24, 26, 27, 34, 35, 37, 38,
 39, 40, 41, 42, 44, 45, 46, 47,
 48, 49, 54, 55, 56, 57, 58, 59,
 60, 61, 64, 66, 67, 69.



$\frac{1}{4}$ " Diagram No 33827

lots 707, 714, 780, 808, 819, 861, 877 + 900.

4 wheels. Wheelbase 16-0

3 centre Roof. $7' - 3"$ / $11 - 2\frac{1}{4}"$ Diagram marked "Metro First Class Carriage).

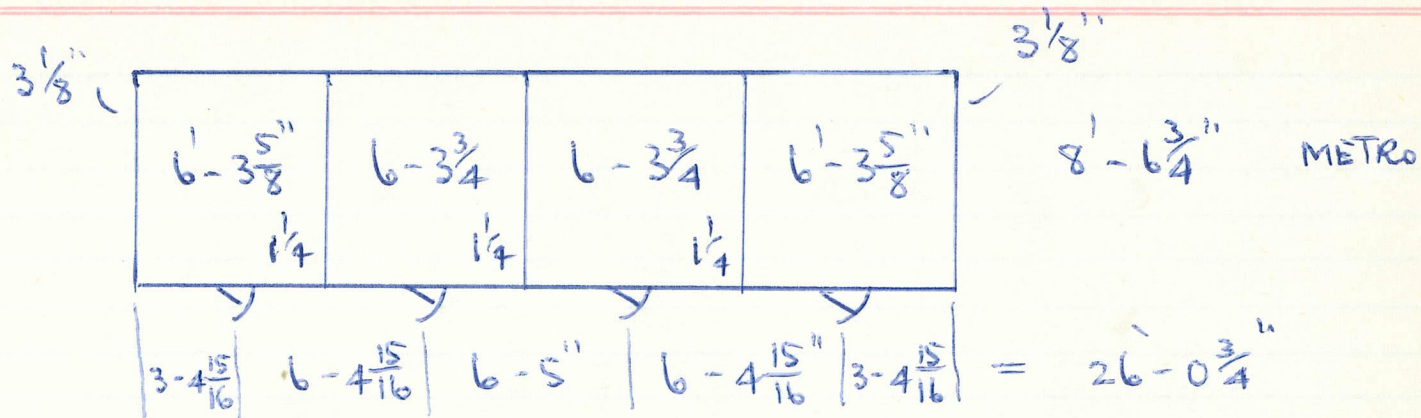
Nos:

lot. 707.	118 - 123
" 714.	117
" 780.	9, 10
" 808.	50, 51.
" 819.	52, 53.
" 816.	113, 138, 139.
" 877.	140, 141.
" 900.	142, 143.

Doors to "A" & "D" are $\frac{1}{16}$ " off centre, equalising the distance between each adjacent pair of doors. Diagram marked that No. 8143 of lot 900 was long-buffered + screw coupling fitted one end, August 1935

Blissard Barnes has a copy of this diagram

R. 4.



$\frac{1}{4}$ Diagram No. 25237.

Lot 394 only.

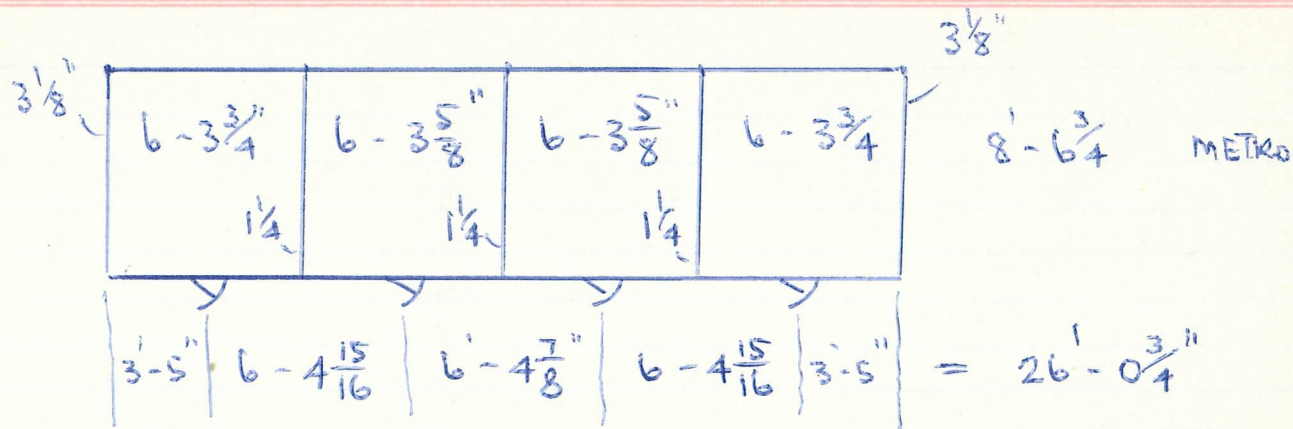
4 wheels. Wheelbase 17-0.

3 centre roof. $7\frac{1}{3}$ / $11'2"$ Diagram marked: "Metro First Class Carriage).

Nos: 170, 171, 173, 174.

The only difference between this R. 4 & the following R. 5. is that here the shorter compartments are at the ends, & that there they are in the middle. Note on diagram that No. 8170 has Incandescent Gas & No 8171 has electric light.

R.5.



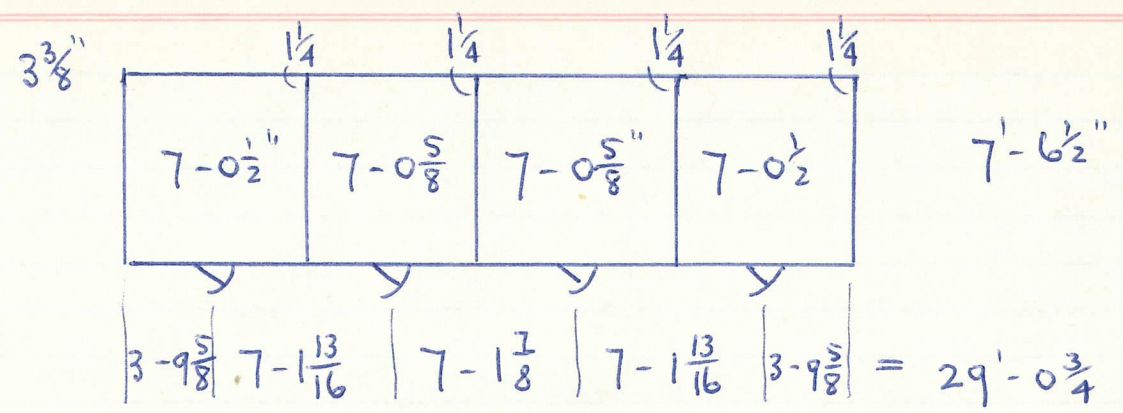
$\frac{1}{4}$ " Diagram No. 33213.

Lots. 426, 479, 501, 686, 719 + 755.

4 wheels. Wheelbase 17-0. Diagram marked: "Metro First Class Carriage".
3 centre roof. / 11'-2"

The only difference between this R.5 + the preceding R.4 is that here the longer compartments are at the ends, + that there they are in the middle. Observe that as with the third, the longer body is earlier than the shorter, that for a period both lengths are built contemporaneously, + that the shorter body survives after the longer has been discontinued. Observe also that although R.5. has thin ends, it is not improbable that lots 686 719 + 755 had $3\frac{3}{8}$ ends; this thick ends appear as lot 628 . G.30. Some vehicles of all lots save 686 appear to have been converted into Composites U. Roy England has a copy of the diagram No. 27484.

Nos.	lot. 426	25, 12, 129, 132, 62, 63, 65, 68, 70, 71, 72, 157.
	- 479	124, 134, 135, 136.
	- 501	128, 270, 271, 278.
	- 686	28, 29, 30.
	- 719	115, 116.
	- 755	21, 22, 23.

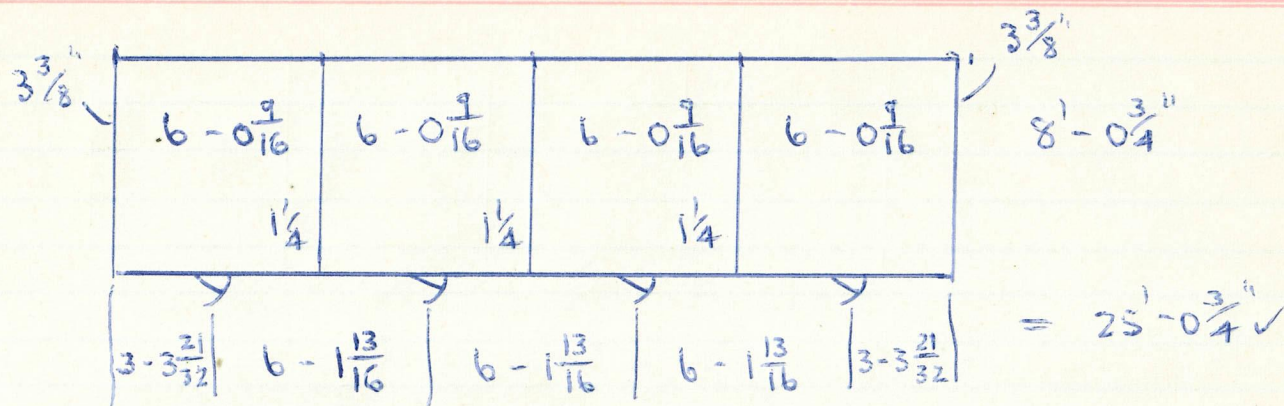


LOT 28 ONLY. FLAT ENDS & Presumably Flat Sides (on account of the width of $7'-6 \frac{1}{2}$ "

NO Dragoon Surviving, but presumed similar to R2 except for width of roof, WB $19'-0"$ were in any case 6 wheeled

Height given as $6-11 \frac{1}{2}$ presumably internal which could make the external, near $7'-3"$

N^{os} allotted 451-490 [40]



4 wheels . 16.0 wheelbase . Flat ends . Arc roof . 7'-3" / 11'-3" .
 Evidently ex. Second . $\frac{1}{4}$ " Diag . No. 41089 .
 lots 46 + 58 . See also T (i) + U (iii) .
 lots 46 . 287 - 326 1871/72
 " 58 . 327 - 386 1872 .

Grounded Body at Frome .

Notes on the diagram : -

lot 46 . Nos 287 386 , Handbrake 287 ex 5313 . 386 appears to be an error .

" 58 " 233 , 346 , 245 Handbrake .

No. 2410 to Port Talbot (Feb 1872) .

Nos. 242 , 245 . Workmen's Brakes .

No 885 became Workmen's Third No. 576 . *Why numbered?*

Converted also to 3 cpts + hugg . 332 . July 1872 . Ser. Dec. 1914

242 May 1872 . Back to 4 cpts Oct 1914 Ser. Nov. 1921 .

247 May 1872 . To $\frac{35}{5}$ June 1911 Ser. Dec 1914 .

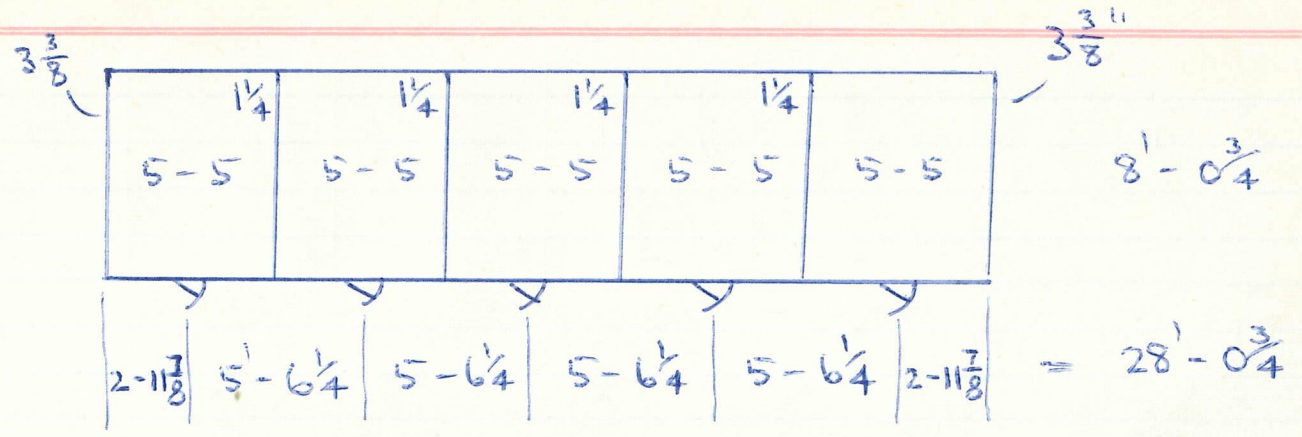
Converted also to 2 cpts , Gid + hugg . 275 Jan 1872 Ser. Oct 1912 .

" " " 1 open cpt 32/3rds . Hd. Brake? date

To Service April 1930 .

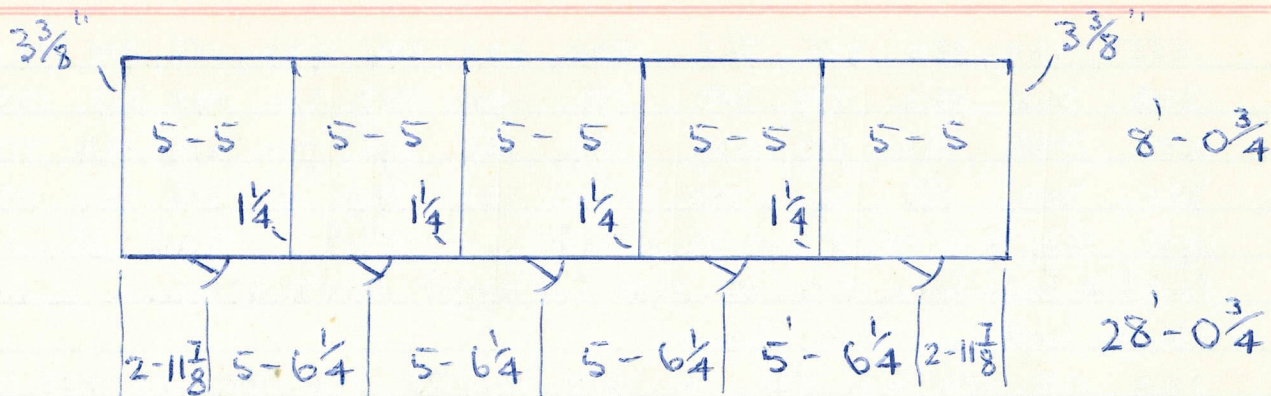
Sundry fitted with Handbrake .

S.2.



5 Compt Second & also Thids.
 4 wheel. wheelbase 16-0 Differs from S.3 only in number of wheels & wheelbase.
 One roof, body 7-3 high. low windows.
 Gas lit from time of building (? low pressure gas) Apparently for Metro. services
 Lots 142 - 143
 lot 142. Seconds. 1, 2, 3, 4, 6, 7.
 " 143. Thids. 212, 213, 214, 215.

S. 3.
S. 4.



$\frac{1}{4}$ " Diagrams S. 3. No. 40187. \rightarrow S. 4 differs only in having 4 wheels. Same wheelbase
6 wheels. Wheelbase 19-0
Every lot of S. 3. covers S. 4 also, except lot 235 which is S. 3 alone (though also
having some S. 6 on it.)
Diagram of S. 3 shows flat ends, + S. 4. turnunder; but both varieties of
end must be covered by each diagram.
lots. 77, 82, 91, 105 flat ends.

140, 175, 205, 224, 235, 245, 254, 265, 275, 285, 298 + 322 turnunder.

No other diagrams (save S. 5. which is ex-S. 4) show a body 7-3 high + a 19-0
wheelbase, whether 6 or 4 wheeled. All appear to have been built with 6 wheels.

lot 77. 551 - 600.

82. 601 - 650.

91. 651 - 700.

105 (part of) 851 - 875.

140 (") 1140 - 1158.

175. 1, 2, 3, 4, 5, 8, 11, 13,

14, 17, 18, 20, 22, 24, 26,

28, 32, 33, 34, 35, 38, 39,

41, 43, 45, 47, 51, 53, 55,

56, 57, 58, 59, 60, 62, 63. (36).

lot. 205. 174, 390, 541, 926,

923, 924, 928, 117,

910, 726, 904, 901,

176, 381, 542, 764,

903, 144, 845, 634,

1080 - 1099.

hot 224. 555, 129, 384, 355, 765, 808, 872, 398, 927, 156, 715, 741, 774, 716, 925,
849, 203, 362, 379, 318, 377, 194, 307, 310, 191, 137, 135, 728, 165, 678,
433, 798, 164, 737, 538, 169, 153, 795, 780, 219, 159, 717, 52, 778, 72,
754, 701, 163, 140, 705, 150, 161, 794, 167, 116, 127, 113, 128, 236, 222

hot. 235. 1976. late B.G. Thid 443 Described as 8 wheeled. Thid altered to 6 wheels.
Could it have been C.2. No. 1238, hot 207? As B.G. was a convertible.
"N.G. body on B.G. frame"

hot 245. 109, 112, 134, 117, 525, 6, 217, 151, 73, 793, 108, 722, 223, 702, 709, 840
506, 505, 460, 147, 172, 138, 546, 517, 118, 1066, 171, 759, 723, 141.

hot. 254. 394, 815, 763, 7, 40, 743, 106, 111, 721, 537, 1201, 1198, 136, 749, 114, 497.
908, 509, 703, 158, 547, 729, 120, 718, 714, 218, 131, 154, 115, 105, 19, 146.
173, 735, 149, 751, 750, 103, 746, 516, 16, 707, 121, 145, 708, 122, 767, 747
724, 160.

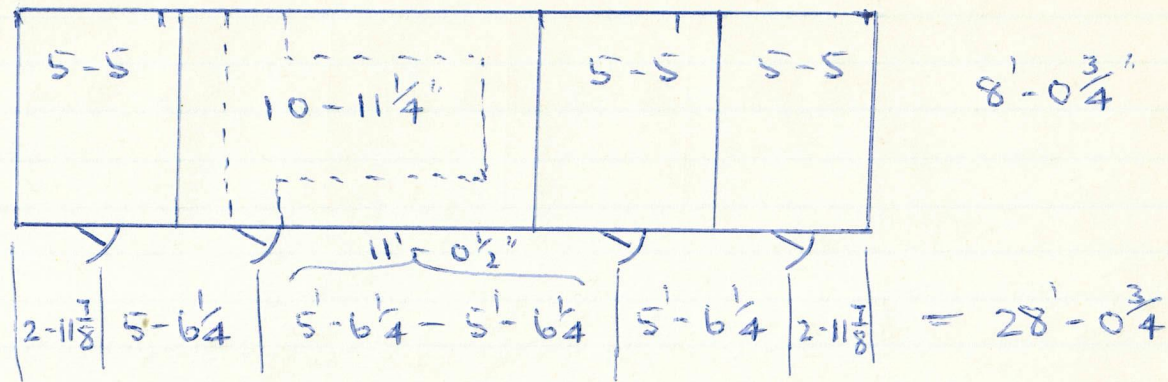
hot. 265. 449, 392, 786, 1068, 44, 123, 744, 166, 157, 168, 1384 - 1423.

hot. 275. 1424 - 1473.

hot. 285. 130, 533, 847, 493, 503, 539, 739, 805, 734, 1008, 719, 914, 385, 806, 730,
469, 42, 756, 731, 492, 535, 221, 769, 1308, 1007, 768, 382, 850, 451, 389.
~~hot. 22~~ 432, 356, 814, 922, 920, 916, 915, 187, 202, 848, 471, 523, 501, 745, 720
496, 543, 1309, 393, 742.

hot 298. 447, 530, 783, 1193, 1207. 1524 - 1568.

hot 322. 1599 - 1648.



$\frac{1}{4}''$ Diagram. No 41989^A (?).

4 wheels, Wheelbase 19-0. Arc roof $\pi - 3/11 - 2\frac{1}{4}$ Flat ends.

A conversion of S. 4.

lot. 105.

The last diagram in the binder, without any S. number but equivalent to S. 23, appeared to be of a stage intermediate between S. 4 + S. 5. The centre cpt. was a luggage cpt. with double doors having droplights.

Nos. 867, 879, 893, 894

No. 888 had one partn. removed, luggage doors screwed up, & seats fitted around, as above plan.

No. 891 was fitted with handbrake.

S. 5 has vehicle numbers marked upon it 867, 881, 897, 888 but see

S. 23 for No. 888.

SEE S3. ✓

Similar to S.3. except that body height is increased from 7-3 to 7-6 (to 11-5 $\frac{1}{4}$ from rail level) by missing the height of the body sides, without apparently altering the radius of the roof. For other differences see below.

Horizontal mouldings across the ends at waist level.

High quarter lights but low droplights

lots 356 + 371.

lot 356.

1649 - 1668

lot 371.

B.G. 516-535

S.G. 1983-2002.

S.7.

SEE S.6.

Similar to S.6. but with 3 centre roof in place of arc roof, body height remaining the same (7-6) + in having high droplights as well as high quarterlights. 6 wheel mainline stock.

lot 415 (only)

740, 770, 782, 758, 424, 757, 796, 64, 753,
50, 216, 397, 395, 548, 396, 549, 732, 175,
771, 1048.

SEE S. 6.

Similar to S. 6. High quarter lights & low droplights, but varies in the abnormal height of the quarter lights, 2'-9" + consequent shallow eaves panels. Distinction shared only with U 22, Lot 349.

lot 354 only.

1218,	1221,	1226,	921,	1208,	477,	132,	148,	1212,
139,	809,	170,	738,	110,	1069,	711,	1195,	1213,
1206,	733,	23,	706,	1307,	785,	906,	498,	752
801,	772,	736.						

SEE S7 ✓

S.9.

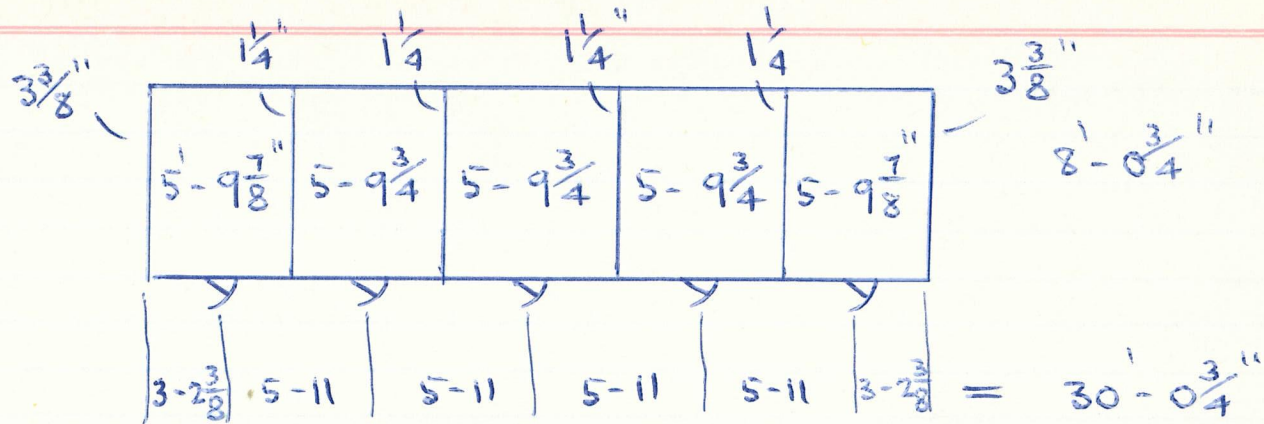
Similar to S.7. but 4 wheels in place of 6. + wheelbase 18-0 in place of 19-0. Presumably intended for local + branch work.
lot 587 has $3\frac{1}{8}$ ends; all others $3\frac{3}{8}$ ends.

lot. 587.	305, 320, 335, 386, 478, 480, 481, 482, 483, 490.
" 703.	2701 - 2710.
" 732.	2735 - 2744.
" 760.	2757 - 2776.
" 784.	177, 225.
" 945.	902, 917, 930, 931, 932, 933, 934, 936, 937, 938, 939 (11)
" 992.	973, 974, 975, 976, 978, 980, 981, 982, 984, 985, 986, 987, 988, 989, 990.
" 1014.	977, 992, 993, 994, 996.

Ex R. 2 which see.

lots 44 + 56.

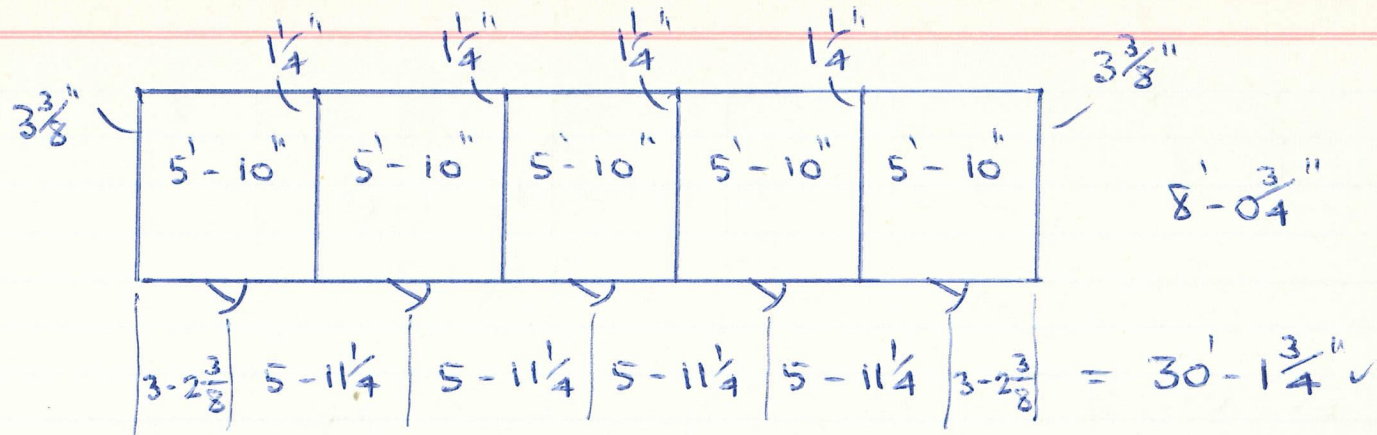
It is reported that most of R. 2 ended up as de-classified to Thirde.



4 wheels. Wheelbase 19-0 Body height 7-6 (Total height given as 11-5 only, against a normal of 11-5 1/4) 3 centre roof. The unusual length appears to be due to the use of "old frames".

lot 737 only Nos. 2748, 2749.

These have the appearance of being ex-second, but were ordered as Thirds, the unusually generous size of the compts being due to the use of old frames.

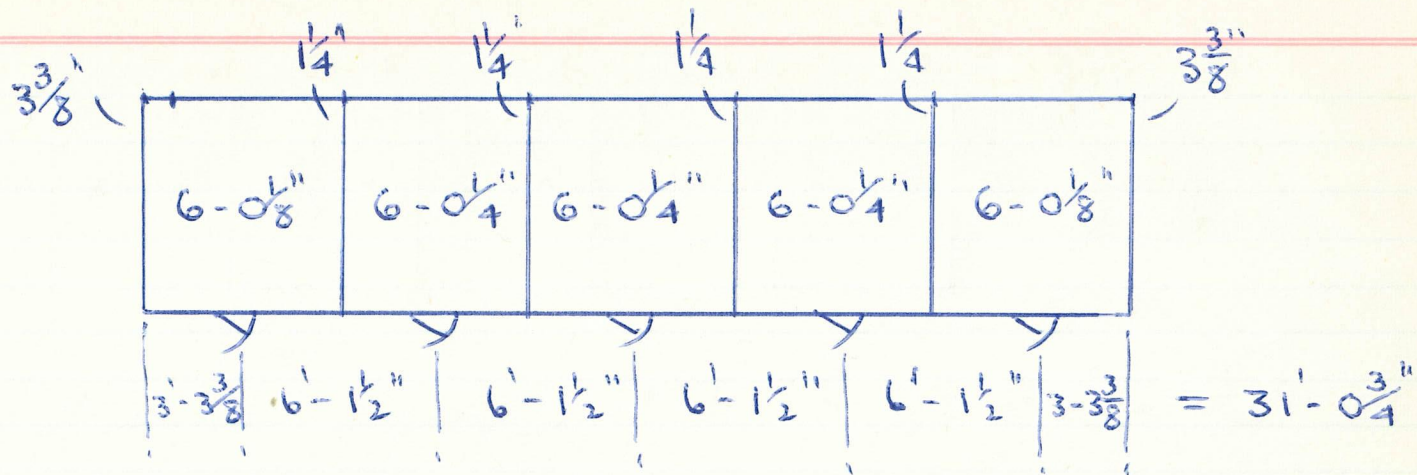


$\frac{1}{4}''$ Diagram No. 41090.

4 wheels, wheelbase 19-0. 3 centre roof. Body Height 7-6
From R/L 11-5 $\frac{1}{4}$

lot 726^B only. Nos. 2746, 2747, 2750, - 2754

The abnormal length suggests the use of old underframes (see S. 11)
though this is not specifically stated.
Added as Third Class.

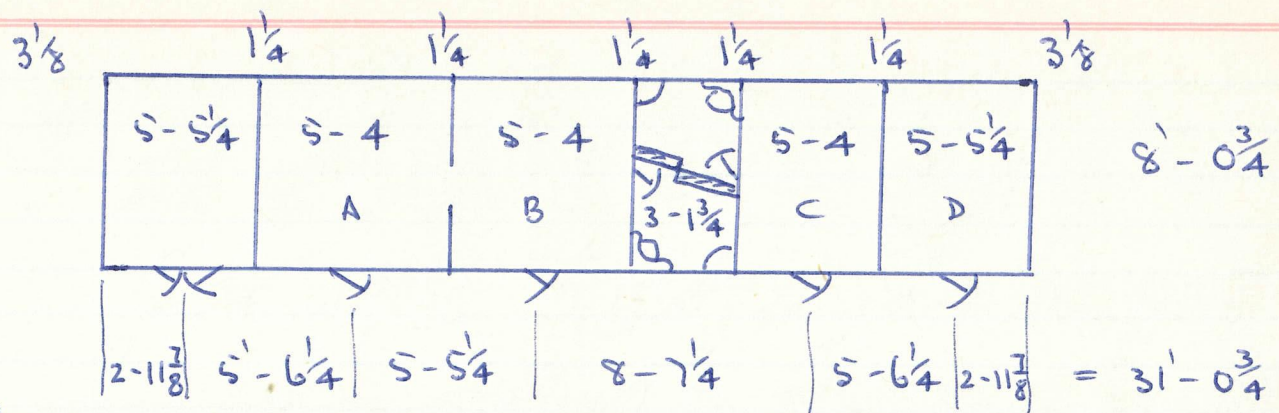


$\frac{1}{4}$ " Diagram No. 41091

4 wheels wheelbase 19-0. 3 centre roof. Body height 7-6

hot 726^A only Nos. 2043-2047, 2745. From R/L 11-5 $\frac{1}{4}$

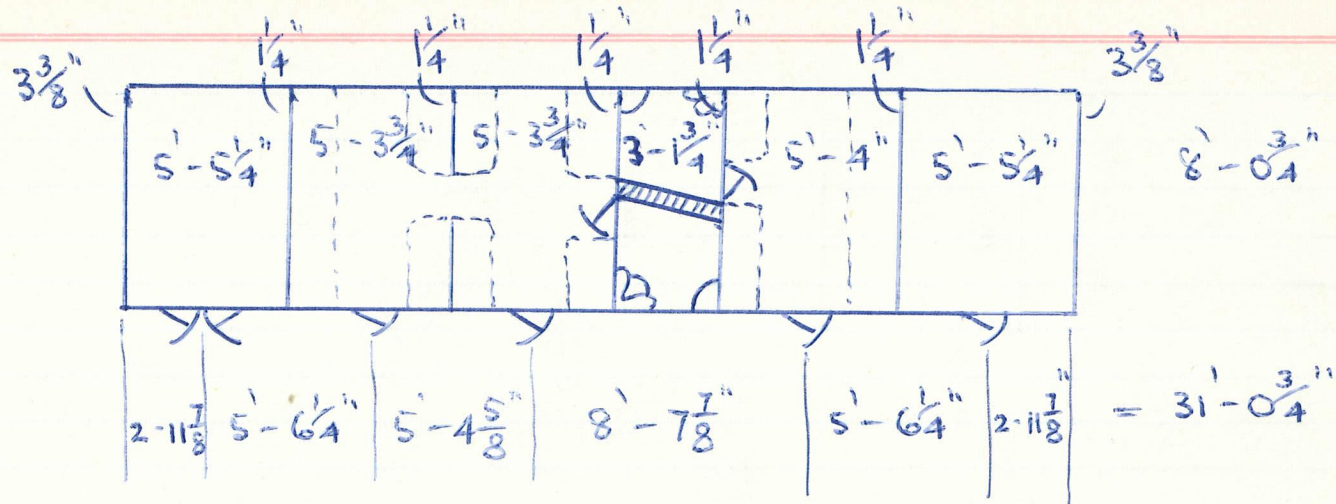
Ordered as Trucks. Old frames may have been used (see S. 11).
but this is not specifically stated.



1/4" DIA 41086.
 6W. WB. 22'-0" 3 Centre Roof 7-6/11-5 1/4 High Window
 LOTS 403. & (412) Error.

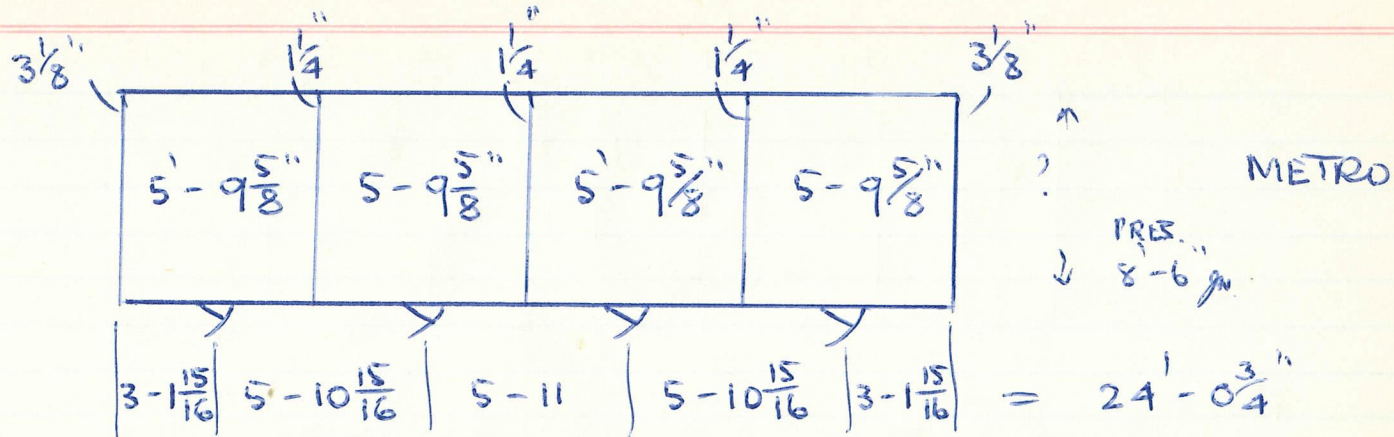
Almost certainly a conversion, as laws not usually provided for 3rd or 2nd. before gangwayed cor. main.

EX T (iv) NOS 1694-1699
 Since the conversion shows partitions & not roof tanks it should have been carried out before 1897.



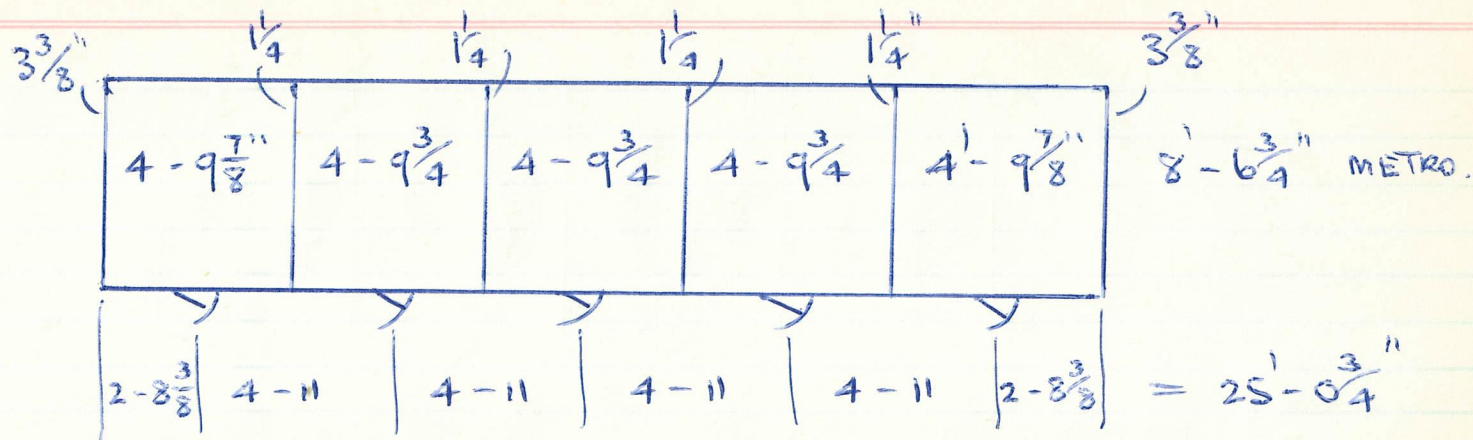
$\frac{1}{4}''$ Diagram No. 41082.
 Wheels 6. Wheelbase 22-0. Arc roof 7-6/11-5/4
 Lot 363 only Nos. 2033 + 2038 Ex. T. 51.

I think converted from Centre Van Bke. 3rd!
 Since the conversion shows partition + not + not roof tanks; it should
 have been carried out before 1897.



$\frac{1}{4}''$ Diagram No. 41063.
 4 wheels, wheelbase 15-0. 3 centre roof. Body height 7-3. From R/L 11-2.
 (against a Metro normal of 11-2 $\frac{1}{4}$). (these lots
 lots. 395, 427, 480 + 502 Seconds. N.B. Brake Second T7 also built on

lot 395.	9, 11, 32, 35.
" 427.	12, 38, 14, 15, 16, 17.
" 480.	19, 21,
" 502.	36, 39.



1/4" Diagram No. 31741

Wheels 4 Wheelbase 16-0 Roof 3-centre 7-3/11 - 2 1/4

	3rd	2nd	3rd	2nd	3rd	2nd	3rd	2nd	3rd	2nd	3rd	2nd	3rd	2nd
Lots	705/08	712/15	778/81	806/9	817/20	859/62	875/78	898/901						

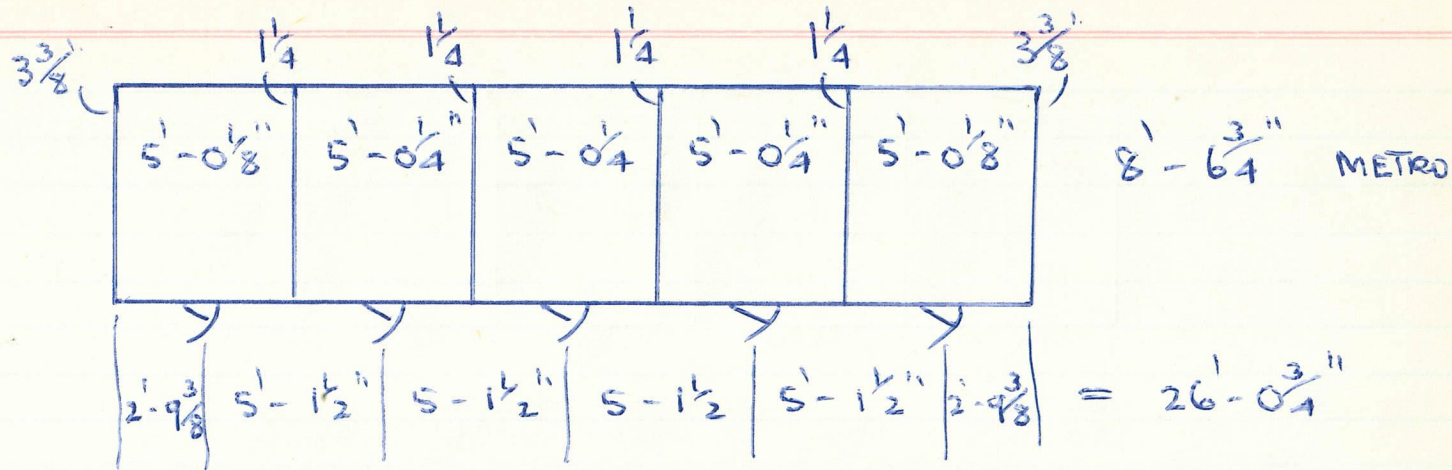
1. Built as Seconds.

lot 708.	54-65.
" 715.	73-74.
" 781.	85-88.
" 809.	93-96.
" 820.	97-100.
" 862.	106-111.
" 878.	112-115.
" 901.	120-123.

Hammersmith + City Trains.

2. Built as Thirds.

lot 705.	2711 - 2728.
" 712.	2729 - 2731.
" 778.	2777 - 2782.
" 806.	2783 - 2788.
" 817.	2789 - 2794.
" 859.	2795 - 2800, 303, 304, 311.
" 875.	319, 321, 325, 327, 328, 333.
" 898.	340, 341, 343, 344, 345, 347.



$\frac{1}{4}$ " Diagram No. 31743

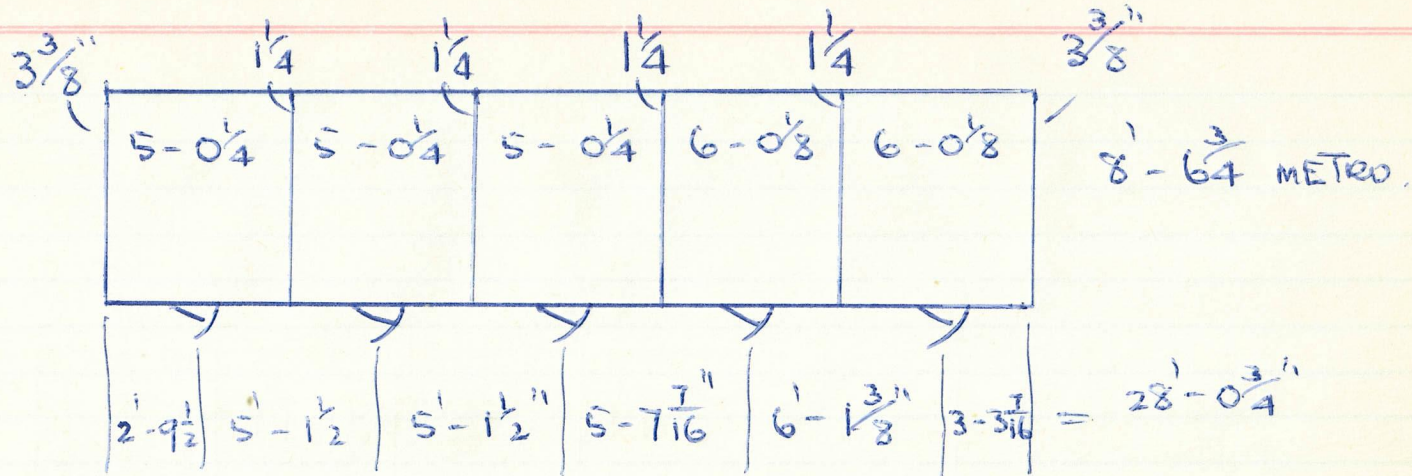
Wheels 4. Wheelbase 17-0. Roof 3 centre. 7-3/11-2 $\frac{1}{4}$

3rd 3rd 3rd 3rd 2nd 2nd 3rd 2nd 3rd 2nd. 3rd.
 Lots 428, 481, 503, 685/87, 699, 718/20, 754/56 (also 396).

1. Built as Seconds ^{Main line + city.}
 Lot 687. 41-43. "For strengthening Middle
 " 699. 45-53, 75-77. "Circle Trains"
 " 720. 78-79 "Middle Circle"
 " 756. 82-84. "Main line + city"

2. Built as Thirds.
 Lot 396. 755, 710, 445, 210, 235, 520
 " 428. 1321, 1327, 1313, 1271, 792
 " 545, 178, 791, 1669, 1670
 " 1677, 1672, 1348, 1365, 800
 " 536, 421, 787.
 Lot 481. 1196, 1033, 426, 1197, 909, 467
 " 503. 448, 797, 995, 25, 272, 391
 " 685. 302.
 " 718. 2732-2734
 " 754. 323.

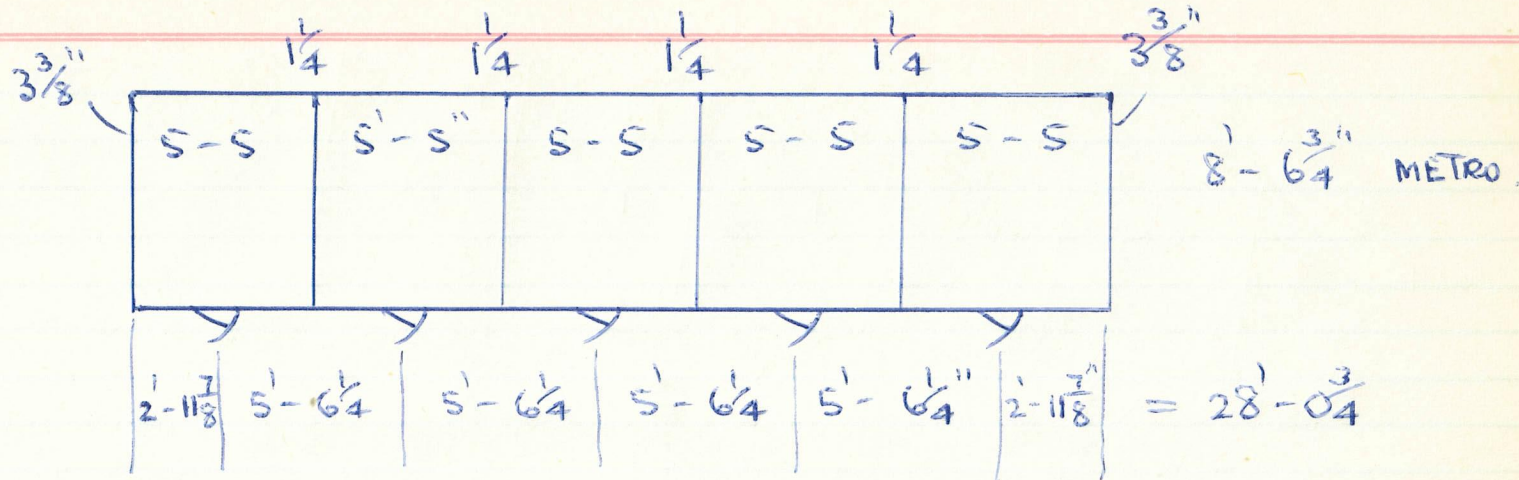
Note:- Lots 428, 481 + 503 ought to have ends only $3\frac{1}{8}$ " thick. If so then the end compts would be 5'-0 $\frac{3}{8}$ "
 Lot 699 were probably Seconds. see remarks on this Lot, T. 9.



$\frac{1}{4}$ " Diagram No 41077.

Wheels 4. Wheelbase 19-0. Roof 3-centre 7-3/11-2 $\frac{1}{4}$
 lot 706 only Ex. Compo 4.6.

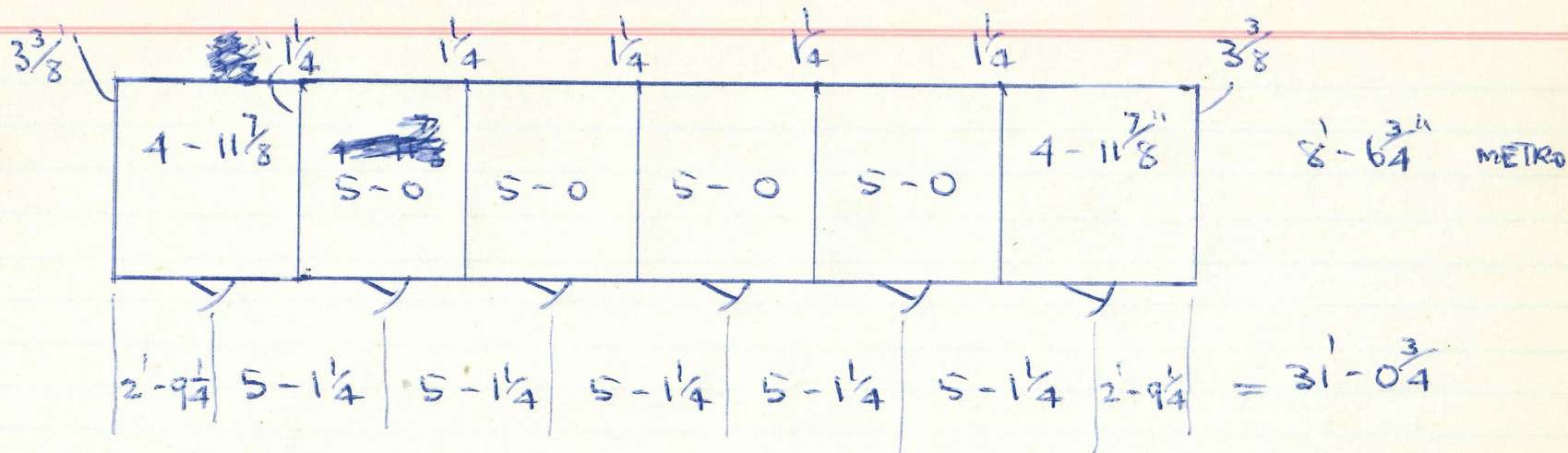
Apparently only vehicle (s) of this one lot converted.
 Diagram marked No. 339.



$\frac{1}{4}$ " Diagram No. 31848. Wheels 4. Wheelbase 19-0. Roof Arc $7-4\frac{1}{2} / 11-4\frac{1}{2}$
 Lots 319 & 396 ~~in error~~ Nos. 166, 167 Second Class.

These would appear to be ex-Seconds.

Note: - That lot 396 should have ends only $3\frac{1}{8}$ " thick, and should have 3-centre roof. But if it had, the roof might have been expected to be $7-3 / 11-2$ like lot 394. R.4. Such variation in height ought to have produced a new diagram.



1/4" Diagram No. 41076. Wheels 4. Wheelbase 19-0. Roof Arc 7-4 1/2 / 11-4 1/2.
 Lot 317 only. Third Class. Nos 1204, 1205.

Check on Internals :-

Ends.	$6 \frac{3}{4}$	SEE T61.
$2 \times 5 - 0 \frac{1}{16}$	$10 - 0 \frac{1}{8}$	
$4 \times 5 - 0 \frac{3}{8}$	$20 - 1 \frac{1}{2}$	
$5 \text{ ptns} \times \frac{1}{4}$	$6 \frac{1}{4}$	
	$31 - 2 \frac{3}{8}$	

(BORN, MUST HAVE ADDED UP. WRONGLY)

$\frac{5}{8}$ in

Note:- The internal figures on T61 are all proved to be wrong. The cpts were 5'-0"
 In these circumstances, it is highly likely that this present
 DIAG. ought to show 5'-0" for CPTS. B - VE. & 4 - 11 7/8" for CPTS. A & F
 Thus:-

ENDS.	$6 \frac{3}{4}$
PTNS.	$6 \frac{1}{4}$
4 - CPTS 5'-0"	20 - 0
2 " 4 - 11 7/8"	9 - 11 3/4
	<u>31 0 3/4</u> ✓