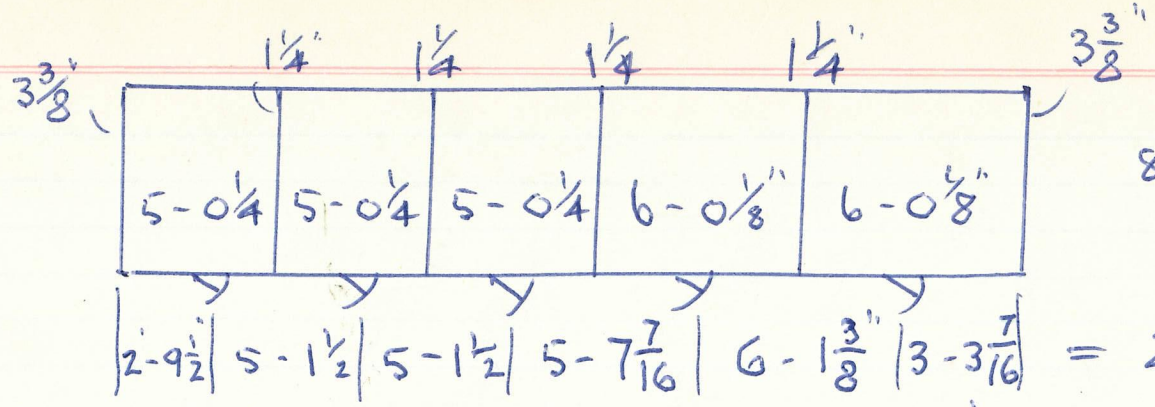
U6



8'-6 3/4"

= 28'-0 3/4"

1/4" DIAG Nº 41250 4 WHEELS WB 19'-0 3-CENTRE ROOF 7-3/11-2 1/4

LOTS 706 713 779 876 807 818 860 899 (Why not in order?)

LOT 706	1811-1816
713	1817
779	1878 & 9
807	1882 & 3
818	1884 & 5
860	1886/7 & 8
876	1889 1890
899	1891 1892.

U7 - U8

These two designs are conversions of the FIRST R1.

6 - 9½	6 - 9⅝	6 - 9⅝	6 - 9½
U7 1ST	1ST	3RD	3RD.
U8 3RD	1ST.	1ST	3RD.

8' - 0¾

3 - 8⅛	6 - 10 13/16	6 - 10⅞	6 - 10 13/16	3 - 8⅛	= 28' - 0¾" ✓

¼" DIAG.'s U7 № 41246 1.1.3.3.
U8 № 41247 3.1.1.3.

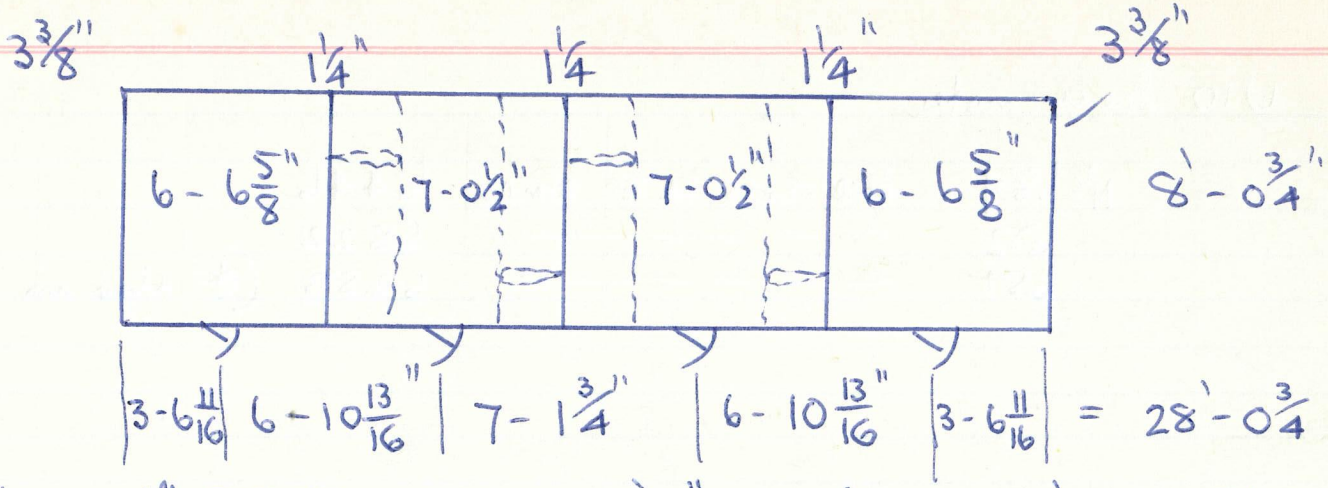
4 wheels WB. 16'-0" ARC ROOF 7'-3/11-3½ (NO HORIZ. END WAIST MOULDINGS).

Checks of internals - as for R1.

U7 bears legend "METRO FIRST & THIRD COMPO LOT 141
and in m.s. "№ 210, 201, 6050"
NO ARMRESTS IN FIRSTS 20/1 . 20/3.

U8 bears legend "FIRST & THIRD COMPO LOT 141
NO VEHICLE №S MARKED ARMRESTS IN FIRSTS. 12/1 20/3.

U9
U10 → PTO.



U9 1/4" DIAG. No 33347 ARC ROOF 7'-3" HIGH. 6w. WB 18'-4 LOT 165 ONLY
U10 — — — No 39410 CLER. ROOF { 6-11½ / 8-4 } 6w. WB. 19-0 LOT 171 "

Both are N.G. COMPO HAVE FLAT ENDS, & no horizontal end mouldings at waist level
LOT 171 on "Converted B.G. Frames" LOT 165 probably also, for W.B. 18'-4" appears on other designs where old frames were used eg. V8.

U9 bears notes:-

6266 CONV. TO WORKMENS' THIRD
6273
6284
6289
6279
6253
6288
5250 (sic)
6058
6260
6267

616
649
664
699
600
590
574
572
569
596
573.

U9. cont'd
Centre wheels removed.
LOT 165 491 375 6276
6279 6289 6284 6273 156, 187, 6266
6253 6288 6250 6252 6217 6058
6260 588, 6267, 597
CONV. TO 3RD CLASS. Nos 491 375, 187, 156
588 597.
CONV TO WORKMENS' 597.

LOT 165 U9. 58 120 121 122, 123, 124 125 126
127 248 250 289 (50)

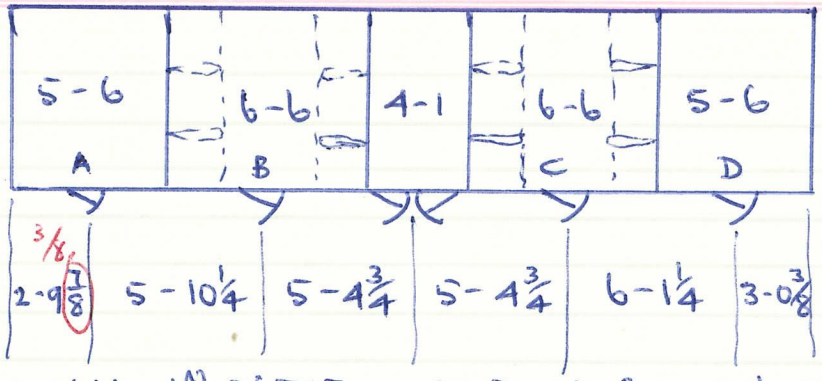
see over U10

U10 bears notes:-

No-689	3RD CLASS LATE COMPO	6446	
672	— — — — — —	6522	
651	— — — — — — —	6253	(* also in U9)

U11
U12
U13

U12.



8'-0 3/4

= 28-7 1/4 6 3/4

1/4" DIAG. U11 No 26715 CPT. B. declassed to 3rd.
U12 31738
U13 40660 app. identical with U11. but without brake.
4W. WB. 18'-0" ORC. Roof 7'-3" high No horiz. and waist moulding.
LOT 184 only. LUGG. DOORS have no droplights (in NOTE).

U11 beam legend LOT 184 Nos 6537 6555
U12 " " LOT 184 No 546 & 556. and in m.s. 548-6548 ✓ gr.
Presumably 546 & 556 are equivalent to 6546 & 6556

U13 beam legend. No 6539 Partitions taken out & fitted for ENG. DEPT.
[redacted]
No 591 Late 6554 4W. workmens.
No 619 Third, late 6548 Compo. 4W workmens. One ptn. removed
lugg. doors fastened up. & seats fitted round COMPT. 45 Seats.
LOT 184 537 - 556.

This design is a declassing of R2. which see.

U14 ¼" DIAG. Nº 27871 4W. Turnunder ends LOT 128

U(ii) - - - Nº 406xx 6W. FLAT ENDS. LOTS 44 & 56

W.B. 19'-0" ARC ROOF 7'-3" HIGH. NO END HORIZ. WAIST MOULDING

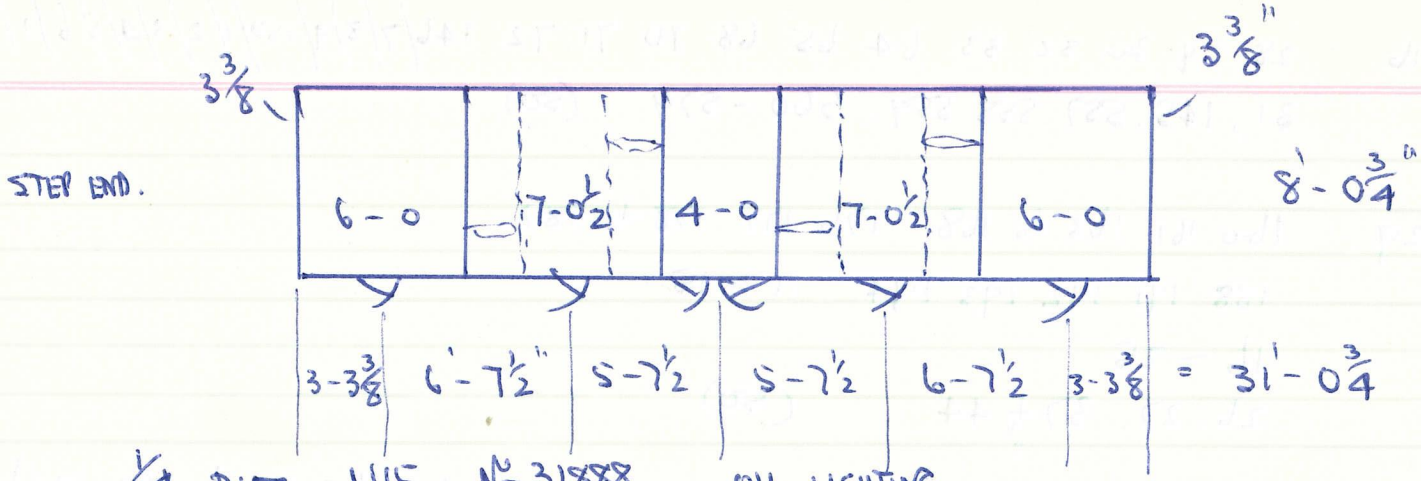
END CPTS. CONVERTED TO 3RD. (3.1.1.3)

U14 beam legend:- COMPO LOT 128 Nº 208

U(ii) beam legend.

"80937 Eng. Dept Coach late 684 BKE/3RD.
Partitions removed, seats & lockers fitted & stove
"Written "Engineering Dept, Gloucester.
& deleted, but faintly visible LOT 44 Nº 486
LOT 56 Nº ?
(both centre wheel removed).

U15
U16



1/4 DIAG. U15 Nº 31888 OIL LIGHTING.
U16 31893. GAS "
U(iv) 36742. FLAT ENDS. Height from R.L only 11'-2 1/4"
6w. WB 19' ARC Roof 7-3/11-3. No horiz. end waist mouldings
NO skylights in the luggg. doors.

These 2 Diagrams appear to be identical save for mode of lighting, gas & oil lighting is believed to have been extinct before the R-W series was made up.

U15. LOTS 116. 129. 133 NG. COMPO.
U16 COMPO LOT 129, 133. 116. Also bears legend. " Nº 6194
LOT 129 connected to brands van.
Nº 794 DIAG W.7. — gas supply removed & oil lighting substituted Outside screw brake fitted & in m.s. Nº 6703.
Note U15 differs from U20 in not having B.G. Conv. & not having 1st class arm rests longly on c/l of body. U21 & U23 in not being 7-6 high.
U(iv) in not having flat ends & in being 11-3 overall height against 11-2 1/4

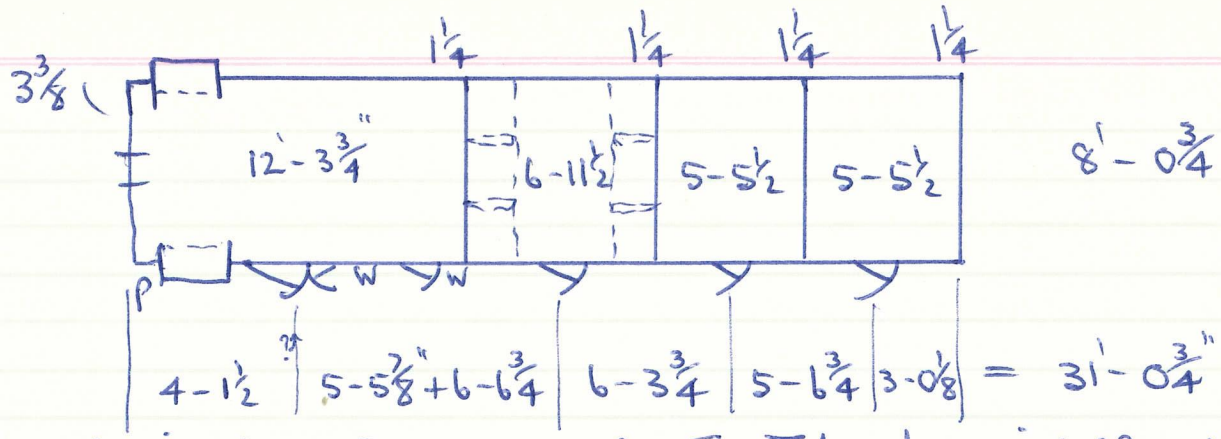
U(iv) " N.G. Compo LOTS 45, 57. 70.

LOT 116 28 29 30 32 33 64 65 68 70 71 72 146/7/8/9/150/1/2/3/4/5/6/7/8/9.
31, 145. 557. 558 559. 560 - 579 (50)

LOT 129. 160 161 163 to 168 176 177 178 to 187.
188 191 192 193 194 11 to 15.
16 - 25
26. 27. 37 to 44 (50)
?

LOT 133. 2. 34. 35 45. 46. 47. 48 54. 55 61 66 67 69 73 to 89 90 to 99
100 to 109 (50)

U/iv) LOT 45 622 - 634 (8)
LOT 52 635 - 649 (15)
LOT 70 666 - 690 (25).



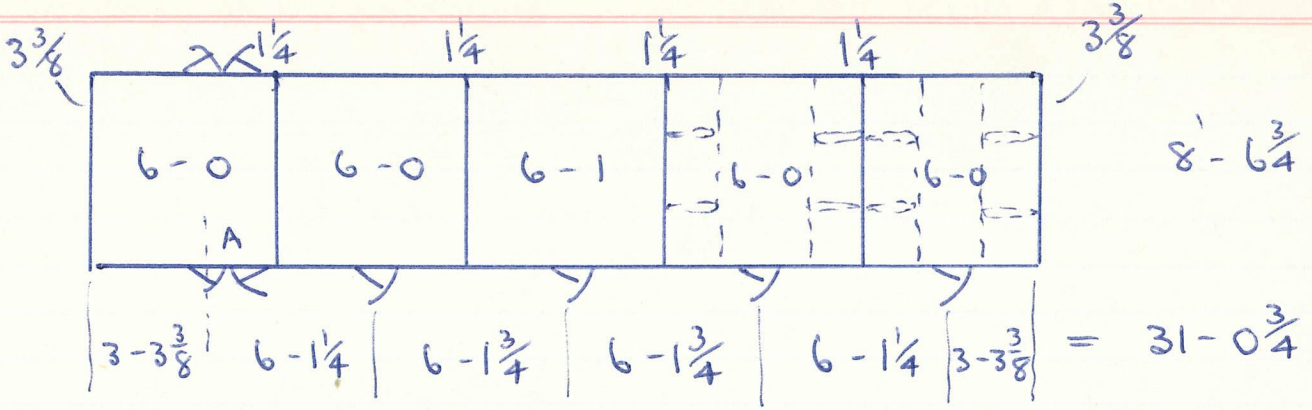
THIS Design in EXO TRI-COMPO SLIP. See T.40 for original layout.

1/4 Drg. No 36592 "Slip Compo" LOT 138

6W. WB 19'-0" Arc Roof 7'-3" high No end horiz waist mouldings
See T29 for check of internals.
This Drg have legend. LOT 138 Nos 6118 6119 6113.
6118 6119 Slip appl. centre wheels & 1 PTW removed
6113 Slip appl. & pltn next to guard removed & altered to No 510 Pltn/3rd
also in mss. Prop's removed No 6118 (4W)

Several notes omitted.

LOT 138 only. (originally 4 CPT. VAN. 2.1.3.3.) Slips
Nos 110 – 119



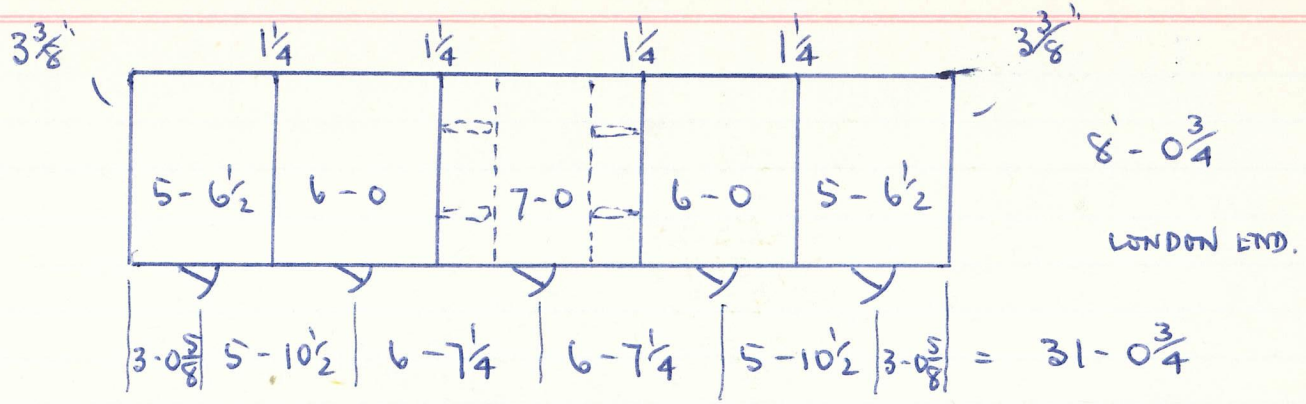
1/4" DIAG. No 41257.

4 W. WB 19-0 ARC ROOF 7-4½/11-4½ (METRO) HORIZ. END WAIST MOULDING (THO' BEFORE DATE) End similar to T61 & T62, but without end windows. ie. four panels, two in the centre, flanked by one very wide panel each side.

The original door openings of CPT 'A' are retained & another leaf added each side of the body between the original door opening & the partition. This added leaf resembles not a normal door, but a compt side with quarterlight & panel. There is no handbrake. The quarterlights extend almost to the cornice. (scale drag.)

LOT 318 only. These appear originally to have been the FIRSTS for Metro order No 1 No R diagram survives.
For vehicles see sheet between R2. & R3.

AS FIRSTS, 126, 131.



8'-0 3/4

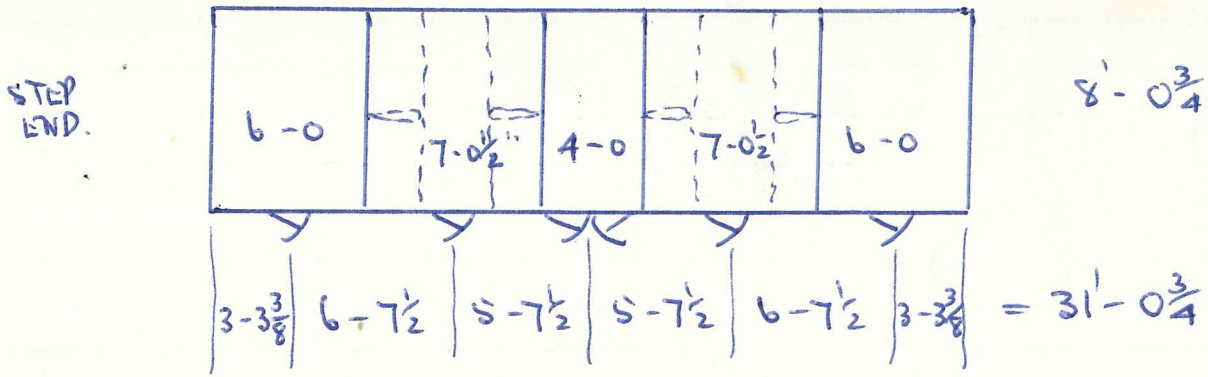
LONDON END.

1/4" DIAG. No 40657.

6 W. WB 19' ARC ROOF 7'-6" HIGH. NO HOR. END. WAIST MOULDING

LOT 302 "NG. 1st & 3RD COMPO" ORIG. TRI-COMPO.

vehicles 6786 - 6805 See also U26.



¼" DIAG. № 31739
6W. WB 19' Modified 3-Centre Roof Height 7'-6" NO HOR. END WAIST MOULDING
on B.G. CONV. TYPE 1 SEE ACWORTH'S RLYS OF ENGLAND 1889

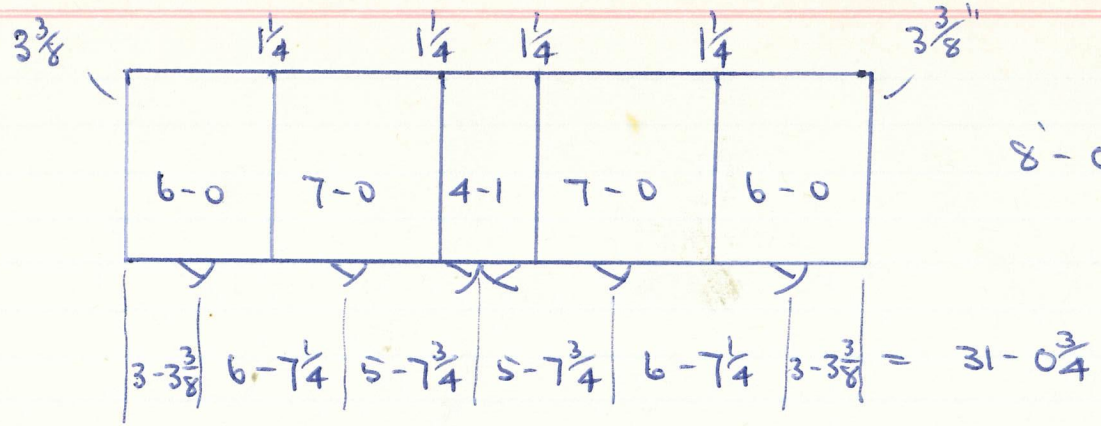
Check for interiors see U15

LOT 327 only.

Diag. been in m.s. Centre wheels removed LOT 327 № 6889
" № 6888 6W short buffers & formed in Wellington
& Crewe Train 11th NOV 1924.

B.G. 496-505 S.G. 883-892. (10)

U21
U23.



8'-0 3/4

1/4" DIAG. U21 Nº 40661 6W.
" " U23 27833 4W

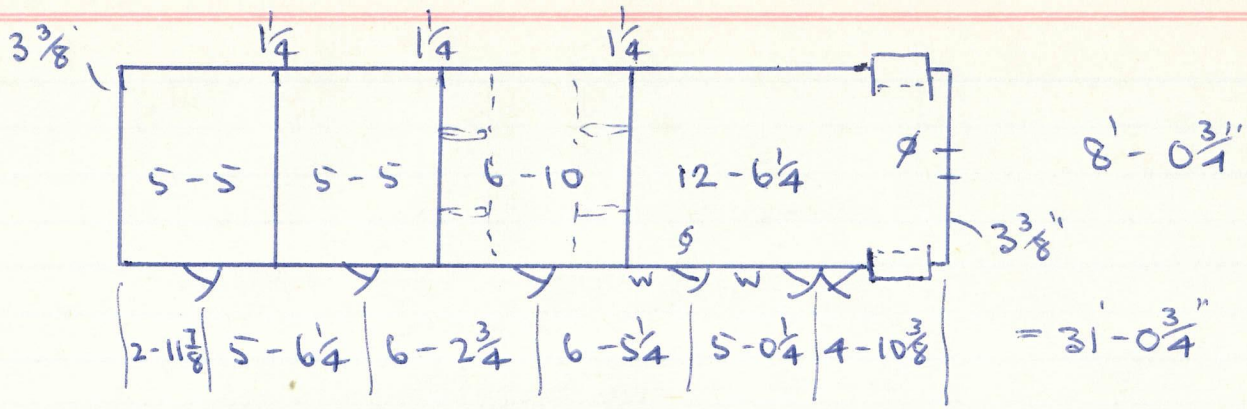
Differs from earlier DIAGS U15, U16 U20 & U(iv) in having the finals only 7' against 7'-0 1/2 & the luggage CPT. 4'-1 against 4'-0"

LOTS 330 341 NO HORIZ. WAIST MOULDING ON ENDS

U21 beam in m.s.:-
Centre wheels removed:-
LOT 341 Nº 6927
" 330 6894
" --- 6900
- - - - 6895

U23 beam legend "COMPO LOT 330"
and in m.s.
LOT 330 Nº 6894 6909 6900 6895
LOT 341 Nº 6927.
DROPLIGHTS IN LUGG. DOORS.

LOT 330 BG. 506-525 SG. 893-912.
" 341 (6)913-(6)932 ex BG. 526-545



This design is EX TRI-COMPO SLIP

1/4" DIAG Nº 36575A
6W WB 22-0 ARC ROOF 7'-6" high. No horiz end waist mouldings.
HIGH/LOW shallow eave panels.

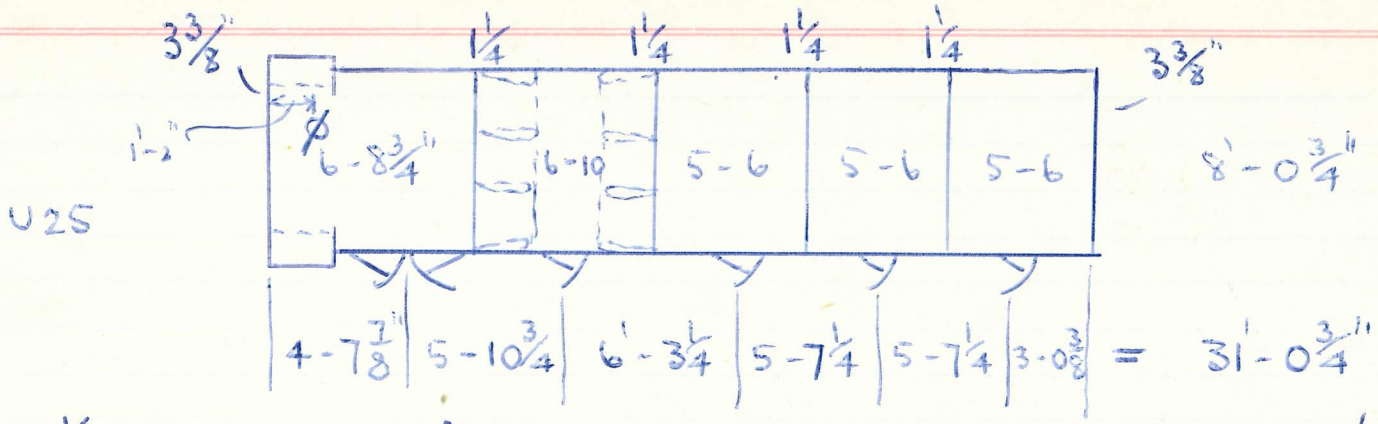
§ This door later screwed up. There was formerly a 2ND class CPT here.
5'-10" between PTNS. NO DIAG SURVIVES FOR THIS ORIG FORM.

See T30 for internals.
LOT 349 only.
This DIAG bears a ms. notes:-
Nº 510 BKE/3rd lgds projections removed & seat fitted for guard
See Nº 60523 BKE 3RD. [T30]
Centre wheels removed LOT 349 Nº 515 NOW THIRD.

vehicles identified Nº 6(933) - 6(942) ex B.G. 546-555

"The 2nd class CPT. now thrown into the van was probably
5'-10" between PTNS.

U24
U25



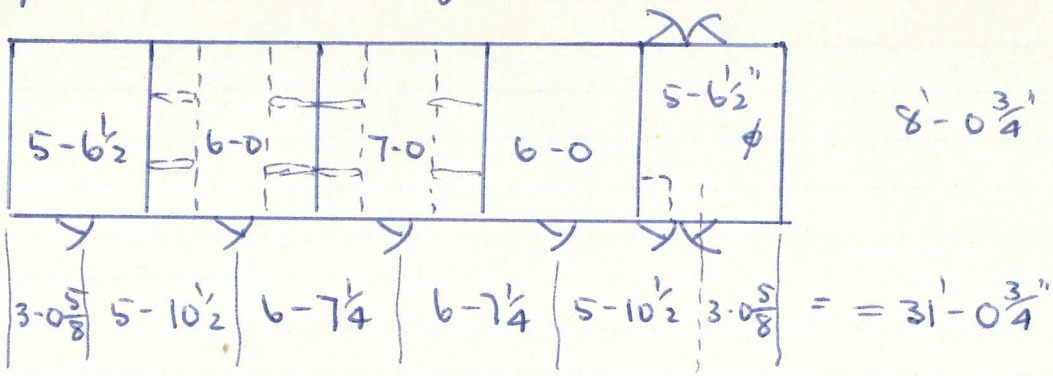
1/4 DIAG U24 Nº 60546 WINGLESS VERSION OF U25 offside GDS' SEAT.
U25 40659
4W WB. 19-0 3 - centre roof 7-6/11-5 1/4
LOTS 739 767.

U25
This DIAG heard in m.s.
" PROJ. REMOVED LOT 739 Nº 7843.
Nº 6845

U24 beam legend LOT 767 Nº 6486
and in m.s. 6485 6482 (U4) 6490
Also in m.s. LOT 739 Nº 7840/41/43 686^W [? WORKMEN] 7846 L739 (OLD LOT LIST)

LOT 739 1838 - 1847 (10)
767 485 - 490 (6).

This design is a conversion of U19.



¼" DIAG. № 41248
4W. WB. 19'-0" ARC ROOF NO END HOR. WAIST MOULDING
The L.H. leaf of the D.D. resembles a portion of a body side, with quarter light. It cannot exceed 1-9½ in width & may be rather less.

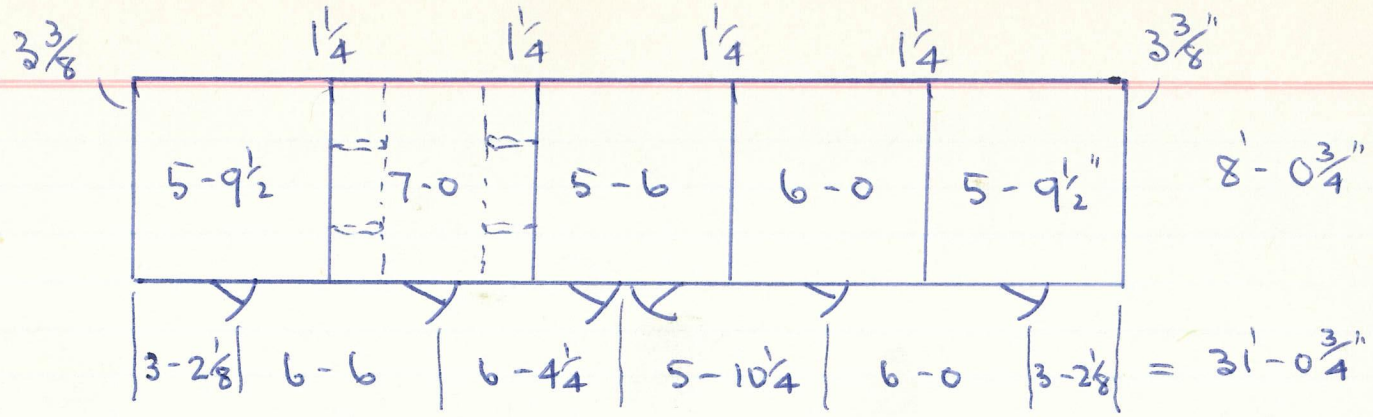
LOT 302 only.

See U19 for internals check

The DIAG bears legend:-

"COMPO LOT 302 №s 6788 6792 [The 6" prefixed to 788 & 792 has been added afterwards]

U27
U29

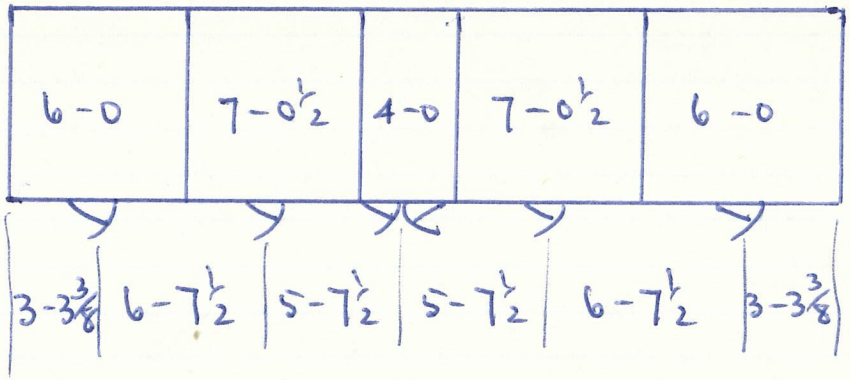


1/4" DIAGRAMS № 39409A U27 (why suffix 'A' - what alteration had been made?
40656 U29 LOT 370 U27 LOW WINDOW U29 HIGH/LOW
6W WB 22' CLER TYPE I Roof 7-2 1/2/8-7 NO HOR. END WAIST MOULDINGS.
LOT 286 only. " TRI-COMPO i.e. not a brake vehicle.

U27. BR. Barnes has a DIAG coby without suffix 'A' Roy England has one with.
Not clear how U27 differs from U29 except for windows but this is not a distinction that normally produces a different DIAG. Perhaps the cornice heights vary & U29 may have a deeper eaves panel than U27. Roy. England has a coby of the 1/4" DIAG for U29.

U27
LOT 286, 4, 5, 36, 56, 196, 203, 219, 222, 223, 226, 227, 229, 238, 241, 244, 245
712, 719, 733, 734.
These were the Nos allotted, but either 5 never bore the allotted Nos or they were later re-numbered, for they do not agree with another source which gives instead, 57, 202, 204, 218, 239

U29. LOT 370 816 - 827.



8'-0¾"

= 31'-0¾"

¼" DIAG Nº 29284
6W WB 19' Clerest Roof Type 1 7-2½/8-7 NO END WAIST MOULDINGS LOW WINDOW
LOT 287 only. Drag-beam legend "Compo LOT 287 Nº 6874 i.e. not a brake vehicle

This is a clerestory version of U16

B.G. 484-493. SG. (6)873-(6)882.

V–
DIAGS
sheet 1

Notes on PASS. BKE VANS. 1870–1874

165 4W pass. Bke Vans as below were built 1870-1873, the large No being probably because of the decision to abandon carrying luggage on the roofs of pass. vehicles. They were probably similar to the later & wider V2 (which see) having a LUGG. CPT. at one end & at the other, an enclosed G.D's CPT. long enough for projection & a door, perhaps not differing much from PASS. BKE VAN. No 93. illust in HAM ELLIS. 19th. — P51, save in being almost certainly a little longer & in having the more modern arrangement of panelling & mouldings. Photo L.G.R.P. No 21785 shows such a vehicle, flat sided (doubtless because only 7'-6" wide) & having the canvas roof continued over the projection (doubtless because only 6'-6" high inside ~~the~~) LOTS. 60 & 69 being 5½" higher, presumably had the later pattern of projection, which inwards towards the cornice.

Except for the width & in most cases, the height, they were probably similar to V2 in measurements. See note on back of V2. sheet.

all that is known about this group

			INTERNAL	
LOT 7	21-0 x 7'-6¾	6-6 ~~height~~	Saltney.	169-178. 1. 4. 5. 6. 12. 16. 20. 22. 27.
LOT 23	21-6 x 7-10	6-6	WORCESTER 179-198	57. 58 65. 78. 82 83. 85 88 104 108
LOT 27.	21-0¾ x 7-6¾	6-6	SALT. 199-223. (25)	34. (30)
32	21-0 x 7-6¾	6-11½	SALTNEY. 224-233.	(10)
34	21-0 x 7-6	6-9	WORCESTER 234-253	(20)
48	21-0 x 7-6	6-6	WORCESTER 254-273.	(20)
60	21-0¾ x 7-6¾	6-11½	SWINDON 277-306	(30)
69	21-0 x 7-6¾	6-11½	SALTNEY. 307-316	(10)

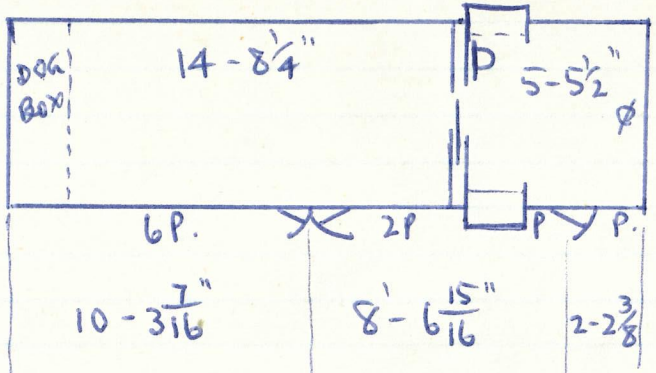
There were also 30 PASS. BKE VANS of a larger design 25'-0¾ x 7'-6¾ 4W WB 16' Body height 6'-0½ (perhaps an error for the contemp. 6-11½,) with one G.D's and two luggage CPTS., which suggests that they had the guards CPT. in the centre, doubtless with

projection at the mid point of the body. & that they were in fact, a shorter version of V.13 If the latter was based on the present design, that might account for the luggage doors being so far off centre with relation to the lugg. CPTs. 1a. when re-designing from a 25'-0¾ to a 31'-0¾' body, the whole of the extra length was added to the lugg. CPTs without altering the distance of the lugg. door from the centre line of the elevation In that case, there were probably 2 panels between each pair of lugg. doors and the ends.

LOT 104 only, Built at Swindon 1874

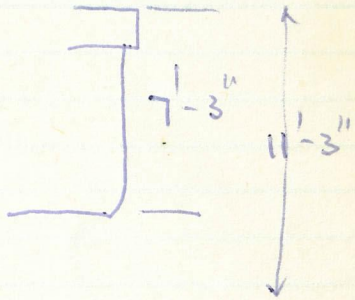
349-362, T8, 122, 11. 24. 365-376.

V1.
V2.



= 21' - 0¾"

8' - 0¾"



DWG 31918 (V2). WINGLESS 61313 (V.1).
4W. WB. 12'-0 ARC. ROOF SQUARE EAVES WINDOWS one end, quarter lights the other.
no deflights on lugg. door. COACH HANDLES? small panel between WING & GDS DOOR
"N.G. PASS/ BKE VAN/ LOT 146 .Height 7-3 ~~total~~ 11-3.

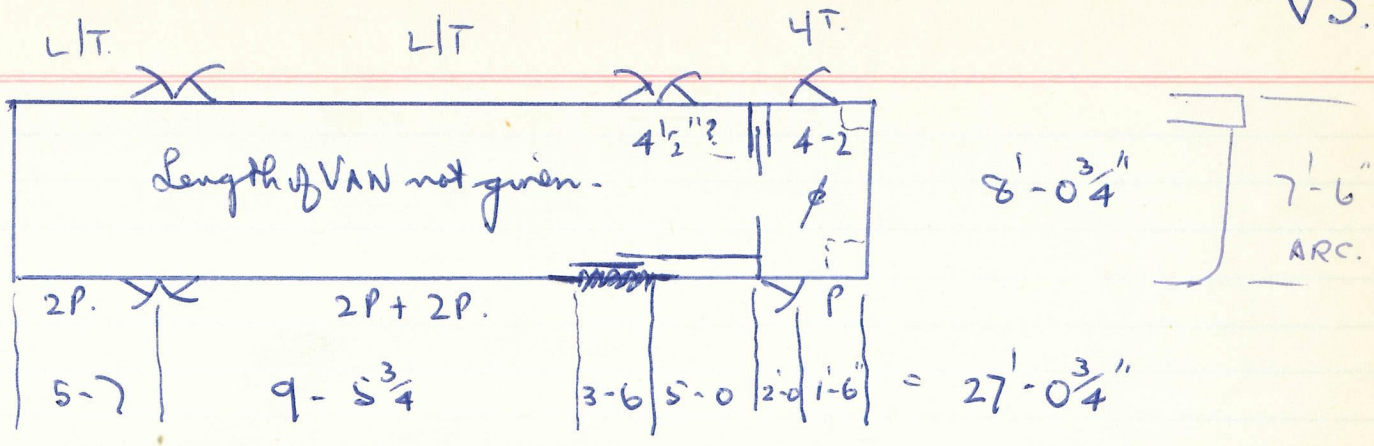
check on internals - many notes - not quite agreed.

LOT. 146 only. 470 - 489.

BINN V2. DIAG. RAD OF UNDERSIDE OF ARC ROOF = 9'-0"

note Doghox ventilated by weather bonnet not by perforated panel.

V3.



DWG 33978A. "The suffix indicates that the orig tracing 33978 has in some way been altered." PASS. TRAIN BREVAN / Nos 274 & 276

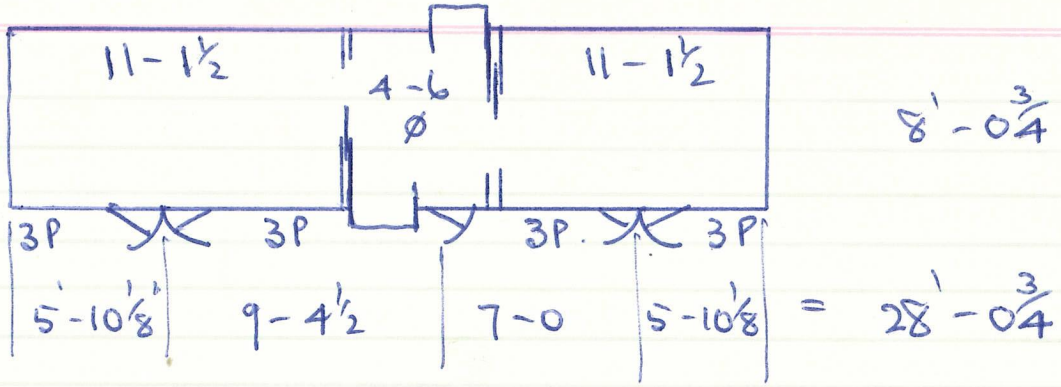
LW. WB. 18' Body height 7-6 (more than contemporary std)
Height internal 7-2 ARC Roof. No sq. eave lights in ends.
Horiz end mouldings at waist level (practice not std for the period of original construction) FLAT ENDS.
Drop lights in double doors (again not std practice when built)

LOT 59 Nos 274, 275, 276. Ordered as Post Office Vans.

Binsey:- In spite of known early date of construction all doors are glazed (? later alteration?) Absence of LOT No. is evidence of radical reconstruction

RAD of underside of roof = 9'-0"

V4
V5

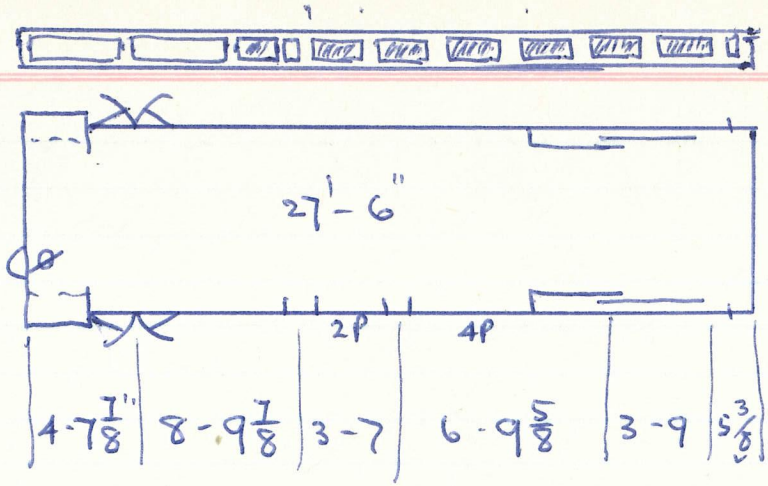


V5 DIAG. 41361 N.G. 4W Bike Van Wingles V4. 61312.
4W. WB. 18'-0" Short buffers. 30'-9" Overall. Body height 7-6 Total 11-5¼
Side elevation shows no lamptops, end elev, shows oil lamps & bullseye side lamps in the wings.
LOTS. 599 & 649 There should probably be a 3rd lot (May/June 1900 prob.) probably one of the blanks 946-948, following after 944/5 which are 4W. 3 Centre

V4 has added. LOT 747. This is in error for LOT 947. No 12 in of this lot of 12 of 18:-

LOT 599. 1401-1410.
649 1411-1420
947 - 7.12.15.16.17.18.20 (7)

V6
V7.



Lamp tops not indicated

8'-0 3/4

28'-0 3/4

1/4" DIAG. 31891 A V6 WINGED.
60032 V7 WINGLESS.

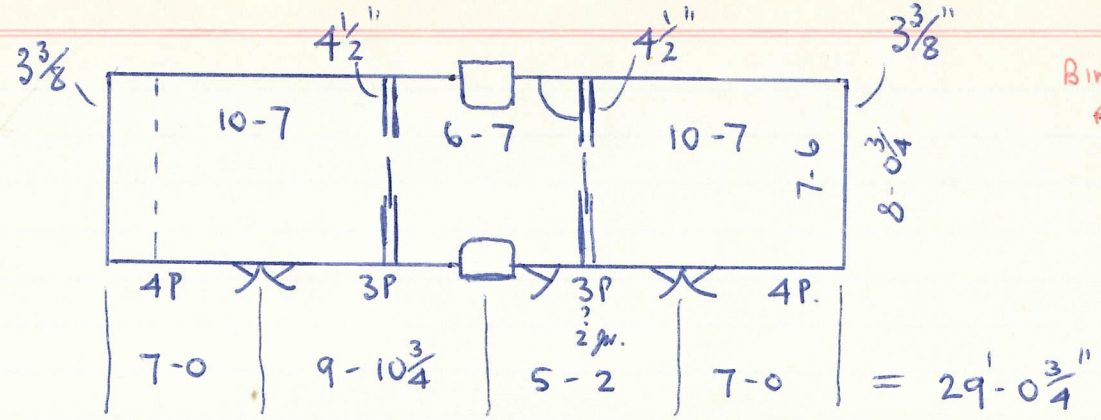
4W. WB 18' Clerest Roof Type III 8'-7/12-6 1/4 5 Panelled End.

Eaves + bdm panel vert. mouldings L of the LH. window and R of the RH. It seems that whereas the ends are the normal 3 3/8" the side walls are 3 5/8". V6 bears outside the R.H. margin: "CB 15-12-06, probably the date when 31891 was amended to 31891 A. The alteration was probably due to conversion from POSTAL to PASS. BKE VAN. — details unknown

Ordered as Mail + Sugg-Vans.

LOT 597 Nos 499 500
646 490 491

V8
V9.



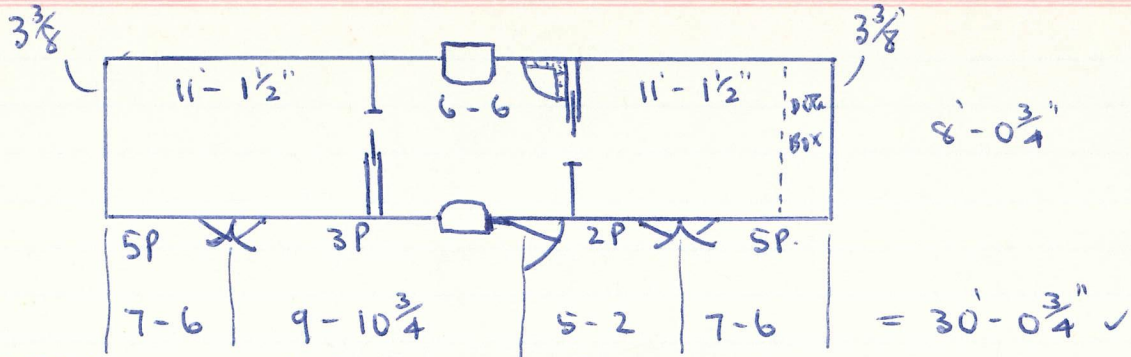
BINN ON DIAG. DWG. 41364 (V8)
ROOF :- LARGE RAD. c 13'-0"
SMALL " c 2'-10½"
at c. 4'-0" CENTRES, c 4'-2" above base of body.
B.G. CON. TYPE 1.

DWG 41634 LOTS 164 172 & 197.
EX B.G. CONV. TYPE 1 DWG SHOWS AXLEGUARDS (ALMOST UNIQUE)?
ARC ROOF ADJ. TO 3-CENTRE ON CONVERSION 7-3 HIGH. 11-2 overall.
COACH HANDLES. NO DROPLIGHTS IN D.D. WB. 18'-4"

This van is later than, & probably adapted from Std gauge V13 with slight descrepancies eg. the Vans have been shortened by 12½" each & the guard increased 1" to compensate. The distance from DD-GDS door is ⅛" more than in V13 & from GDS Door to DD. is ⅛" less. There is a similar discrepancy between K1 & K2.
No droplights in D.D.
The siting of the double doors appears from scaling to be designed to give an equal space of 1'-10⅜" between the PTN. & DD opening, & the lather & the dog box.
If there is a rational explanation of the siting of the DD. in this design, why not elsewhere?

LOT 164	B.G. 113-118	S.G. 801-806
" 172*	119-124	807-812
197	128-133	813-818

* Stated to have old frames. Probably all did & the odd length is for this reason.

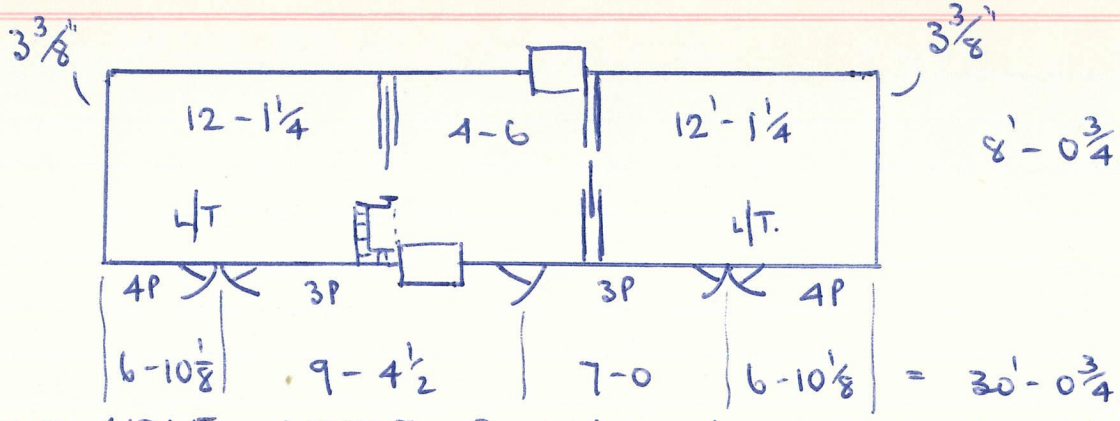


DWG 41359 NO LOT № MARKED № 509 ON TRACING
6W 18'-6 WB BODY HEIGHT 7-3 TOTAL HEIGHT 11'-2"
DWG indicates anchor handles Droplights in DD's Neither feature is in keeping with the period.
№ 509 only.

There is only one such vehicle - in view of this & the stock date, could be a GW body made up to use a B&E underframe. As the B&E brakes were flat ended this would postulate a B&E body 29'-6 long unless their practice embraced an overhang of body over headstocks. 30' was however, the length of the 3RDS, appearing to be the latest B&E coach.
The design appears to be modelled on V13 which was 31-0¾ i.e. 1 ft longer. 6" is here taken from each van, & end to c/L DD. is likewise 6" less than V13.
Otherwise only difference seems to be that the GDS Door is ⅛" less from the LH. DD. & nearer by ⅛" the R.H. DD.

Not traceable in the LOT LIST. 18'-6 does not appear to be contemporary B&E WB (22') The mystery is unexplained, but the body does appear to be a replacement of something earlier.

V11
V12



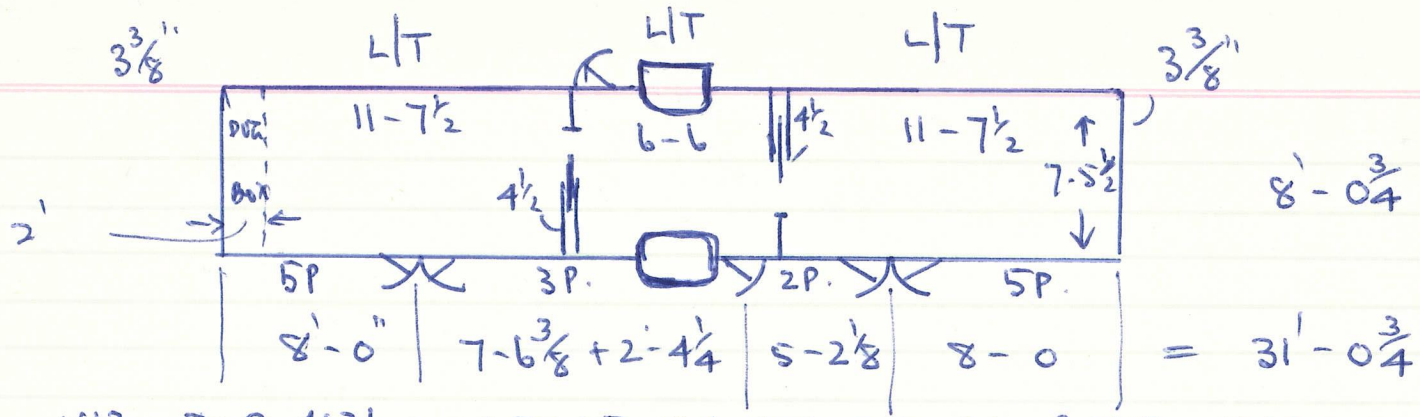
DWG 41365 LOT 775 3 - centre roof. WINGLESS FORM V12 DWG 74467.
4W. WB 18'-6" 7'-6 Body height Total height 11 - 5 1/4"

This design is evidently based on V5 which is 28' - 0 3/4
The whole of the extra length has been given to the LUGG CPT's
less 1/4" each absorbed by thicker slider ptns. 4 3/4 instead of 4 1/2"

" Bodies to suit old frames Bodies similar to LOT 599 [V5] but
length to suit frames. being lengthened to suit frames (sic)

LOT 775 1.2.3.8.9. (5)

V13
V14



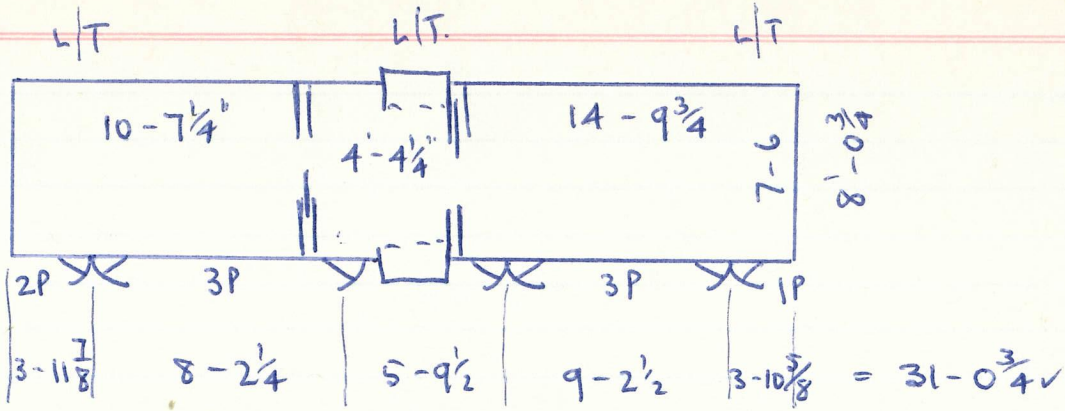
V13. DWG 41360 · LOTS 117 134. 192. 277. 340. & 365 V14 WINGLESS No 41362.
6W. WB. 19'-0" LOT 365 WB. 22'-0"
ARC Roof 7'-3" Total height 11'-2" Square corner higher in ends.
5 panel end - no horiz. end waist moulding. L|Ts' & internal width derived from V16

LOT 117	13. 19. 28. 29. 31 33 70 79 84 89	
	380 - 419	(50)
134	450 - 469	(20)
192	3. 10. 14. 23. 25. 32. 69. 74. 80. 90 91 92 94 97. 100	
	103 105 106 351 378	(20).
277	551 - 600	(50)
340	26 66 67 68 73 77 81 95 99 102	
	377 502 503 550 641 642 643 to 646	(20)
* 365	101	

LOT 365 - 22' WB. ON DWG 41360 V13.

V14 DWG 41362:- CENTRE wheels removed on No 384, 405, 503, 599

* This lot differs in WB & is marked "Steel Panels" - an early experiment in this matl.



¼" DIAT. No. 51076 ex T.38 (which see) Droplights in end pairs of DD. but not in the centre pair. – which are originals

DIAT marked. "Brake Vans No. 4, 11. LOT 140
" 5, 22. " 276
" 6 " 176

To these No. 21, should have been added

This is a conversion from V13. (which see) & the conversion consists solely in stripping the interior of all partitions

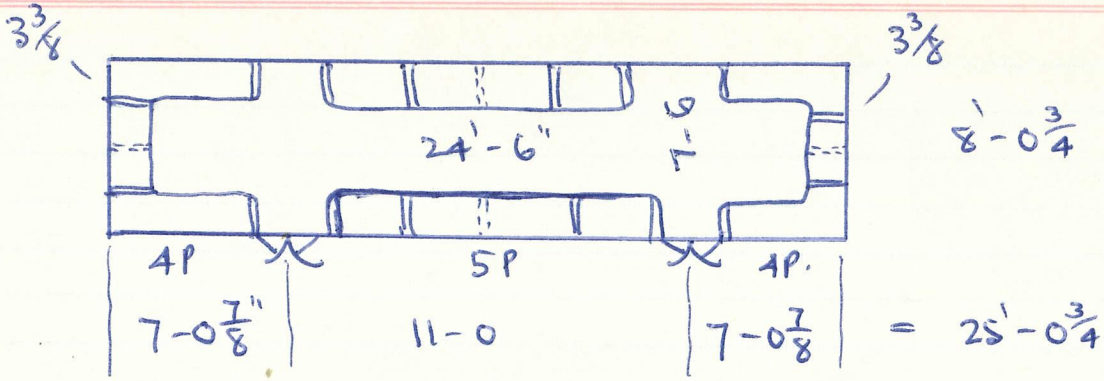
1/4" Diagram No 32804 ARC Roof 7-3/11-2. NO HOR. END WAIST MOULD'S

6W WB 19'-0"

Brake Van For Dolgelly Branch Mails.
LOT 340 No 67.

Outside the RH margin can faintly be seen the letter 'L' which suggests

(1) That the vehicle was regarded as a MAIL VAN.
(2) " 4 & 6W mail vans may once have been included in the L series of DIAG's which later is found only to comprise 8 wheelers.



1/4" DIAG. No 41356 NG PARCEL VAN/LOT 574

4W WB. 16'
3 Centre Roof Oil lamp tops shown over the ℄ of each pair of DD.
+ about 2'-10 1/2" (scaled) distant from that point towards end

With this lot No the ends should have been only 3'1/8" normally
Shelving scales 1'-6 front to back.

LOT 574 Nos 501 504. "Iron underframes from
condemned stock to be used.

DEC 1890 (BINN)

W2.

This is a conversion from V13 The conversion consists in removing projections, the sites of which are covered by 2 panels having vertical mouldings, brought to service, where they adjoin the original panelling; and in fitting up the vans with shelves after the manner of W1

1/4" DIAG 41355 "PARCEL VAN
Nos xxx & xxx (deleted).
LOTS 117. 134.

Nos are 412, 457. both shown in alteration to stock book as altered "to PARCELS VANS with one CPT. FEB 1898.

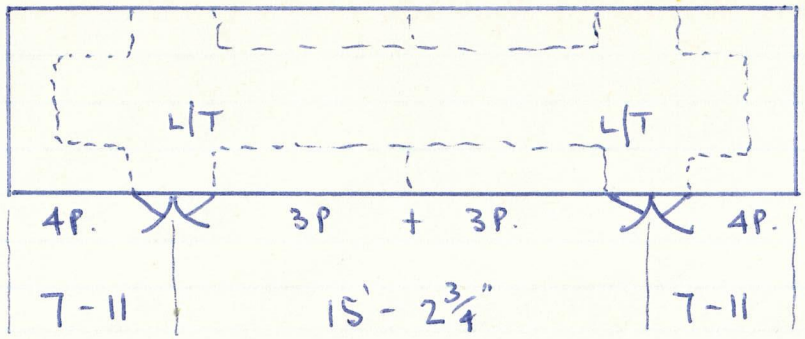
A conversion from V13. The interior entirely gutted only one pair of DD. shown on the off side (no measurements to determine its position exactly, but off. using the GD's door. Proj. removed on the near side, site of the former proj. panelled over (a single panel).
& additional DD's provided using the orig. GD's door as the LH. leaf.

Thus on the near side, 3 pairs of D.D's

¼" DIAM. No 41358

No droplights in outer (original) pair of DD's. Droplights in centre pair & presumably in the new pair on the off side.

Marked	LOT 117	No 386
	134	452
	340	646.



8'-0¾"

¼" DIAG. Nº 41357 Outside the margin may faintly be seen the letter 'L' suggesting that the vehicles were [once] regarded as MAIL VANS.
But they were ordered as 'PARCELS VANS'

6W. WB 19'-0" 3 centre roof 7'-6 high.

On DIAG. "PARCELS SORTING VAN"

LOT 762 Nº 505. 506.
& in m.s. "Centre wheels removed 505.

This is a puzzler. The diagram appears to be the same as V2 except that C/L of GDS door to R.H. end is given as 2 - 2 5/8 against 2 - 2 3/8 for V2. & the overall length as 21' - 1" against 21' - 0 3/4"

1/4" DIAG. No. 31918 A. V2 is 31918

Window in GDS CPT. end wall & top lights in VAN end wall. L.H. leaf of DDs fitted with a droplight & seven vertical bars; R.H. leaf remaining panelled. The toplights in the van end, also, have 5 vert. bars. Side door for the DOG BOX is drawn, but no dog box appears on the plan.

"HOUNDS VAN No. 46 but no LOT No. appears nor other vehicles marked tho' grey some deleted Nos?

No. 46 does not appear amongst the Nos allotted to V2. nor any earlier similar LOT. But the alteration book shows a pass. bke van bearing this No. built by the GNR AUG 1877 as altered to hounds van APR 1904 and also a No. 86, GNR 1877 altered likewise in DEC 1905

Were these possibly built at Bridgewater, under an order authorized by the B&E board & not cancelled by GNR? Were they really of GNR V2 design & not B&E? Economy in DIAG. is not unknown & I believe that a North Pembrokeshire & Fishguard vehicle is marked somewhere on a GNR DIAG.

W6

This is a conversion of 51 which see.

The LH. CPT remains with the middle section of seat removed on either side.
In the space so made, against the end wall, a brake handle

The remainder of the inside is gutted but the sides not panelled over

The orig. door of the third CPT. from the LH. end is reshung, so as to form the RH. leaf of a pair, the LH. leaf occupying part of the former side wall

LOT 58 No-950

1/4" DIAG. 34016

A conversion from U15, which see.

1/4" DIAG. No 57455 4W.

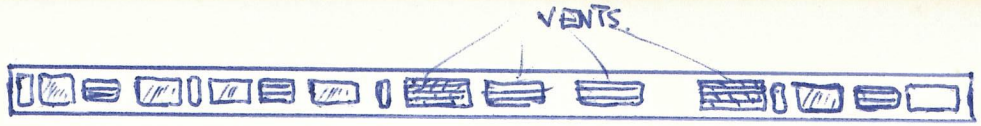
LOT 133 No 72.

LH. CPT remains, but with a door (hinged into CPT.) in the centre of the PTN.

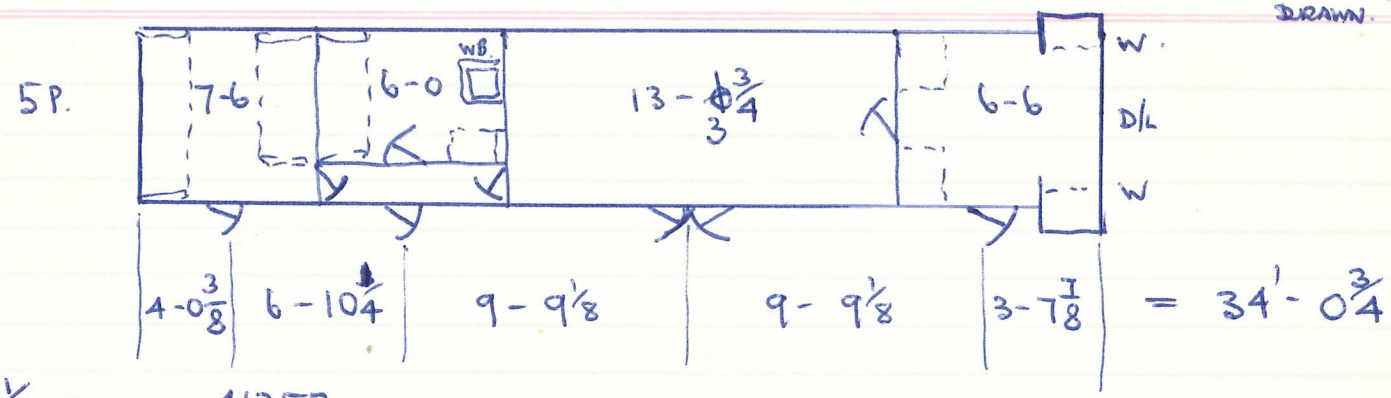
The rest of the interior is gutted.

Longridge note book specifies "Elevation believed to be as U15, but it looks like a conversion to HOUNDS VAN. & if so presumably the orig. DD.'s remained operative.

W8.



NO LAMP TOPS DRAWN.

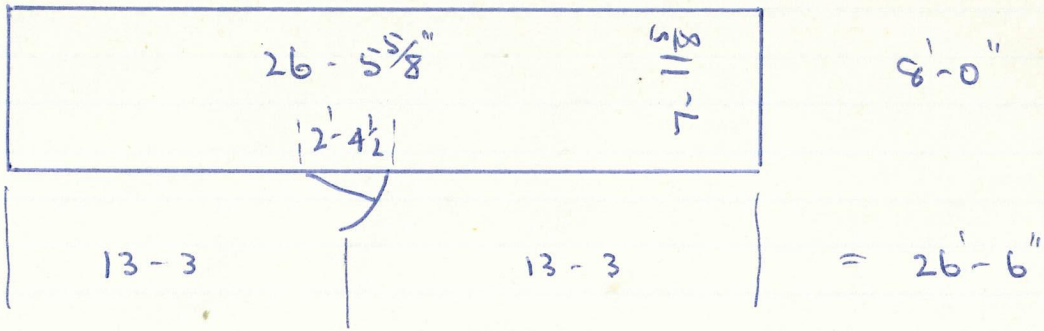


1/4 DIAG. 41352.

6W. WB 22' CLER II roof. HIGH/LOW.

Illust in HAM ELLIS. 19th Century Rly. Car. P.101

N.G. Hounds Van LOT 386 № 87. I ordered 24-12-86



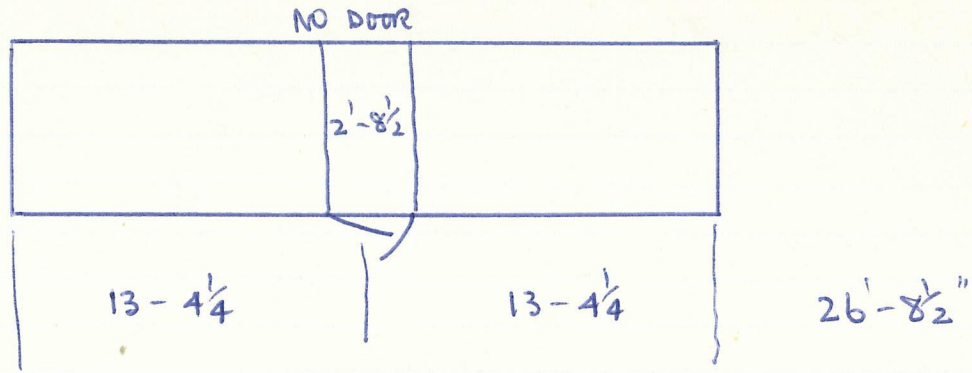
8'-0"

¼" DIAG. № 31571
6W. WB 17' 3 centre roof 6'-8" high (Cornice 6'-0")
Body drawn as though steel panelled

The internal length & breadth is curious when compared with the corresponding ext dims.

There is a large coach type handle drawn on the RH. side of the door & 3 hinges drawn on the LH. side. T. 13T 4c.
Date stamp 25 April 1926

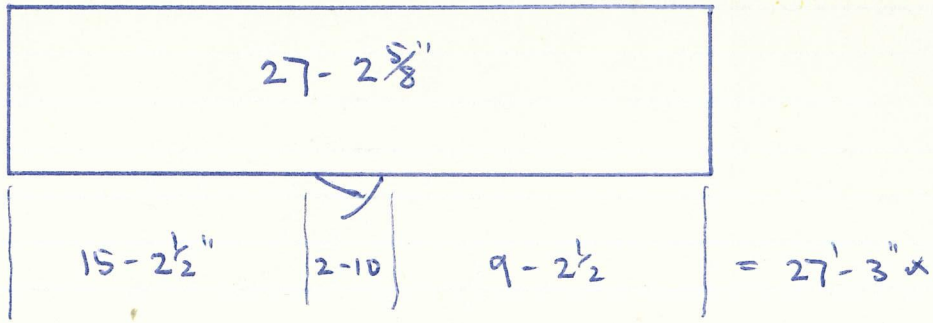
Bullin Van LOT 842 № 797 798 ordered 17/3/97.
" 866 795 796 25/11/97.

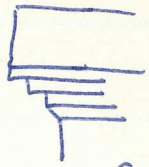


¼" DIAG. Nº 31575
4 W. WB 17' m.s. addition bw.

3 Centre Roof 7'-6/11-4¼ Drawn as tho' vehicle was steel panelled.

BULLIN VAN 799 LOT 655
m.s. note in red pencil "Underframe used for Nº 59 gas truck.





Roof end.

1/4" DIAG 31574
6W. W.B. 18'-4 ARC Roof Body 7'-11 1/4" high To cornice 6'-0" to lower edge of roof 6-3 3/4

Body drawn as tho' steel panelled

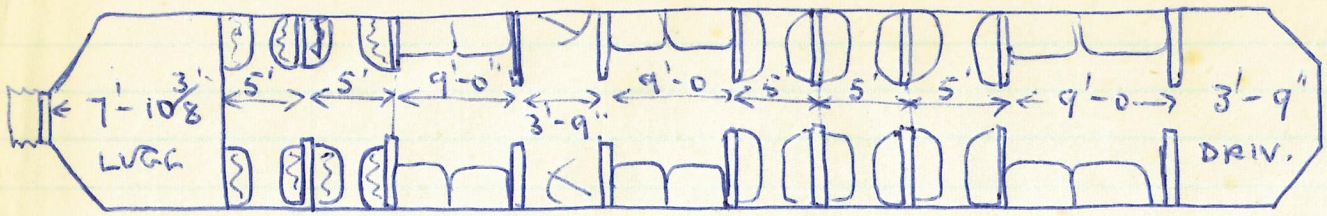
The dimensions seem unsound in detail -

LOT ~~240~~ 244 No 800 " One Nth. Bullion Van ordered 10-12-81 order cancelled This lot not built, but we altered a PASS VAN to BULLION VAN in place of building one.

But S.G. 800 is ex B.G. 54 so it looks as tho' the order was changed from S.G. to B.G.

TRAILER CARR

DIAG ?



9'-0"

WINDOWS 3'-8" x 2'-1"
70' OVER MOULDINGS.
74' " Buffers.

LOT 1108	№ 29 to 34
1127	42 to 47
1141	53 to 58
1143	59 to 70

№ 29555

BUILT
№ 29-34 (Jan 1906)
№ 42 to 47. (DEC 1906)
53 to 57 (DEC 1907)
№ 58 JAN 1908
59 & 60 DEC 1907.
61 to 64 JAN 1908
65 to 70 FEB 1908

№ 32 fitted with Sth Gangway at Luggage END.