

THE FREIGHT DIAGRAMS OF THE GWR.

INTRODUCTION

JN SLINN NOV 65

The Freight Stock of the GWR was allocated to lettered diagrams in the same way as Loco. & Pass. Veh. Diff. letters were allotted to various types of vehicle, acc. to use, and different designs within the type were numbered consecutively.

From the evidence of the early serials in the respective DIAGs, it would seem that FREIGHT DIAG. N^os were first used in 1910 (as with pass. stock). The FREIGHT DIAG. records were kept by $\frac{3}{8}$ " to 1" DWGs (pass. were usually $\frac{1}{4}$ " to 1"), but for convenience of running sets, the DIAGs were also reproduced in 8vo FORM. In a similar way to the use of SER. N^os, DIAG. N^os were used again for new designs as they fell vacant. Usual practice was to use the lowest available DIAG. N^o, irrespective of the highest N^o currently in use in any series. This had the effect, in later research, of making it impossible to trace the original users of certain DIAGs.

The following sections of this folder are an accurate reflection of the DIAG. LISTS. The information quoted is from official sources, mostly personally checked. Where doubt exists, reference is made in notes adjacent to the DIAG. N^o or in the forward to the section.

The appendices show details of vehicles for which it has not been possible to earmark a DIAG. N^o, either because they were condemned before 1910 or no reliable official evidence has been found. The $\frac{3}{8}$ " DWG N^os have been shown, as they provide, in many cases, sufficient details for modelling purposes.

There are 1c. size photographic reproductions of many of the 8vo DIAGRAMs in albums in the library. These, & the DWG N^os quoted, are usually of the latest form of the particular design.

J. SLINN NOV. 65

THIS MEMO OF 9th NOV. 66, SAYS THESE DIAG. NOTES ARE STILL INCOMPLETE
IN WHAT WAY?

G.W.R. FREIGHT DIAGRAM INDEX

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ALL THESE WERE ORIGINALLY NUMBERED
IN THE FREIGHT SERIES ALLOTTED FOR
MINERAL & MERCHANDISE TRAFFIC.
SOME TYPES WERE LATER RE-NUMBERED
IN THE PASS. VAN SERIES, LATER EXAMPLES
OF THESE APPEARING WHEN BUILT WITH
PASS. SERIES NUMBERS, BUT NO
ALTERATION TO DIAG. NOS WAS MADE

GIRDER WAGGONS

| DIAG | LOAD | W/BASE | TARE | DIMS | LOT | DATE | SERIALS | CODE | 1/4" DWG. |
|---|---|----------------------|-------|--|------------|--------------|----------------------------------|---------------------|-----------------------------|
| A1 | 60T PAIR 30T EACH | 6 WHEEL 6.0 x 6.0 | 24-10 | 49.11 x 6.9 24.5 EACH | 422 | 1887 | BG. 11301/2 = NG. 48999/49000 | POLLEN B | - |
| A2 | 40T PAIR 20T EACH | 4 WHEEL 12.0 | 16-16 | 49.1 x 6.8 1/2 24.0 EACH | 379 418 | 1902 1888 | 48979-82 32989/90 | POLLEN B. SEE A5 | 31555 28073 |
| A3 | 80T PAIR 40T EACH | 4 W. 5.0 | - | 19.11 x 7.6 9.0 EACH | | | 33984/5 | | 28924 |
| A3. | 48T x 4 12T EACH (LATER IN PAIRS.) | 4 W. 8.0 | 19.12 | 60.0 3/4 x 6.9 14.7 1/2 OUTER 14.0 INNER | 331 | 1885 | 32993/6 32994/5 | POLLEN | - (2ND USER OF A3) |
| A4 | 40T PAIR 20T EACH | 4W 9.0 | 14.14 | 39.6 x 6.8 1/2 19.2 1/2 EACH | 515 | 1905 | 48903/4/83-6 | POLLEN C | 27914 |
| A5 | 40T PAIR 20T EACH | 4W 9.0 | 15.16 | 38.3 x 6.8 1/2 18.7 EACH | 528 | 1890 | 32991/2 | POLLEN D | 28121 |
| <p>A2/A5 LOT 418 FIRST RAN AS TWIN SET. 32989/90, THE MATCH TRUCKS OF LOT 528 BEING BUILT LATER TO MAKE UP A 4-SET & THIS WAS WRITTEN POLLEN A. THESE MATCH TRUCKS WERE LATER REBUILT & TWO TWIN SETS ASSEMBLED, THE VEH'S BEING RE-NUMBERED IN PAIRS, 32989/90 POLLEN A, THE ORIGINALS, THE RE-CONSTRUCTED PAIR BEING 32991/2, POLLEN D.</p> | | | | | | | | | |
| A6 | 100T x 4 30T EA. | 6 W. 6.0 x 6.0 | 51.5 | 82.6 x 6.9 21.2 1/2 OUTER 18.5 INNER | 608 | 1909 | 84997- 85000 | POLLEN E | 38464 (GUN-SET) |
| A7 | 24T PAIR | 4W 8.0 | 10.2 | 35.4 x 6.9 1/2 17.2 EA. | 418 528 | 1888 | 32993-6 | SEE A5 | 54356 |
| A8 | 120T x 4 30T EA. | | 41.11 | ALL DIMS. AS FOR A6 EXCEPT FOR 78.6 CLEAR BETWEEN GIRDER MOUNTINGS. | | | | POLLEN E | 67722 (GIRDER WAG.) |
| A9 | 60T PAIR | | 21.12 | OUTER PAIRS OF A6 AS GIRDER WAGGON SERIALS 84998/9 | | | | POLLEN E | 93060 |
| A10 | 60T PAIR | | 21.6 | INNER PAIRS OF A6 AS GIRDER WAGGON SER. 84997/8 | | | | POLLEN E | 93059 |

ARMOUR PLATE & ROLL WAGONS

4

- B1. Running in 1899 was a B.G. "ENGINE TRUCK" N° 11111. This was a flat with 12 wheels, equi-spaced, two of which are marked 4.6 centres. By 1893 this vehicle appears as a similar N.G. flat, 34.0 x 7.0, the B.G. version being 30.0 long. By 1906 it had metamorphosed into a flat with four sets of removable stanchions down the sides & 5.6 bogies. This layout lasted until 1939 after which the records are noted "no bolsters".
- B2. Originally 45T armour plate or guide waggon. Post 1939 records noted "NO BOLSTERS"
- B3 Details taken from a $\frac{1}{4}$ " DWG. No parties other than "187 vehicles" known
- B4 EX 21999 agricultural machinery truck, DIAG. GS LOT 173 of 1877, which persisted in this form until at least 1910
- B5 The only informⁿ discovered is conflicting. The DIAG. has been left blank in the list.
- B6 EX 21976 OR RHYMNEY RLY which became 21990
- B7 EX. RHYM. RLY 326
- B8 EX OPEN GOODS WAGGONS.
- B9 The only original construction of ROLL WAGGONS.
- B.10 There is some evidence of conflict in this DIAG. However, there is definite evidence that this DIAGRAM included the TWO BEAVER $\frac{1}{2}$ E's, 41995/6 whether or not these were re-numbered & the remainder were new, is not known.
- NOTES:- There is a variant date of 1895 for the narrowing of B1.

ARMOUR PLATE & ROLL WAGONS

| DIAG. | LOAD | W.B. | TARE | DIMS | LOT | DATE | SERIALS. | CODE | DWG NO |
|-------|------|------------------------|-------|-------------|------------|--------------|--|-------------|----------|
| B1 | 45T. | 5.6 BOGIE 28.6 W.B. | 18.15 | 34.0 x 7.6 | | 1877(?) | BG.11111 = 41899 | TOTEM | 31301 |
| B2 | 50T | 6.0 BOGIE 18.0 W.B. | 17.19 | 22.1 x 7.7½ | 218 | 1899 | 41910 | TOTEM A. | 80949 |
| B3 | 10T | 9.0 | 5.18 | 15.0 x 7.6 | | 1914 | | | 51474 |
| B4 | 30T | 6 WHEEL. 15.3 W.B. | 15.16 | 23.0 x 8.9 | 173 | 1877 | 21999 | | 77595 |
| B5 | - | - | - | - | - | - | - | - | - |
| B6 | 40T | 6 WHEEL. 7.1 + 8.2. | 15-16 | 26.1½ x 8.4 | | | 21990 | TOTEM B. | 88239 |
| B7 | 15T. | 13.0 | 9.11 | 17.9 x 7.6 | | | 36976 | | 103950 |
| B8 | 10T | 9.0 | 5.18 | 16.0 x 8.6 | | | 32202-16/9-30 32237-7/41-6/50-80 32286-318 | | 107213. |
| B9 | 12T | 10.0 | 6.8 | 17.6 x 8.1 | 1275 | 1938 | 32009-41 | | 112581 |
| B10 | 15T | 11.8 | 8.16 | 20.0 x 8.10 | 714 674 | 1913 1911 | ORIGINAL 41995 " 41996 | EX BEAVER E | (117373) |

NOTE:- Current 8vo B10 shows Serial N^{os} 32113/4/25/7 WITH VARIANT BEAVER E, originally DIAG. H3. LENGTHS.

BOILER TROLLEYS

4 - WHEEL. 34.0 DESIGN.

1889 DIAGS OF SPECIAL WAGGONS. N^{OS} 92, 93, 106, 107.

1893 DIAGS OF SPEC. WAGGONS. N^{OS} 92, 93, 106, 107, do not appear, but the quoted serials are 33991-34000. It may be that N^{OS} 92, 93, 106, 107 were rebuilt & re-N^o and 6 more constructed to make up this batch. Failure to trace in the LOTLIST may indicate that they were built on loco DEPT LOTS. WRITTEN CROCODILE

1906 DIAGS OF SPEC. WAGGS The quoted serials on this edition are 33988/9/91-34000. i.e. those already listed above plus LOT 198 & 41911-4 also LOT 198. The 1910 is the same.

1939 DIAGS OF SPEC WAGGS. Remaining serials at this date, in the order quoted, are 41979-86, and 41911-4, written CROCODILE. 41979-86 are re-numbers of the 33xxx vehicles except 88/89/91/92.

NOTE. N^o 20449/50 LOT 101 of 1874, altho 34.0 do not appear to be of this design & do not figure in any of these publications.

4 WHEEL. 47.0 DESIGN

1889 DIAGS OF SPEC. WAGGS N^o 108, loco DEPT has not been traced elsewhere.

1893 " " " " N^o 33990, CROCODILE 'A' is identical to N^o 108.

1906 " " " " N^o 33990 is by now 49.0 with 4.6 BOGIES, CROCODILE 'B', but otherwise unchanged.

1910 " " " " N^o 33990 is 52.0 with 5.6 BOGIES, CROC. 'C', but otherwise unchanged.

It seems that this veh. was progressively rebuilt with longer end platforms & more modern running gear. This latest form is C6

BOGIE DESIGNS VARIOUS LENGTHS

These are discussed in chronological order, the dates in the narrative refer to the various editions of the special WAGON DIAGS quoted above.

| | | | |
|---------|------|------------|---|
| LOT 373 | 1886 | 36949 | } ALL 43.0. By 1893, written CROC 'C' & unchanged except that 11169 was now N. Gauge, re-N ^o 41901. In 1906, 36949-51 were 47.0 with 5.6 bogie & 41901, 44.0 with 4.6 bogie. By 1910, the first 3 had been re-named CROC 'G' while 41901 was CROC 'D', same dims. as CROC 'G', presumably now with 5.6 bogies. DIAG. N ^{OS} respectively C16 & C.1. |
| LOT 381 | 1887 | 11169 B.G. | |
| LOT 400 | 1887 | 36950 | |
| LOT 574 | 1889 | 36951 | |

| | | | |
|---------|------|-------|---|
| LOT 541 | 1890 | 41900 | } CROC 'D' 4.0 BOGIE In 1910, length 37.0, 5.6 BOGIE, CROC 'H' C13. |
| LOT 597 | 1908 | 41947 | |

| | | | |
|---------|------|-------|--|
| LOT 606 | 1892 | 41902 | } CROC 'B' 4.6 BOGIE In 1910, length 52.0, 5.6 BOG, CROC 'C' 5.6 BOGIE |
| LOT 109 | 1896 | 41903 | |

LENGTHENED TO 53.0 BY 1939.

| DIAG. | LOAD | W. BASE | TARE | DIMS. | LOT. | DATE | SERIALS. | CODE | DWC. |
|-------|------|-------------------------------|-------|---|------|------|--------------------------------|---|-------------------------|
| C1. | 35T. | 5.6 BOG., 36.6 CENTS | 19.13 | 47.0 x 8.0 | 381 | 1887 | BG.11169=41901 | CROCODILE G | 40479 |
| C2. | 40T | SEE NOTES | | | 541 | 1890 | 41900 | CROC. D. | |
| | 40T | " " | | | 597 | 1908 | 41947 | " H. | |
| | 45T. | 5.6 BOG., 32.0 CENTS | 22.19 | 42.6 x 8.0 | 808 | 1915 | 41900/47. | " H | 52040 |
| C3. | 25T | 5.6 BOG., 41.6 CENTS | 17.13 | 53.0 x 8.0 | 219 | 1901 | 41907-9 | CROC. F | 36882 |
| | 15T | | 17.17 | 52.0 x 8.0 | 606 | 1892 | 41902 | CROC. C. | |
| | | | | | 109 | 1896 | 41903. | CROC. C. | |
| C4 | 40T | 5.6 BOG., 41.6 CENTS | 18.8 | 52.0 x 8.0 | 378 | 1902 | 41917/8 | CROC C | 26743 |
| | | | | | 516 | 1906 | 41929-32 | | |
| C5 | 40T | 5.6 BOG., 43.6 CENTS. | 21.10 | 54.0 x 7.11 ³ / ₄ | 378 | 1902 | 41915/6 | CROC F. | 107205 |
| C6 | 15T | 5.6 BOG., 42.6 CENTS | 18-15 | 53.0 x 8.0 | | | 41978 EX 33990 EX 108 Loco | CROC C. | 40557 |
| C7. | 15T. | 5.6 BOG., 36.6 CENTS | 8.6 | 47.0 x 8.0 | 219 | 1901 | 41904-6 | CROC. A | 39026 |
| | | | | | 924 | 1925 | 41956 (REPACKET OF 41906-SOLD) | | |
| C8 | 50T | 5.6 BOG., 43.6 CENTS | 28.6 | 54.0 x 8.0 | 825 | 1917 | 41906 (2ND USE) | CROC J. | 53298A |
| | | | | | 926 | 1925 | 41955 | | |
| C9 | 35T. | 5.6 BOG., 51.6 CENTS | 26.11 | 62.0 x 8.0 | 925 | 1925 | 41957-60 | CROC E (SEE FOOTNOTE ON END PAGE OF C5) | 78860 |
| C10 | 15T | 28.0 | 8.6 | 34.0 x 7.0 | 198 | 1899 | 33988-92/41911-4 41979-86 | CROC. | 31554 |
| C11. | 15T. | 5.6 BOG., 40.6 CENTS | 15.1 | 50.0 x 8.0 | 512 | 1906 | 41919-28 | CROC B. | 27834 A }? 130044 }? |
| C12 | 25T | 5.6 BOG. (originally 52.0) | 18.10 | 55.0 x 8.0 | 594 | 1908 | 41933-42 | CROC F | 36881 |
| | | | | | 619 | 1909 | 41950/1 | | |

| DIAG | LOAD | WBASE | TARE | DIM'S | LOT. | DATE | SERIALS | CODE | DWG. | |
|------|------|--|--|--------------|------|-------|---|--|---------|-------|
| C13. | 40T. | The original user of this DIAG. 41900, CROC. D, rebuilt to CROC. H and 41947, new, LOTS 541/597 SEE C.2. | | | | | | | | 35923 |
| | 25T. | 5.6 BOT. 36.6 CENTS | 18.18 | 47.0 x 8.0 | 924 | 1925 | 41956 | CROC A. | 78901 | |
| C14. | 35T. | 5.6 BOT. 36.6 CENTS | 21.6 | 47.0 x 8.0 | 596 | 1908 | 41943-6 | CROC. G | 35915A | |
| C15 | 35T. | 5.6 BOT. 51.6 CENTS | 24.9 | 62.0 x 8.0 | 600 | 1908 | 41948/9 | CROC. E | 35875 | |
| C16 | 35T. | 5.6 BOT. 36.6 CENTS | 19.12 | 47.0 x 8-9/2 | 400 | 1887 | 36950 | CROC G | 39036 | |
| | | | | | 574 | 1889 | 36951 | | | |
| C17. | 10T. | 4.6 BOT. 36.6 CENTS | 17.1 | 46.0 x 8.0 | 607 | 1909 | 42278 | CROC K. | 36187A. | |
| | | | | | | | | FITTED WITH FLOOR RISING TO END LEVEL TO LOAD OMNIBUSES. | | |
| C18 | 15T | 18.6 | 8.11 | 26.0 x 7.0 | 397 | 1902 | 33986/7. | - | 48220 | |
| | | | | | 702 | 1912 | 33946-50 | | | |
| C19 | 35T | 5.6 BOT. 36.6 CENTS | 22.15 | 47.0 x 8.0 | 946 | 1925 | 41961-4 | CROC G. | 78941 | |
| C20 | 25T. | 5.6 BOT. 36.6. CENTS | 19.19 | 52.0 x 8.0 | 947 | 1926 | 41965-72 | CROC F | 79028 | |
| | | | The first use of C20 was for RECTANKS, built by GMR for the WAR DEPT. N ^o 12041-80. The DIAG. was primarily used when hostilities ended & the vehicles were used for M. & M. purposes by the C ^o . Finally, 31 of them were purchased from the W.D. on LOT 892. - SEE C.21 | | | | | | | |
| C21 | 38T | 5.6 BOT. 24.0 CENTS | 15.8 | 34.0 x 8.4 | 892. | 1923. | 17310-40 | RECTANK | 62771 | |
| C22 | 35T. | 5.6 BOT. 36.6 CENTS | 23.8 | 47.0 x 8.0 | - | 1922 | 41952-4 | CROC G | 77822 | |
| | | | | | | | TAKEN OVER FROM W.D. NO LOT. N ^o . | | | |
| C23. | 65T. | 5.6 BOT. 32.0 CENT. | 22.12 | 42.6 x 8.0 | 948 | 1926 | 41973-5 | CROC H | 80832 | |

| DIAG. | LOAD | W BASE | TARE | DIM.S | LOT. | DATE | SERIALS | CODE | INC. |
|-------|-------|------------|-------|----------------------|------|------|----------|--|--------|
| C24 | 120T. | 4x6W BOT. | 75.19 | 89.6 OVER BUFFERS. | | | | | |
| | | 5.0 + 5.0 | | 55.0 PIVOT CENTRES - | | | | 60.0 STRAIGHT GIRDER, 24.0 LOAD | |
| | | | | | 1042 | 1930 | 41977 | CROC L | 91832A |
| C25 | 120T. | - do - | | | | | | | |
| | | | | | | | | 57.1 1/2 CRANKED GIRDER, 19.6 IN WELL. | |
| | | | | | | | | 30.0 INTERNAL W.B. CROC L | 92948 |
| C26 | 35T. | 5.6 BOT. | 25.4 | 47.0 x 8.0 | 946 | 1925 | 41961 | CROC G | 95640 |
| | | 36.6 CENTS | | | | | | FITTED ADDIT. L CROSS MEMBERS | |
| C27 | 65T. | 5.6 BOT. | 23.12 | 42.6 x 8.0 | 948 | 1926 | 41947 | CROC H | 95641 |
| | | 32.0 CENTS | | | | | | | |
| C28 | 30T | 5.6 BOT. | 21.3 | 62.6 x 8.0 | 1298 | 1938 | 42020-4 | CROC M. | 112529 |
| | | 52.0 CENTS | | | | | | | |
| C29 | 35T. | 5.6 BOT. | 27.9 | 62.0 x 8.0 | 925 | 1925 | 41957-60 | CROC E | 78860A |
| | | 51.6 CENTS | | | | | | | |

NOTE:- The vehicles shown on DIAG. C9 above are not the first users of this DIAG N^o. The originals have not been traced.

The DIAG. LIST ABOVE SHOULD BE READ IN CONJUNCTION WITH THE PRECEDING NOTES.

- LOT 219 1901 41904-6 44.0 CROC F, 4.6 BOG. BY 1910, CROC 'A', LENGTH 47.0, 5.6 BOG. C7.
- 41907-9 50.0 CROC A 4.6 BOG. BY 1910 CROC F " 52.0, 5.6 " C3
- 41906 SOLD TO GOVT 1917. NUMBER RE-USED BY LOT 924
- LOT 378 1902 41915-8 52.0 CROC G 5.6 BOG. BY 1910, 41915/6, CROC F, C5 & 41917/8 WERE CROC C, C4; BY 1939, 41915/6 WERE 54.0
- LOT 512 1906 41919-28 50.0 CROC B 4.6 BOG LATER 5.6 BOG. C.11
- LOT 516 1906 41929-32 52.0 CROC G 5.6 BOG. BY 1910, CROC C, C4
- LOT 594 1908 41933-42 52.0 CROC F C.12.

The remaining lots all were built with 5.6 Bogies & retained the CODE NAMES originally allotted. Details appear in the DIAG. LIST.

THE FOLLOWING MERIT FURTHER EXPLANATION.

- LOT 808 1915 41900/47 apparently replaces of the original holder of these Nos (LOTS 541 & 597) written CROC H & DIAG. substituted for C13 in 1915
- LOT 397 1902 33986/7 27.6 4 wheel for loco DEPT. C.18
- LOT 622 1909 800-6 " FROM CONDEMNED TENDERS - BOILER TRUCKS "
- LOT 702 1912 33946-50 26.0 4 wheel FOR SWINDON WORKS. C.18

NOTE:- A photo in the GWR MAG. 1908 P244 shows 41944 written CROC K. This code name must have been changed of the following year. NO official evidence traced.

GLASS WAGONS

| DIAG. | LOAD | W BASE | TARE | DIMENS. | LOT. | DATE | SERIALS | CODE | DWG |
|-------|------|--------|------|---------------------------|------|------|------------------|---------|--------|
| D1 | 12T | 10.0 | 6.2 | 18.10 x 6.9 20.0 x 6.9 | 316 | 1884 | 36970 36971-5 | CORAL | 130045 |
| D2 | 12T | 12.0 | 7.9 | 21.6 x 6.9 | 141 | 1899 | 41712-21 | CORAL A | 28780 |
| | | | | | 583 | 1909 | 41722-30 | | |
| D3 | 12T. | 12.0 | 8.1 | 21.6 x 6.9 ^{1/2} | 1640 | 1951 | B890200-5 | | 128986 |

↑ ORDERED ON LOT 1640, COMPLETED ON LOT 2103 BR.

WHEEL & PROPELLOR WAGGONS

| <u>1889 DIAGS OF SPECIAL WAGGONS.</u> | | | | N ^{OS} 41998-42000. 21.0 x 6.9 20T, TARE 9.12, WB. 14.0 | | | | | |
|---------------------------------------|-----|------|------|--|------|------|--------------------------|-------|-------|
| 1893 | " | " | " | N ^o 41998 AS ABOVE | | | | | |
| 1906 | " | " | " | N ^{OS} 41999/42000 25.0 x 6.9 20T. TARE 9.12 WB. 16.0 | | | | | |
| 1910 | " | " | " | TWO DIAGS - 41998 21.0 ETC, 42000, 25.0 ETC. | | | | | |
| 1939 | " | " | " | TWO DIAGS - 41998 21.0 ETC., 41997/9/42000 25.0 ETC | | | | | |
| E1 | 25T | 14.0 | 10.2 | AS FOR 1910 & 41994, 25.0 ETC MOREL A, EX BARRY RLY 643. | | | | | |
| E2 | 25T | 16.0 | 10.1 | 21.0 x 7.6 | 456 | 1888 | 41998 | MOREL | 38022 |
| E3 | 25T | 16.0 | 10.5 | 25.0 x 7.6 | 425 | 1887 | 42000 | MOREL | - |
| E4 | 12T | 10.0 | 5.18 | 25.0 x 7.6 | 621 | 1909 | 41997/9 | MOREL | 40565 |
| | | | | 17.6 x 8.0 | 1314 | 1938 | 137692 ^{3/4} -6 | AERO | |
| | | | | | 1339 | 1938 | 137672-91 | | |
| | | | | | 1387 | 1940 | 141669-718 | | |
| | | | | | 1406 | 1941 | 13197-296 | | |

DIAG E4 was for reconstruction of flats to carry aeroplane propellers
 The vehicles were converted in the early fifties to
 open wagons, probably DIAG. O.32. NO NEW DIAG RAISED.

ROAD ROLLER TRUCKS.

| DIAG. | LOAD | W/B. | TARE | DIMS | LOT | DATE | SERIALS | CODE | DWG |
|-------|------|------------------------|-------|----------|-------------------|----------------------|----------------------------|---------|---------|
| F1 | 25T | 4.6 BOT. 29.6 CENTS | 14.15 | 39.0x8.0 | 412 470 | 1903 1904 | 40995 40994 | | 25030 |
| F2 | 25T | 4.6 BOT. 30.6 CENTS | 16.8 | 40.0x8.0 | 146 197 353 | 1897 1897 1901 | 41,000 40998/9 40996 | | 130,072 |
| F3 | 25T | 5.6 BOT. 29.6 CENTS | 16.10 | 40.0x8.0 | 723 | 1913 | 40993 | | 48251 |
| F4 | 25T | 5.6 BOT. 29.6 CENTS | 16.17 | 40.0x8.0 | 753 | 1913 | 40992 | LOR10TR | 49460 |

There is believed to be a LOR10TR numbered 42031, reportedly to DIAG. F4 but whether this is new construction, or one of the above, reconstructed to M & M traffic, is unknown.

FLAT & WELL TRUCKS FOR ROAD VEH: & AGRIC. IMPLEMENTS, COVERED TRUCKS FOR MOTOR CARS 13.

There are several known cases of use of these DIAG. N^os for more than one type of vehicle. The first uses of G.1 to G.15 are given below. Some of these allocations are conjecture, but where the vehicle are definitely known, the DIAG. N^o is preceded by the symbol +

& MOTOR CAR BODIES

| DIAG. | LOAD | W/B | TARE | DIMS. | LOT | DATE | SERIALS | CODE | DWR |
|-------|------|------|------|-------------|-----|------|------------------|-------------------------|-------|
| + G1 | 10T | 10.0 | 5.4 | 17.0 x 8.0 | 214 | 1881 | 31307 | LOR10T LATER SERPENT | |
| G2 | 10T | 10.0 | 5.6 | 16.0 x 8.8 | 214 | 1881 | 31308 | LOR10T | |
| G3 | 12T | 18.0 | 6.9 | 22.6 x 8.8 | 214 | 1881 | 31309 | LOR10T | 32201 |
| G4 | 12T | 20.0 | 5.17 | 25.6 x 8.8 | 214 | 1881 | 31310-35 | LOR10TA, LATER LOR10TC. | |
| + G5 | 20T | . | 9.4 | 23.0 x 8.9 | 173 | 1877 | 21999/22000 | SERPENT B/A (SEE B.4) | |
| G6 | 10T | 15.3 | 5.4 | 17.0 x 8.0 | 114 | 1874 | 17477/8/9, 29800 | SERPENT. | |
| | 8T | 9.9 | | | | | 17476/80 | | |
| G7 | 10T | 10.0 | 5.4 | 17.0 x 8.0 | 114 | 1881 | 31307 | SERPENT | |
| + G8 | 8T | 11.6 | 5.2 | 18.0 x 8.0 | 90 | 1874 | 17491-500 | SERPENT | |
| G9 | 3T | 11.6 | 4.12 | 18.0 x 8.3 | 223 | 1880 | 5878 | HYDRA 'A' | |
| G10 | 10T | 14.9 | 4.15 | 20.10 x 7.6 | 214 | 1881 | 31336 | RODER | |
| G11 | | | | | | | | | |
| G12 | 4T | 16.0 | 4.15 | 21.0 x 8.3 | 399 | 1887 | 27277 | HYDRA | |
| + G13 | 4T | 16.0 | 4.15 | 21.0 x 8.0 | 399 | 1887 | 27271/6 | HYDRA. | |
| | | | | | 539 | 1890 | 27460/1 | | |
| + G14 | 4T | 14.0 | 4.12 | 19.0 x 8.3 | 248 | 1889 | 927 | HYDRA | |
| G15 | | | | | | | | | |

LOT 13 of 1870 N^os 12639-58 are the only vehicles traced that did not appear to survive to attain a DIAG. N^o

| DIAG. | LOAD | W/B. | TARE | DIMS. | LOT | DATE | SERIALS | CODE | DWG |
|-------|-----------|------|------|-------------|---------------|-------|-------------------------------|----------------------|---------|
| G1 | 15T | 21.0 | 7.6 | 26.6 x 8.0 | 562 | 1891 | 42041-50 | LORIoT B LATER D. | 30999 |
| G2 | 12T | 21.0 | 6.14 | 26.6 x 8.6 | 491 | 1889 | 42001-40 | LORIoT A LATER B. | 93584 |
| G3 | 12T | 18.0 | 6.9 | 22.6 x 8.8 | 214 | 1881 | 31309 | LORIoT A | 32201 |
| G4 | 12T | 20.0 | 5.17 | 25.6 x 8.8 | 214 | 1881 | 31310-35 | LORIoT A LATER C | |
| G5 | 12T | 19.0 | 8.16 | 26.0 x 8.4 | EX RHYM. RLY. | | 42275 | LORIoT J. | 81551 |
| G6 | 10T 8T | 9.9 | 5.4 | 17.0 x 8.0 | 114 | 1874 | 17477/8/9 & 29800 17476/80 | SERPENT. | |
| G7 | 10T | 10.0 | 5.4 | 17.0 x 8.0 | 214 | 1881 | 31307 | LORIoT LATER SERPENT | |
| G8 | 10T | 19.0 | 8.4 | 26.0 x 8.4 | EX RHYM RLY | | 42276 | LORIoT K | 81588 |
| G9 | 12T | 11.0 | 5.9 | 18.0 x 8.0 | 510 | 1889 | 17499 | SERPENT | 36205 |
| | | | | | 514 | 1889 | 42051-100 | | |
| | | | | | 609 | 1891 | 42101-20 | | |
| G10 | 10T | 14.9 | 4.15 | 20.10 x 7.6 | 214 | 1881 | 31336 | RODER | |
| G11 | 6T | 18.6 | 7.4 | 25.6 x 8.0 | 243 | 1899 | 42291-300 | HYDRA | 34510 |
| G12 | 4T. | 16.0 | 4.15 | 21.0 x 8.3 | 399 | 1887 | 27277 | HYDRA | |
| G13 | 15T | 25.6 | 12.2 | 33.6 x 8.6 | 994 | 1929 | 42231 | LORIoT. L | 84408 |
| | | | | | 1050 | 1929 | 42274 | | |
| | | | | | 1121 | 1933 | 42273 | | |
| | | | | | 1142 | 1934 | 42269-72 | | |
| G14 | 20T | 21.0 | 9.12 | 27.0 x 8.8 | 969 | 1926 | 42197-201 | LORIoT M. | 77964 |
| G15 | 15T | 20.0 | 7.11 | 26.0 x 7.6 | EX T.V.R 7001 | | 41992 | LORIoT F | 87578 |
| G16 | 5T | 21.6 | 7.10 | 30.6 x 8.0 | 468 | 1904 | 42289/90 | HYDRA C | 25969 |
| G17 | 12T | 25.6 | 7.2 | 33.6 x 8.2 | 485 | 1905 | 31308 | LORIoT | 25670 B |
| G18 | 15T | 21.0 | 8.5 | 27.0 x 8.0 | 584 | 1909. | 42138-55/6-9 | LORIoT D | 36807 |
| G19 | 8T | 18.6 | 7.13 | 25.6 x 8.0 | 593 | 1908 | 42279-88 | HYDRA. | 36883. |

| | WAD | W/B | TARE | | LOT | DATE | | | |
|-----|-------|-------------------------|-------|------------|------|------|---------------------------|-------------------------------|---------|
| G20 | 1ST | 21.0 | 8.9 | 27.0 x 8.8 | 618 | 1909 | 42160-4 | LORRIOT E | 39262 |
| | | | | | 584 | 1909 | SEE NOTES. | | |
| | | | | | 970 | 1926 | 42202-5 | | |
| G21 | 12T. | 11.0 | 6.10 | 18.0 x 8.0 | 585 | 1909 | 42121-37 | SERPENT | 43395 |
| | | | | | 647 | 1910 | 42165-74 | | |
| | | | | | 744 | 1917 | 42175-84 | | |
| G22 | 1ST | 22.6 | 8.10 | 28.6 x 8.8 | 745 | 1917 | 42185-94 | HYDRA D | 49324B |
| G23 | 10T | 11.0 | 6.5 | 18.0 x 8.0 | | | 94670-2 | MAYFLY | 58820 |
| G24 | 10T | 19.0 | 11.2 | 30.0 x 8.6 | 972 | 1927 | 42206-20 | DAMO A | 78049A |
| | | | | | 1051 | 1929 | 42244-63. | | |
| G25 | 10T | 12.0 | 8.19 | 20.0 x 8.6 | 973 | 1927 | 42221-30 | DAMO B | 78050A. |
| G26 | 10T | 22.0 | 11.2 | 33.0 x 8.6 | 1059 | 1929 | 116901-50 | ASMO | 90670 |
| G27 | 20T | 25.0 | 12.10 | 31.0 x 8.8 | 1080 | 1931 | 41987/8 | LORRIOT W. | 96284 |
| G28 | | 5.6 BOG. 35.6 CENTR. | 18.3 | 45.0 x 8.2 | | | 70723/4/6-8/32/4/6/7/9/41 | BOGAR EX MACAW E FLAT J.24 | 101732 |
| G29 | DITTO | | 18.4 | 45.0 x 9.0 | | | 70719-21/5/38/43 | BOGAR | 101733. |
| | | | | | | | 84222/322/50/66/72/91 | EX MACAW E J23 | |
| | | | | | | | 84397/84449/62/78/95/7/8 | | |
| | | | | | | | 84516/22/35/66/93 | | |
| | | | | | | | 84624/7/32/8✓ | | |
| G30 | DITTO | | 14.1 | 45.0 x 9.0 | | | 84761/82/93. | BOGAR | 101734 |
| | | | | | | | 84927/107001 | EX MACAW B J21 | |
| | | | | | | | 84643. | EX MACAW B. J.14 | |
| G31 | 12T | 10.0 | 7.11 | 17.6 x 8.6 | 1147 | 1934 | 123951-12480 | MOGO | 102346 |
| | | | | | 1168 | 1934 | 126331-430 | | |
| | | | | | 1178 | 1935 | 126431-80 | | |
| | | | | | 1210 | 1936 | 126951-7000 | | |
| | | | | | 1224 | 1936 | 105661-760 | | |

| | | | | | | | | | |
|-----|------|----------------|-------|---------------------------|--------|------|-------------------------|----------|----------|
| G32 | 10T | 22.0 | 11.2 | 33.0 x 8.6 | 1059 | 1929 | 116951-7000 | ASMO | 102847 |
| G33 | 5T | + ₂ | 15.15 | 45.11 x 9.0 | 1155 | 1934 | 107462-76 | BOCAR A | 103164 |
| | | | | | 1170 | 1935 | 107416-461 | | |
| G34 | 5T | 19.0 | 8.6 | 30.5 x 9.0 | 1156 | 1934 | 107477-500+ | BOCAR B. | 103180 |
| | | | | | 1543 | 1945 | 85916 | | |
| G35 | 5T. | 18.0 | 8.5 | 30.5 x 9.0 | 1156 | 1934 | + | BOCAR B | 103248 |
| | | | | | 1543. | 1945 | 85917 | | |
| G36 | 5T | 22.0 | 8.15 | 33.5 x 9.0 | 1156 | 1934 | + | BOCAR B | 103682 |
| G37 | 5T | + | 15.18 | 45.11 x 9.0 | 1207 | 1936 | 107442-56 | | |
| | | | | | 1229 | 1936 | 107411-5/57-61 | | |
| | | | | | 1254 | 1937 | 85856-79 | | |
| | | | | | 1317 | 1938 | 85880-94/6-901/3-7 | | |
| | | | | | 1542 | 1945 | + | | |
| | | | | | 1634 | 1947 | + | | |
| G38 | 5T. | + | 16.3 | 47.11 x 9.0 | 1254 | 1937 | + | BOCAR A | 109433 |
| | | | | | 1542 | 1945 | + | | |
| G39 | 25T | 26.0 | 14.0 | 32.0 x 8.6 | 1274 | 1938 | 41989/90 | LOR10TY. | 109982A. |
| G40 | 20T | 25.6 | 11.5 | 33.6 x 8.6 | 1362 | 1940 | 42479-98 | LOR10TN | 114864 |
| | | | | | 1447 | 1944 | 42338-52 | | |
| G41 | 20T | 25.0 | 13.11 | 31.0 x 8.8 | 1441 | 1944 | 100701 | LOR10TW. | 121216 |
| | | | | | 1531 | 1945 | 100703 | | |
| G42 | 25T. | 22.0 | 13.0 | 30.0 x 8.6 ^{3/4} | 1448 | 1944 | 43354-68 | LOR10T P | 122151 |
| | | | | | = 2268 | | B904538-57 | | |
| G43 | 12T | 10.0 | 7.17 | 17.6 x 8.6 | 1556 | 1946 | 65736-48/50-78/80-4/6/7 | MORO | 125978 |
| | | | | | | | 65791-816/8-38/40-2 | | |
| G44 | 5T | + | 18.15 | 55.5 x 9.0 | 1542 | 1945 | + | BOCAR A | 126005 |

| | | | | | | | | | |
|-----|------|------|-------|-------------------|------|------|---|----------|--------|
| G45 | 5T. | + | 17.2. | 49.5 x 9.0 | 1542 | 1945 | + | BOCAR A | 126177 |
| | | | | | 1634 | 1947 | + | | |
| G46 | 5T. | + | 15.7 | 39.5 x 9.0 | 1634 | 1947 | + | BOCAR A | 127638 |
| G47 | 5T | + | 15.5 | 39.5 x 9.0 | 1634 | 1947 | + | BOCAR A. | 127627 |
| G48 | 30T | + | 28.15 | 32.0 x 8.5 | | | | | |
| G49 | 12T | 10.6 | 6.11 | 18.0 x 8.7 = 2088 | | | | | |
| G50 | 15T | 21.0 | 9.2 | 27.0 x 8.8 = 2087 | | | | | |
| G51 | 40T | + | 26.10 | 52.6 x 8.0 = 2078 | | | | | |
| G52 | 12T. | 13.6 | 7.10 | 21.0 x 8.6 = 2265 | | | | | |
| G53 | 14T | 16.0 | 7.14 | 25.6 x 7.6 | | | | | |

32905/6/7

EX W.D. WARWELL.

B.748000-19

126770

B905000-19

78573.

B901000-5

123453

B748020-49

129992.

25020 EX MACAN 'A' 48920

104902

+ SEE SEPARATE PAGE OF NOTES ON THESE DIAGRAMS.

FLAT WAGGONS.

| DIAG. | LOAD | W/B | TARE | DIMENS. | LOT | DATE | SERIALS. | CODE | DWR. |
|-------|------|-----------------|--------|--|--------|------|--|----------------------|-----------|
| H1 | 20T | 11.6 | 7.14 | 17.6 x 8.0 | | | 13619/20 | BEAVER A | |
| | | | 7.15 | 18.2 x 7.7 | | | 13621 | | |
| H2 | 20T | 22.0 6 WHEEL | 10.12. | 32.0 x 8.8 | 366 | 1886 | 42901 | BEAVER B. | 31552 |
| H3 | 20T | 11.8 | 7.2 | 20.0 x 8.9 | 714 | 1913 | 41995 | BEAVER E | 46448 |
| | | | | | 674 | 1911 | 41996 | | |
| H4 | 5T | 19.0 | 7.3 | 30.0 x 8.0 | | | 94699/700 EX | GADFLY R&SB. 3RDS | 54320 |
| | | | | | | | 1116 40/46 | | |
| H5 | 5T | + | + | + | | | SEE NOTES. | GADFLY | 54330 |
| H6 | 12T | 9.0 | 5.17 | 17.6 x 8.5 ⁵ / ₈ " | 1098 | 1932 | 39001-6/8-10/2-71/3-92/4-114 | | 98652 |
| | | | | | | | 39116-55 | | |
| | | | | | 1120 | 1933 | 39156-76/8-241 | | |
| H7 | 12T | 10.0 | 5.15 | 17.6 x 8.5 ⁵ / ₈ " | 1143 | 1934 | 39308-28/30-3. | | |
| | | | | | 1165 | 1935 | 39334-66/8-425/7-35 | | |
| | | | | | 1188 | 1936 | 39436-54/6-85/7-881/3-938 | | |
| | | | | | 1276 | 1939 | 36461-539/727-49/51-948 | + | + |
| H8 | 12T | 10.6 | 7.4 | 18.0 x 8.5 ⁵ / ₈ " | 1188 | 1936 | 12 VEHICLES FROM ABOVE | | 106442 |
| H9 | 12T | 10.0 | 5.14 | 17.6 x 8.0 | 1443 | 1944 | 36020-104/6-158/60-76/85-211/28-45 | | 120756 |
| H10 | 12T | 10.0 | 6.2 | 17.6 x 8.0 | 1468 | 1944 | 36246-57/9-62/4/6-74/6-96/8-310 | | 125880 |
| | | | | | | | 36312-54/4-73/5-99/401-6/8-12/14-20 | | |
| | | | | | | | 36422-8/30-3/5-41/3-53/5-8/541-3. | | |
| | | | | | 1494 | 1947 | 36544-73/5-606/8-23/5-46/8-55/7-93/4-705/9 | | |
| H11 | 12T | 10.0 | 6.2 | 17.6 x 8.0 | 1494 | 1947 | 36710-6/8-25/49/50/2-69/77-84 | | 125984 |
| | | | | | 1523 | 1947 | 34341-67/411-52/88-507/11-53/5-97/972-96 | | |
| | | | | | = 2123 | | B.735200-399 | | |
| H12 | 12T | 10.0 | 6.3 | 17.6 x 8.0 | = 2266 | | B.735400-99 | | SW/SW/13. |

+ SEE NOTES ON SEPARATE PAGE

NOTES ON 'H' DIAGS

| H5 | N ^o | W.B. | LENGTH |
|----|----------------|------|--------------------|
| | 94693 | 19.0 | 27.9 |
| | 4 | " | 27.10 |
| | 5 | " | 27.9 $\frac{1}{2}$ |
| | 6 | " | 28.10 |
| | 7 | " | " |
| | 8 | 16.0 | 24.10 |
| | 83 | 19.0 | 27.10 |
| | 4 | 19.0 | 29.10 |
| | 94679 | 18.0 | 27.7 |
| | 76 | 15.6 | 27.0 |
| | 7 | " | " |
| | 8 | 19.0 | 27.10 |
| | 81 | 15.6 | " |
| | 2 | " | " |
| | 90 | 18.4 | " |
| | 1 | 19.0 | 28.10 |
| | 2 | " | 27.10 |

FRAME CONVERTED FROM BEAVER C 48978, WITH
CENTRE WHEELS REMOVED.

H7. LOT 1276 N^{os} 36520/831/2/3/71/3 WERE CONVERTED TO OIL TANK WAGGONS

BOLSTER WAGGONS

20

| DIAG. | LOAD | W/B | TARE | DIMS. | LOT | DATE | SERIALS | CODE | DWG. |
|-------|------|-----------------------|-------|--------------------------|-----|------|---------------------------------|-----------|---------|
| J1 | 40T | 6.0 BOT. 34.0 CEN. | 17.7 | 45.0 x 7.5 $\frac{1}{2}$ | 258 | 1899 | 40997 | GANE | 25133 |
| | | | | | 290 | 1900 | 40577-96 | | |
| J2 | 30T. | 5.0 BOT. 23.0 CEN. | 13.11 | 33.0 x 7.6 | 15 | 1894 | 48902 | BEAVER D. | |
| J3 | 30T | do | 12.15 | 33.0 x 7.6 | 533 | 1890 | 48901 | BEAVER D | |
| J4 | 30T | 5.6 BOT. 35.6 CEN. | 14.15 | 45.0 x 8.2 | 553 | 1907 | 70757-806 | MACAW B. | 24093A. |
| | | | | | 557 | 1907 | 60801-6 (ALLOTTED 40598-600) | | |
| | | | | | 578 | 1908 | 84001-100 | | |
| | | | | | 685 | 1912 | 84101-110 | | |
| | | | | | 704 | 1912 | 84111-60 | | |
| | | | | | 733 | 1913 | 84161-210 | | |
| J5 | 30T | 5.6 BOT. 24.0 CEN. | 11.14 | 36.0 x 7.6 | 433 | 1904 | 40597 (FOR SIGNAL DEPT) | | |
| J6 | 15T. | 6 WH. 18.0 WB. | 8.13 | 27.7 x 7.8 | | | 48978 (SEE H.5) | BEAVER C | |
| | | | | | | | | | |
| J6 | 3T | 4 WH. 4.0 WB. | 2.2 | 8.6 x 5.6 | 928 | 1925 | 17349-54 (WELSHPOOL & LLANFAIR) | | 87570 |
| J7. | 14T | 4W. 16.0 WB. | 7.9 | 25.6 x 7.6 | 384 | 1902 | 48908-27 | MACAW A | 34261 |
| | | | | | 456 | 1904 | 33951-60 | | |
| | | | | | 595 | 1908 | 14430 (FOR SIGNAL DEPT) | | |
| J8. | 10T | 4W. 7.0 WB. | 5.10 | 15.1 x 7.6 | 205 | 1899 | 48928-77 | MACAW. | 24988 |
| | | | | | 332 | 1900 | 70911-71000 | | |
| J9 | 10T | 4W 7.0 WB. | 10.12 | 15.0 x 7.6 $\frac{1}{2}$ | 477 | 1889 | 100 VARIOUS NOS | MITES. | 25258 |
| | | | | | 173 | 1898 | 48731-900/70001-30 | | |
| | | | | | 291 | 1900 | 70131-330 | | |
| | | | | | 346 | 1901 | 70519-718 | | |

LOT DATE

| | | | | | | | | | |
|------|------|------------|-------|---------------------------------------|-----|------|--|----------|-------|
| J10 | 1ST. | 6W. | 7.18 | 27.6x7.5 | | | 40981-91 (EX B.G.) (SERVICE) | BEAVER C | 28604 |
| | | 18.0WB. | | | | | | | |
| J11 | 30T | 5.6 BOG. | 14.8 | 45.0x7.3 | 450 | 1904 | 70901-10 | MACAW B. | 36886 |
| | | 34.6CEN | | | 472 | 1904 | 70893-900 | | |
| | | | | | 504 | 1905 | 70877-92 | | |
| | | | | | 511 | 1905 | 70857-76 | | |
| | | | | | 526 | 1906 | 70807-856 | | |
| | | | | | 553 | 1907 | THIS IS A DOUBTFUL ATTRIBUTION - SEE J.4 | | |
| J.12 | 1AT | 4W. | 8.12 | 30.6x7.6 | 604 | 1908 | 14405/10/3/4/24 | | 39765 |
| | | 20.0WB. | | | 679 | 1913 | 14404 | | |
| | | | | | 730 | 1913 | 95/155/161/196 | | |
| | | | | | 794 | 1914 | 14451/2 | | |
| J13 | 40T | 5.6 BOG. | 17.11 | 45.0x7.10 ¹ / ₂ | 713 | 1913 | 60807-15 | GANÉ | 48378 |
| | | 35.6 CENT. | | | | | | | |
| J14 | 30T | 5.6 BOG. | 14.19 | 45.0x8.2 | 733 | 1913 | 84161-210 (SEE J.4) | MACAW B | 48746 |
| | | 35.6 CENT. | | | 743 | 1913 | 84211-310 | | |
| | | | | | 751 | 1913 | 84311 | | |
| | | | | | 780 | 1914 | 84312-61 | | |
| | | | | | 786 | 1914 | 84362-411 | | |
| | | | | | 797 | 1914 | 84412-511 | | |
| | | | | | 810 | 1915 | 84512-611 | | |
| J15 | 30T | 5.6 BOG. | 21.4 | 70.0x8.2 | 739 | 1913 | 84996 | MACAW C' | 49303 |
| | | 59.6 CENT. | | | 796 | 1914 | 84995 | | |
| J16 | 1AT | 4WNER | 8.12 | 30.6x8.8. | 800 | 1914 | 14401/18/31 | | 51848 |
| | | | | | 827 | 1917 | 14421 | | |
| | | | | | 830 | 1918 | 14427 | | |
| | | | | | 848 | 1918 | 14406 | | |

J17 30T 5.6 BGT. 13.8 45.0 x 7.8
35.6 CENT

733
743
780
786
797
810

?
84195/210 CONV. TO FLATS. FOR
84215/39/53/70/8/91 MILITARY TRAFFIC
84317/40/8/50/6/9 RE-CONV. TO J.14
84374/86
84435
84550/4/601-8

J.18 30T 5.6 BGT. 18.11 45.0 x 8.4
35.6 CENT.

733.
743
780
786
797
810

? 84195/210 CONV. TO FLATS WITH
84222/47 RAMPS FOR MILITARY
84314/25/7/2/17/28/39/50 TRAFFIC
84363/4/5/71/2/82/9/401/6
84430/9/42/4/58/9/62/82
84513/25/44/66/78.

J.19 .do.

J20 40T 5.6 BGT. 20.16 45.0 x 8.8
35.6 CENT.

780
797
810

76 VEH'S CONVERTED SIMILAR TO J.18 FOR OVERSEAS.

84314/28 MACAW D FLAT. 56452

84458
84513

36T .do.

733
786
797

84210
84365/401
84465

J21 30T 5.6 BGT. 15.6 45.0 x 8.2
35.6 CENT.

831
838
843
852
858
874
878
923
1169
1225
1273

1917 84613-22/39-46
1918 84647-96
1918 84697-746
1919 84747-96
1920 84797-876
1921 84877-976
1921 60816
1925 107001-100
1934 107286-309
1936 103301-400
1938 32730-75/7-880

MACAW B 57325

| | | | | | | | | | |
|-----|---------------|------------|-------|--------------------------|---------|------|--|------------------|--------|
| J22 | 40T. | 5.6 BGR. | 23.0 | 45.0 x 8.4 $\frac{1}{2}$ | 733 | . | 84210 | MACAW D | 57494 |
| | | | | | 780 | | 84314/28 | | |
| | | | | | 786 | | 84365/401 | RE-CONV. OF J.20 | |
| | | | | | 797 | | 84458/65 | | |
| | | | | | 810 | | 84513 | | |
| J23 | 30T | 5.6 BGR. | 19.19 | 45.0 x 8.4 $\frac{1}{2}$ | EX W.D. | | 70719-22/5/7/9-31/40-4/2/3 | PURCH. 1920 | 58066 |
| | | 35.6 CENT. | | | 733 | | 84195 | MACAW E | |
| | | | | | 743 | | 84222/47/82/91 | | |
| | | | | | 780 | | 84317/39/43/8 | | |
| | | | | | 786 | | 84363/4/6/7/1/2/8/86/93/7/406 | | |
| | | | | | 797 | | 84415/24/7/30/7/42/4/9/55/9/68/76/8/89/95/8/509. | | |
| | | | | | 831 | | 84612/23-32/3-8 | | |
| J24 | 30T. | 5.6 BGR. | 17.14 | 45.0 x 8.4 $\frac{1}{2}$ | EX W.D. | | 70723/4/6/8/32/4/9/41 | MACAW E FLAT | |
| | | 35.6 CENT. | | | | | PURCHASED 1921 | | |
| J25 | 25T | 5.6 BGR. | 14.3 | 35.0 x 8.2 $\frac{1}{4}$ | 1014 | 1927 | 107101-200 | MACAW H. | 86904 |
| | | 25.6 CENT. | | | 1048 | 1929 | 107201-45 | | |
| | | | | | 1073 | 1930 | 107246-85 | | |
| | | | | | 1189 | 1937 | 107310-409 | | |
| J26 | 40T | 5.6 BGR. | 22.3 | 62.0 x 8.2 $\frac{1}{4}$ | 1214 | 1936 | 60823-46 | GAME A. | 109081 |
| | | 51.6 CENT. | | | 1290 | 1938 | 100689-700 | | |
| | | | | | 1305 | 1938 | 84997-86 | MACAW J. | |
| J27 | SEE NEXT PAGE | | | | | | | | |
| J28 | 30T | 5.6 BGR. | 15.6 | 45.0 x 8.2 $\frac{1}{4}$ | 1372 | 1940 | 70231-80 | MACAW B. | 115928 |
| | | 35.6 CENT. | | | 1469 | 1943 | 32801-8/42-112/5-24 | | |
| | | | | | | | 32281-5/319-24. | | |

J33 30T 5.9 BTR., 30.7 43.0 x 8.3 1646 1949 32905/6 EX WARWELLS. 128064
30.0 CENT'S

J34 30T 5.6 BTR. 15.6 45.0 x 8.2 1/4 = 2085 B.940000-49 (SWIND) BOG. BOLSTER C' 49281 B.
35.6 CENT. = 2271 DB.997600-33 (") 49281 C.
= 2308 B.940050 (METRO-CAMMELL)
= 2309 DB.997634 (" ")

J35 40T 5.6 BOG. 19.3 45.0 x 8.2 1/4 = 2098 B.946000 BOG. BOLSTER C 126766
35.6 CENT.

J36 14T 4 WH. 7.10 28.6 x 8.0 = 2272 DB.997700-26 WHITING SW/SW/46
16.0 WB.

J37 42T 5.6 BTR. 22.3 52.0 x 8.5 3/4 = 2238 B.941417-74 BOG. BOLSTER D. 18533 N
40.0 CENT.

NO DIAG. 10T 4 WH 8.18 25.0 x 8.5 3/4 EX T.V.R. 32357-60/630/3/4/7-40/7/8/51-60/3
Nº 14.6 WB. — MACAW F.

| DIAG. | W BASE | TARE | DIMENS. | LOT. | DATE | SERIALS | CODE | DWG. |
|-------|--------|------|-------------|------|------|---------|------|------|
| K1 | 11.0 | 8.5 | 19.0 x 6.10 | | | | | |
| K2 | 9.0 | 6.3 | 16.0 x 7.6 | | | | | |
| K3 | 9.0 | 6.5 | 16.0 x 7.6 | | | | | |
| K4 | 9.0 | 6.11 | 16.0 x 7.6 | | | | | |

NOTES.

The above details are taken from the 8vo DIAGRAMS.
The waggons are used as test weights, with added known weights, and K3 and K4 are described as TENDERS - presumably for transporting the miscellanea necessary.

See APPENDIX K for details of such vehicles traced.

MATCH TRUCKS.

| DIAG. | W/B | TARE | DIMENS. | LOT | DATE | SERIALS | REMARKS. |
|-------|------------------------|----------------|-------------------|------|------|-----------------|--|
| L1 | 13.0 | 8.3 | 22.6 x 7.6 | | | | FOR 12T TRAVELLING HAND CRANE |
| L2 | 19.0 | 9.3 | 30.5 x 7.6 | | | | " " " " " |
| L3 | 13.0 | 8.2 | 22.6 x 7.5 | | | | WITH REDUCED BODY FOR 12T CRANES |
| L4 | 13.0 | 8.13 | 22.6 x 7.5 | | | | FOR N ^o 1 STEAM CRANE |
| L5 | 11.0 | 8.7 | 19.6 x 7.5 | | | | FOR N ^{os} 4/5 STEAM CRANES |
| L6 | 9.0 | 8.8 | 16.0 x 7.6 | | | | FOR 6T CRANE |
| L7 | 9.0 | 6.11 | 16.0 x 7.6 | | | | FOR 6T CRANE |
| L8 | 19.0 | 9.18 | 30.5 x 7.6 | | | | FOR 3 & 5T TRAVELLING STEAM CRANES |
| L9 | 19.0 | 9.7 | 30.5 x 7.6 | | | | FOR STEAM CRANE N ^o 42 |
| L10 | 20.0 | 10.14 | 30.6 x 8.0 | | | | TENDER FOR 36T BREAKDOWN CRANE |
| L11 | 5.6 BODG. 28.0 CEN. | 16.16 16.18 | 37.6 x 8.0 " " | | | | MATCH FOR 36T BREAKDOWN CRANE N ^o 1 ----- N ^o 2 |
| L12 | 22.0 | 9.19 | 33.5 x 7.11 | | | | FOR 12T STEAM TRAV. CRANE |
| L13 | 9.0 | 7.16 | 16.0 x 7.6 | | | | FOR 10T. TRAV. CRANES 20 1/2 |
| L14 | 10.0 | 5.11 | 18.0 x 7.9 | | | | FOR 6T TRAVELLING HAND CRANE |
| L15 | 11.0 | 9.0 | 19.6 x 7.5 | | | | FOR 15T STEAM CRANE N ^o 8 |
| L16 | 19.0 | 9.10 | 30.5 x 7.6 | | | | FOR 3 & 5T STEAM CRANES N ^{os} 26/28 |
| L17 | 5.6 BODG. 28.0 CEN. | 18.3 | 37.6 x 8.2 | | | | 35T BREAKDOWN CRANE FOR OVERSEAS |
| L18 | 22.0 | 10.19 | 30.6 x 8.0 | | | | TENDER FOR L.17 |
| L19 | 19.0 | 9.12 | 30.5 x 7.6 | | | | FOR 3 & 6T STEAM CRANES N ^{os} 55-7 |
| L20 | 22.0 | 10.11 | 33.7 x 7.5 3/8 | | | | FOR 12T STEAM CRANE N ^o 32 |
| L21 | 7.0 | 5.2 | 15.0 x 8.3 | | | | DWG N ^o 107206 |
| L22 | 9.0 | 4.19 | 16.0 x 8.6 | | | | " " 107194 |
| L23 | 10.0 | 5.5 | 17.6 x 8.1 | 1272 | 1938 | 32396-436/8-546 | DWG N ^o 112468 |

NOTES:- SEE APPENDIX L FOR WHAT FURTHER DETAILS KNOWN

SHUNTING TRUCKS

M1. 7.0 WB. TARE 5.17 14.0 x 8.0 DWG N° 28685

| LOT | DATE | SERIALS | LOT | DATE | SERIALS | LOT | DATE | SERIALS | LOT | DATE | SERIALS. |
|-----|------|----------|-----|------|----------|-----|------|----------|-----|------|-----------------------------|
| 77 | 1895 | 41897/8 | 189 | 1897 | 41834 | 284 | 1900 | 41812-6 | 372 | 1902 | 41799-801 |
| 82 | 1895 | 41896 | 229 | 1897 | 43957 | 303 | " | 41809-11 | 373 | " | 43973 |
| 110 | 1896 | 41854-95 | 237 | 1899 | 41832/3 | 315 | " | 41807/8 | 425 | " | SEV. & WYE JOINT. N° 1 |
| 121 | " | 41853 | 239 | " | 41828-31 | 323 | " | 43970-2 | 393 | 1903 | 41789-98 |
| 124 | " | 41852 | 246 | " | 41821-7 | 325 | " | 41806 | 431 | " | 41773-88 |
| 125 | " | 41846-51 | | | 43958-64 | 348 | 1901 | 41804/5 | 435 | " | 14921 (HAYES SLEEPER DEPOT) |
| 130 | " | 41835-44 | 256 | 1899 | 41818-20 | 357 | " | 41803 | 452 | 1904 | 41771-2 |
| 180 | " | 41845 | 264 | " | 41817 | | | | 473 | " | 41770 |

M2 7.0 WB. TARE 6.17 14.0 x 8.0 DWG N° 45925

| | | | | | | | | | | | |
|-----|------|---------|-----|------|-------|-----|------|---------|-----|------|----------|
| 495 | 1905 | 43904 | 554 | 1907 | 41761 | 598 | 1908 | 41758/9 | 611 | 1909 | 41743-51 |
| 541 | 1907 | 41764-9 | 562 | 1907 | 41760 | 606 | 1908 | 41753-7 | 626 | 1909 | 41741/2 |
| 547 | 1907 | 41762/3 | 572 | 1908 | 43905 | 609 | 1909 | 41752 | 654 | 1911 | 41740 |
| | | | | | | | | | 675 | 1912 | 41739 |

M3 7.0 WB. TARE 6.12. 14.0 x 8.0 ~~DWG N°~~ EXACTLY AS M4 EXCEPT FOR ANGLE IRON PILLARS. - M4

| | | | | | | | | | | | |
|-----|------|-------|-----|------|-------|-----|------|---------|-----|------|--------------------------------|
| 706 | 1912 | 41738 | 747 | 1913 | 41736 | 756 | 1914 | 41731-4 | 785 | 1914 | 94984-98 |
| 710 | 1912 | 41737 | 752 | 1913 | 41735 | 766 | 1914 | 43906 | 756 | " | 95000 |
| | | | | | | | | | 772 | " | 94999 |
| | | | | | | | | | 798 | " | 41767 (UN-NUMBERED TO 16/6/51) |
| | | | | | | | | | 807 | " | 94983 |

M4 7.0 WB. TARE 6.12 14.0 x 8.0 DWG N° 48524 A.

LOTS 706-807, AS M3. ABOVE, PLUS:-

| | | | | | | | | | | | |
|-----|------|----------|-----|------|----------|------|------|----------|------|------|-----------|
| 820 | 1917 | 94977-82 | 854 | 1920 | 94950-69 | 966 | 1927 | 94947 | 1281 | 1937 | 43960 |
| 822 | 1917 | 94976 | 869 | 1921 | 43975 | 1085 | 1931 | 41046-53 | 1291 | " | 41091-5 |
| 841 | 1918 | 94970-5 | 880 | 1922 | 94949 | 1261 | 1937 | 41054/5 | 1292 | 1938 | 41096-100 |

MS 7.0 WB. TARE 6.12 14.0 x 8.0 DWG N° 115145

| LOT. | DATE | SERIALS | LOT | DATE | SERIALS | LOT | DATE | SERIALS | LOT | DATE | SERIALS. |
|------|------|----------|------|------|----------|------|------|---------|-------|------|------------|
| 1376 | 1940 | 41087-90 | 1420 | 1942 | 41136-54 | 1535 | 1945 | 41791 | 1602 | 1948 | 41851 |
| 1398 | 1941 | 41086 | 1436 | 1943 | 41157-60 | 1547 | " | 41883 | 1608 | 1948 | 41829 |
| 1405 | 1941 | 41085 | 1455 | 1944 | 41161-8 | 1559 | 1946 | 41834 ✓ | 1625 | 1948 | 41823/98 ✓ |
| 1409 | 1942 | 41101 | 1520 | 1945 | 41845 | 1568 | " | 41817 | =2097 | . | DB 997900 |

LOCO COAL & HOPPER WAGONS

| DIAG | LOAD | WB. | TARE | DIMENS. | LOT. | DATE | SERIALS | DWG. |
|------|------|-----------------------|------|--------------------------|------|------|---------------------------|---------|
| N1 | 40T | 5.6 BOT. 31.0 CEN. | 19.4 | 43.0 x 8.2 $\frac{1}{4}$ | 507 | 1905 | 53990-9 | 24932A. |
| N2 | 20T | 12.0 | 8.12 | 21.0 x 8.2 $\frac{1}{4}$ | 424 | 1903 | 53626-8 ^{2.v} 25 | 24931A |
| | | | | | 434 | 1903 | 53826-75 | |
| | | | | | 448 | 1904 | 53876-900 | |
| | | | | | 462 | 1904 | 53901-30 | |
| | | | | | 481 | 1905 | 43691-750 | |
| | | | | | 497 | 1905 | 43619-27/9-44 | |
| | | | | | 483 | 1905 | 40 VARIOUS. | |
| | | | | | 508 | 1906 | 43593-8/600-18 | |
| | | | | | 561 | 1907 | 43570-2/4-88/90/1 | |
| | | | | | 566 | 1908 | 43516/8-57/61-9 | |
| | | | | | 664 | 1912 | 53001-6/8-51 | |
| | | | | | 671 | 1912 | 33001-13/5-7/9-36 | |
| | | | | | 701 | 1913 | 50 FROM 33106 to 43515 | |
| N3 | 20T | 12.0 | 8.6 | 20.0 x 8.1 $\frac{7}{8}$ | 366 | 1902 | 53381-405 | |
| | | | | | 368 | 1902 | 53406-505 | |
| | | | | | 398 | 1903 | 53506-605 | |
| | | | | | 419 | 1903 | 53606-25 | |
| | | | | | 242 | 1899 | 43901 | |
| N4 | 20T | 12.0 | 8.6 | 20.0 x 8.2 | 250 | 1899 | 43902 | |
| | | | | | 257 | 1899 | 53101-200 | |
| | | | | | 281 | 1900 | 53201-50 | |
| | | | | | 292 | 1901 | 53251-80 | |
| | | | | | 317 | 1902 | 53281-330 | |
| | | | | | 330 | 1901 | 53331-50 | |
| | | | | | 341 | 1902 | 53351-80 | |

| | LOT | DATE | SERIAL N ^o | DWG |
|-----|---|------|--|---|
| N5 | 20T 12.0 | 5.12 | 20.0 x 8. 2 $\frac{1}{4}$ 525 1903 43592 | PURCH. FROM GLOS. CARR. & WAG. C ^o 27727 |
| N6 | 10T 9.0 | 5.12 | 16.0 x 7.6 47 1894 | 70 WAGGONS. 27797 |
| N7 | 10T 2 9.0 | 5.12 | 16.0 x 7.6 131 1896 | 60 FROM 43646 to 70 & 9xxx. WOOD BODY 25257 |
| | | | 154 1897 | 43496-595 |
| | | | 160 1897 | 43596-645 |
| | | | 183 1897 | 50 IN 9xxx SERIES. |
| | | | 210 1898 | 30 IN 23xxx, SERIES |
| | | | 233 1899 | 50 FROM 23006 to 23556 |
| | | | 235 1899 | 50 FROM 9108 to 23,999. |
| N8 | 20T 13.0 | 9.0 | 21.0 x 7.9 405. 1904. | 43873. HOPPER 28095 |
| N9 | 20T 13.0 | 8.14 | 21.0 x 7.9 405. 1904. | 43972 HOPPER 29302 |
| N10 | 20T 9.6 | 6.1 | 16.9 x 7.6 527 1906 | 43874-83 HOPPER 69667 |
| | | | 637 1910 | 43884-6 |
| N11 | 40T 5.6 B ^o g. 18.13. 43.0 x 8. 2 $\frac{1}{4}$ 420 1903 | | | 54,000 24932 |
| | 31.0 CEN. | | 507 | 53990-7 (SEE N1). 53996/4 TO ARMOURD FOR W. D. |
| N12 | 20T 13.0 | 9.3 | 21.0 x 7.9 503 1905 | 30276-310 RE-NUMBERED 53066-100. 30488 |
| | | | 567 1907 | 53062-5 |
| N13 | 10T 9.0 | 5.16 | 16.0 x 8.0 498 1905 | 50 VARIOUS. 27859A |
| | | | 605 1912 | 20 FROM 9006 to 9284 |
| | | | 693 1912 | 9286/8/9/3/4/6/303/4/6/7/10/11/3-5/7/8/21/3/4. |
| | | | 551 1906 | 199 VARIOUS. |

| | | | | | | | | | |
|-----|-----|-----------------------|-------|---------------------------|------------|------|--|---------------------------------|-------|
| N14 | 40T | 5.6 BGR. 29.0 CEN. | 18.14 | 43.0 x 8.4 $\frac{1}{4}$ | 552 | 1906 | 30495-99 | | 37714 |
| N15 | 40T | 5.6 BGR. 33.6 CEN | 18.14 | 43.0 x 8.4 $\frac{1}{4}$ | 552 | 1906 | 30500 | | 37684 |
| N16 | 12T | 9.0 | 6.3 | 16.0 x 8.0 | 551 | 1906 | 1 ONLY. N ^o UNKNOWN | | 38309 |
| N17 | 40T | 5.6 BGR. 33.6 CEN | 18.10 | 43.0 x 8.4 $\frac{1}{4}$ | 643 | 1911 | 53980-9 | 53981/9 to ARMOURD, FOR W.D. | 42329 |
| N18 | 20T | 12.0 | 8.12 | 20.0 x 8.5 $\frac{3}{8}$ | 257 317 | | 53190 EX N.4 53312 EX N.4 | TIP END | 45092 |
| N19 | 10T | 9.0 | 5.18 | 16.0 x 7.11 $\frac{3}{8}$ | 715 | 1912 | 100 FROM 9013 to 9873 | | 48664 |
| N20 | 10T | 9.0 | 5.19 | 16.0 x 7.11 $\frac{3}{8}$ | 720 | 1913 | 150 FROM 9876 to 23121 | | 52667 |
| | | | | | 809 | 1915 | 100 VARIOUS | | |
| | | | | | 813 | 1916 | 50 VARIOUS. | | |
| N21 | 12T | 9.0 | 6.6 | 16.0 x 7.11 $\frac{3}{8}$ | 824 | 1917 | 150 VARIOUS. | | 56519 |
| | | | | | 847 | 1918 | 100 VARIOUS. | | |
| N22 | 20T | 12.0 | 8.12 | 21.0 x 8.2 $\frac{1}{2}$ | 862 | 1920 | 100 VARIOUS | | 71878 |
| | | | | | 902 | 1922 | 83008-157 | | |
| N23 | 21T | 12.0 | 9.9 | 21.6 x 8.4 $\frac{1}{4}$ | 931 | 1925 | 109801-110000 (SEE ALSO N 24) | ONE DOOR | 72595 |
| | | | | | 936 | 1925 | 109551-800 | | |
| | | | | | 937 | 1925 | 110001-250 | | |
| | | | | | 938 | 1925 | 110251-500 | | |
| N24 | 21T | 12.0 | 9.14 | 21.6 x 8.4 $\frac{1}{4}$ | 931 | | N ^o UNKNOWN (SEE ALSO N.23) | TWO DOOR | 73955 |
| N25 | 20T | 13.0 | 9.1 | 21.0 x 7.9 | 917 | 1925 | 83976-84000 | HOPPER | 77048 |
| N26 | 12T | 9.6 | 7.5 | 16.0 x 7.5 $\frac{5}{8}$ | 908 | 1925 | 83951-75 | HOPPER | 69856 |

| | | | | | | | | | |
|-----|--|------|------|----------------------------|------|-------|--|-----------|---------|
| N27 | 21T | 12.0 | 8.15 | 21.6 x 8.4 $\frac{1}{4}$ | 950 | 1926 | 83501 - 600 | TWO DOOR | 77824 |
| | | | | | 1056 | 1929 | 83601 - 85 | | |
| | | | | | 1058 | 1929 | 83686 - 785 | | |
| | | | | | 1084 | 1931 | 83786 - 835 | | |
| | | | | | 1103 | 1932 | 83836 - 885 | | |
| | | | | | 1260 | 1937 | 33133 - 64/6 - 74/6 - 91/201 - 58/60/1/3 - 86 33423 - 55/7 - 9/919 - 37. | | |
| N28 | 21T | 12.0 | 9.9 | 21.6 x 8.4 $\frac{1}{4}$ | 1154 | 1934 | 100 FROM 83001 - 83890 EX M. & M. END TIP. | | 104123 |
| | | | | | 1217 | 1936 | 33321 - 420 | -- DO. -- | |
| N29 | A CONV. OF N.28, SAME LOTS, TO GW. EITHER SIDE BRAKE FROM LONG LEVER | | | | | | | | |
| | | | | | | | | | 104133 |
| N30 | 10T | 9.0 | 6.5 | 16.6 x 8.6 | 1218 | 1936 | 23508/9/11 - 20/2 - 52/4 - 82/4 - 611 | | 108712 |
| | | | | | 1240 | 1937 | 23458 - 75/750 - 816/8 - 32 | | |
| N31 | 21T. | 12.0 | 9.14 | 21.6 x 8.4 $\frac{1}{4}$ | 984 | 1937 | 110501 PURCH. FROM CAMBRIAN WAG. C ^o | | 80356 |
| | | | | | 1040 | 1929. | 110581 - 600 " " FAIRFIELD SHIPBUILDING C ^o | | |
| N32 | 21T | 12.0 | 10.3 | 21.6 x 8.2 $\frac{7}{8}$ | 1127 | 1933 | 5000 MINERAL WAGGONS BUILT BY PRIVATE FIRMS FOR G.W.R. & LET ON REDEMPTION HIRE. NOT CARRIED ON G.W. STOCK | | 10886 |
| | | | | | to | | | | |
| | | | | | 1136 | | | | |
| N33 | 12T | 9.0 | 6.16 | 15.6 x 8.2. | | | PURCH. FROM BUTE WORKS SUPPLY C ^o 1907 | | 116064 |
| N34 | 21T | 12.0 | 9.12 | 21.6 x 8.4 $\frac{1}{2}$. | 1480 | 1944 | 63001 - 15/32 - 54/6 - 86/91 - 118/29 - 48/50 - 60 63164 - 78/80 - 94/7 - 229 63230 - 329 | | 121,241 |

END OF 'N'

OPEN WAGGONS

34

DIAG.

| | | | | | | | | | |
|-----|------|------|------|--------|------------|-----|-------|------------------|-----------------|
| 0.1 | 25T. | 4.10 | Bot. | 12.11. | 36.0 x 7.6 | 455 | 1888 | 42902. | |
| 0.2 | 10T | 9.0 | | 6.4 | 16.0 x 8.0 | 486 | 1905 | 74726-825 | 27469 |
| | | | | | | 496 | 1905 | 500 VARIOUS. | |
| | | | | | | 509 | 1905 | 200 VARIOUS. | |
| | | | | | | 522 | 1905 | 78431-80 | |
| | | | | | | 518 | 1905 | 200 VAR. | |
| | | | | | | 534 | 1907 | 300 VAR. | |
| 0.3 | 10T | 9.0 | | 5.19 | 16.0 x 8.0 | 471 | 1904 | 200 VARIOUS. | OPEN 'A' 27903. |
| | | | | | | 474 | " | 77031-530 | |
| | | | | | | 484 | 1905 | 77531-78030 | |
| | | | | | | 491 | " | 78031-430 | |
| | | | | | | 687 | 1912 | 200 FROM 1-1857. | |
| 0.4 | 10T | 9.0 | | 5.16 | 16.0 x 7.6 | 385 | 1902 | 75201-400 | OPEN 'A' 24976 |
| | | | | | | 377 | 1902 | 75001-200 | |
| | | | | | | 369 | 1901 | 31263-8 | |
| | | | | | | 386 | 1902 | 75401-600 | |
| | | | | | | 403 | 1903 | 100 VARIOUS. | |
| | | | | | | 404 | 1904 | 75801-76000 | |
| | | | | | | 410 | 1903 | 200 VARIOUS. | |
| | | | | | | 414 | 1903 | 76001-200 | |
| | | | | | | 423 | 1903 | 76201-300 | |
| | | | | | | 478 | 1904 | 100 VAR. | |
| | | | | | | 426 | 1903. | 76301-500 | |
| | | | | | | 442 | 1904 | 100 VAR. | |
| | | | | | | 449 | 1904 | 200 VAR. | |
| | | | | | | 455 | 1904 | 200 VAR. | |
| | | | | | | 459 | 1904 | 300 VAR. | |

| | | | | | | | | |
|------|-----|------|------|-------------|-----|------|-------------------------------------|-------------------|
| 0.5 | 10T | 9.0 | 5.7 | 16.0 x 7.6 | 374 | 1902 | 200 FROM 4160-11480 | 25256 A |
| 0.6 | 10T | 9.0 | 6.3 | 18.0 x 8.0 | 505 | 1905 | 42893 | LIND WAGGON 35432 |
| 0.7 | 10T | 9.0 | 5.12 | 18.0 x 7.10 | 546 | 1890 | 42895 | LIND WAGGON 36930 |
| 0.8 | 15T | 15.0 | 7.12 | 25.0 x 8.0 | 582 | 1909 | 81901-82000 | OPEN C 36769 |
| | | | | | 617 | 1909 | 25001-19/21-8/30-9/41-53 | |
| | | | | | 631 | 1910 | 25040-68/70-100 | |
| | | | | | 658 | 1911 | 25069/67911-58/60-88/90-4/81881-7 | |
| | | | | | 686 | 1913 | 67892/3/5/6-901/3-8/10/995/6/8/8000 | |
| 0.9 | 10T | 9.0 | 6.7 | 16.0 x 8.0 | 544 | 1907 | 78881-79000/81001-380 | OPEN B. 31050 |
| | | | | | 568 | 1908 | 500 FROM 20002 UP. | |
| | | | | | 574 | 1908 | 81381-880 | |
| | | | | | 586 | 1909 | 100 VARIOUS | |
| | | | | | 610 | 1909 | 100 FROM 12030-992 | |
| | | | | | 613 | 1909 | 100 FROM 22001-111 | |
| | | | | | 655 | 1912 | 500 FROM 15002-895 | |
| | | | | | 657 | 1911 | 240 VARIOUS | |
| 0.10 | 10T | 9.0 | 6.12 | 16.0 x 8.0 | 509 | | PART WTS EX 0.2. | OPEN B' 31568 |
| | | | | | 522 | | | |
| | | | | | 534 | | | |

0.11 SEE NEXT PAGE.

| | | | | | | | | | |
|------|-----|-----|------|----------|-----|------|----------------------|----------------------------|-------|
| 0.11 | LOT | 9.0 | 5.17 | 16.0x8.0 | 673 | 1912 | 500 FROM 18313-19203 | OPEN 'A' | 45308 |
| | | | | | 681 | 1913 | 75 FROM 15015-15890 | | |
| | | | | | 696 | 1912 | 88001-89000 | METRO C.&W C ^o | |
| | | | | | 697 | 1912 | 87001-88000 | GLOSTER C&W C ^o | |
| | | | | | 698 | 1912 | 86001-87000 | B'HAM C&W C ^o | |
| | | | | | 703 | 1913 | 500 FROM 4671-6548 | | |
| | | | | | 727 | 1913 | 90001-250 | METRO C&W C ^o | |
| | | | | | 728 | 1913 | 90251-500 | B'HAM C&W C ^o | |
| | | | | | 732 | 1913 | 500 FROM 10001-13059 | | |
| | | | | | 734 | 1913 | 91101-700 | | |
| | | | | | 735 | 1913 | 90501-91100 | | |
| | | | | | 736 | 1913 | 91701-92450 | | |
| | | | | | 737 | 1913 | 92451-600 | | |
| | | | | | 741 | 1913 | 400 FROM 71-13219 | | |
| | | | | | 755 | 1913 | 300 FROM 13016-13577 | | |
| | | | | | 760 | 1914 | 200 FROM 13580-18720 | | |
| | | | | | 761 | 1914 | 200 " 18724-19471 | | |
| | | | | | 768 | 1914 | 600 " 5674-21146 | | |
| | | | | | 776 | 1914 | 400 " 21147-598 | | |
| | | | | | 790 | 1914 | 400 " 21600-22850 | | |
| | | | | | 803 | 1914 | 250 " 22851-24440 | | |
| | | | | | 814 | 1915 | 200 VARIOUS | | |
| | | | | | 818 | 1917 | 200 " | | |
| | | | | | 823 | 1918 | 200 FROM 13428-19690 | | |
| | | | | | 834 | 1918 | 200 VARIOUS | | |
| | | | | | 842 | 1918 | 30501-600 | | |
| | | | | | 849 | 1919 | 450 VARIOUS | | |

| | | | | | | | | | |
|------|-----|------|------|------------|-----|------|-------------------------|-----------------------------|--------|
| 0.12 | 12T | 9.0 | 6.0 | 16.0 x 8.0 | 777 | 1914 | 94001-100 | CHINA CLAY. | 47858 |
| 0.13 | 12T | 9.0 | 6.2 | 16.0 x 8.0 | 656 | 1910 | 42833 | " " | 48442 |
| | | | | | 750 | 1913 | 92801-93000 | | |
| | | | | | 759 | 1914 | 92701-800 | | |
| | | | | | 771 | 1914 | 92601-700 | | |
| 0.14 | 10T | 9.0 | 6.3 | 16.0 x 8.0 | 632 | 1910 | 100 FROM 18032-19994 | OPEN 'A' | 48406 |
| | | | | | 673 | 1912 | PART LOT SEE 0.11 | | |
| | | | | | 680 | 1913 | 500 FROM 20608-22523 | | |
| | | | | | 692 | 1912 | 500 " 1862-4670 | | |
| | | | | | 703 | | PART LOT SEE 0.11 | | |
| | | | | | 709 | 1913 | 600 FROM 6555-10905 | | |
| 0.15 | 10T | 9.0 | 6.4 | 16.0 x 8.0 | 559 | 1907 | 100 VARIOUS | OPEN 'B' | 49457 |
| | | | | | 624 | 1909 | 200 FROM 22112-503 | | |
| | | | | | 655 | | PART LOT SEE 0.9 | | |
| | | | | | 657 | | " " " 0.9 | | |
| | | | | | 681 | | " " " 0.11 | | |
| | | | | | 754 | 1914 | 200 FROM 15001-918 | | |
| | | | | | 770 | 1914 | 200 " 15810-20316 | | |
| | | | | | 791 | 1914 | 700 " 20318-30107 | | |
| | | | | | 804 | 1915 | 30108-76/83-263 | | |
| | | | | | 815 | 1916 | 30264-363 | | |
| | | | | | 886 | 1921 | 99351-99400 | | |
| 0.16 | 15T | 13.0 | 7.8 | 25.0 x 8.0 | 769 | 1914 | 67853-91/909/59/89/97/9 | OPEN C | 49520 |
| | | | | | | | 94701-36 | | |
| 0.17 | 13T | 9.6 | 6.10 | 17.0 x 8.0 | 894 | 1922 | 102255-82 | BUILT TO CAM. RLY. DETAILS. | 103951 |

(0.17, ORIGINAL, WERE HIGH SIDED WAGGONS, WHICH WERE CONVERTED WITH ROOF DOORS FOR OVERSEAS USE 1914-18)

| | | | | | | | | |
|------|-----|------|-----|------------|------------------------------------|-----------------------|-------------------|-----------------------------|
| 0.18 | 12T | 9.0 | 6.4 | 16.0 x 8.0 | 850 1919 | 34001-100/94201-600 | | 57331 |
| | | | | | 857 1920 | 97001-500 | | |
| | | | | | 860 1920 | 97501-950 | | |
| | | | | | 867 1921 | 97951-98300 | | |
| | | | | | 868 1921 | 98301-650 | | |
| | | | | | 883 1922 | 99151-300 | SEE ALSO BELOW | |
| | 10T | | 6.0 | | 803 | | PART 10T SEE 0.11 | |
| | | | | | 883 1922 | 99301-50 | SEE ALSO ABOVE | |
| | 12T | | 6.4 | | 913 1922 | 375 VARIOUS | SEE ALSO 0.22 | |
| 0.19 | 15T | 15.0 | 7.6 | 25.0 x 8.0 | 844 1918 | 94737-836 | OPEN C | 57402 |
| | | | | | 871 1921 | 94837-900/99825-10000 | | |
| | | | | | 965 1926 | 94901-930 | | |
| 0.20 | 13T | 9.0 | 6.8 | 16.0 x 8.0 | 962 1926 | 110751-980 | ("SAME AS 0.11") | 61737 |
| | | | | | 975 1926 | 110981-90 | | |
| 0.21 | 10T | 9.0 | 5.7 | 16.0 x 8.0 | (SEE NEXT PAGE - LARGE QUANTITIES) | | | ORIGINALLY SINGLE BKE 67130 |

SEE NEXT PAGE FOR SERIALS ETC.

| | | | | | | | | |
|------|-----|------|------|----------------|------|------|-----------------------------------|--|
| 0.23 | 13T | 9.0 | 5.17 | 16.0 x 8.0 | 978 | 1928 | 110601-750/111001-112000 | 82020 |
| 0.24 | 13T | 9.0 | 6.11 | 16.0 x 8.0 | 939 | 1926 | 109443-542 | LOT ISSUED 1924 82252 |
| | | | | | 998 | 1928 | 113001-708 | |
| | | | | | 1012 | 1928 | 113709-114000/115001-716 | |
| 0.25 | 13T | 9.0 | 6.13 | 17.6 x 8.0 | 960 | 1926 | 109437-442 | BARNARDS PATENT HINGED FLOOR FOR GRAIN TRAFFIC 84231 |
| 0.26 | 10T | 9.0 | 6.1 | 17.6 x 8.0 | 1018 | 1929 | 115737-836 | 86217 |
| 0.27 | 20T | 9.0 | 7.15 | 16.6 x 8.0 | 1076 | 1930 | 109548-50 | FOR BAR TIN PLATE 93875 |
| 0.28 | 15T | 15.0 | 7.10 | 25.0 x 8.0 | 1044 | 1928 | 94601-50 | OPEN C 93830 |
| 0.29 | 13T | 9.0 | 8.11 | 17.6 x 8.0 | 1031 | 1930 | 115837-116000/117001-816 | 97778 |
| | | | | | 1043 | 1929 | 117817-119808 | |
| | | | | | 1070 | 1930 | 119809-121395 | |
| | | | | | 1092 | 1931 | 121396-122695 | |
| 0.30 | 13T | 10.0 | 6.6 | 17.6 x 8.3 1/2 | 1124 | 1934 | 124146-95 | STEEL BODY 103020 |
| 0.31 | 13T | 10.0 | 6.2 | 17.6 x 8.0 | 1123 | 1933 | 122696-123000/124001-145 | 103120 |
| 0.32 | 13T | 10.0 | 6.2 | 17.6 x 8.0 | 1123 | 1933 | CONVERSIONS OF 0.31 | 103128 |
| | | | | | 1164 | 1935 | 127001-128886 | |
| | | | | | 1187 | 1936 | 128987-131086 | |
| | | | | | 1219 | 1940 | 131087-133206 | |
| | | | | | 1249 | | RECONSTRUCTION UNDER OLD NUMBERS. | |
| | | | | | 1265 | 1937 | 134337-135896 | |
| | | | | | 1295 | 1938 | 136697-137671 | |
| | | | | | 1308 | 1941 | 138397-139196 | |
| | | | | | 1309 | 1939 | 137697-138394 | |
| | | | | | 1374 | 1940 | 136345-494 | |
| | | | | | 1360 | 1940 | 140069-141514 | SEE ALSO F.F.1 |

| | | | | | | | | | |
|------|------|-----------------------|-------|--|--------|------|---------------------------------------|-----------------------------|--------|
| 0.33 | 13T | 10.0 | 6.13 | 17.6 x 8.0 | 1166 | 1935 | 128887-986 | | 106592 |
| | | | | | 1220 | 1936 | 133207-706 | | |
| | | | | | 1266 | 1939 | 135897-136344 | | |
| 0.34 | 15T | 15.0 | 7.15 | 25.0 x 8.7 | 1221 | 1936 | 99441-94/513-638 | OPEN C | 112408 |
| | | | | | 1267 | 1939 | 136497-696 | | |
| 0.35 | 13T | 10.0 | 6.4 | 17.6 x 8.7 | 1366 | 1939 | 36459-60 | LOW SIDE FOR DX CONTAINERS. | 114066 |
| 0.36 | 13T | 9.0 | 6.11 | 17.6 x 8.0 | 976 | 1928 | 110991-111000 | POSSIBLY EX. 0.23 | 115900 |
| 0.37 | 13T | 10.0 | 6.1 | 17.6 x 8.0 | 1360 | | EX 0.32 | HARDWOOD SHEETING. | 119416 |
| | | | | | 1379 | 1940 | 142769-144268 | | |
| | | | | | 1458 | 1944 | VARIOUS 27XXX(SIC) | | |
| 0.38 | 13T | 10.0 | 6.12 | 17.6 x 8.0 | 1466 | 1945 | 31290-9/314-24/33-55 | BRANDED | 122892 |
| | | | | | | | 31357-72/4-314000 | PENSANZE & | |
| | | | | | | | 35170-832 | PADDINGTON. | |
| | | | | | 1492 | 1945 | 499 | WITHDRAWN FROM LOT 1458 | |
| 0.39 | 13T | 10.0 | 6.6 | 17.6 x 8.0 | 1493 | 1945 | 148000-699 | | 125897 |
| 0.40 | 13T | 10.0 | 6.16 | 17.6 x 8.0 | 1493 | | SEE 0.39. | | |
| 0.41 | 21T | 19.6 | 9.8 | 30.0 x 8.0 | 1495 | 1945 | 94101-200 | | 122229 |
| 0.42 | 13T | 10.0 | 6.16 | 17.6 x 8.0 | 1493 | | SEE 0.39 | | 125977 |
| | | | | | 1522 | 1945 | 148700-849 | | |
| | | | | | = 2082 | | B.475000-49 | | |
| 0.43 | 10T | 10.0 | 6.1 | 17.6 x 8.0 | 1605 | 1948 | 22646-745 | | 125983 |
| | | | | | 1610 | 1948 | 44001-67/9-92/4-187/91-211/3-42/4-307 | | |
| 0.44 | 12T | 10.0 | 7.17 | 17.6 x 8.0 | 1357 | 1939 | 139297-396 | SHOCK ABSORBING | 127232 |
| 0.45 | | | 7.19 | | 1357 | | EX 0.44. WITH TARPAULIN BAR | | 128273 |
| 0.46 | 42T. | 5-6 BETA 18.0 CEN. | 18.14 | 30.0 x 8.0 ³ / ₈ | | | B.949000-54 | COIL STRIP | 129564 |
| 0.47 | 22T | 19.6 | 9.10 | 30.0 x 8.7 | | | B.731000-99 | | 130235 |
| 0.48 | 4T | 4.0 | 2.1 | 8.6 x 6.4 | | | | W. & LI | 140207 |

| | | | | | | | | | | |
|------|------|------|------|------------|------|------|--------|-------------|---------------|--------|
| 0.49 | 2½T. | 3.2. | 0.17 | 6.1 x 3.9¼ | 413. | 1903 | 51-100 | SLATE WAGON | FESTINING RLY | 140248 |
| 0.50 | 2½T | 3.2 | 0.17 | 6.1 x 3.8 | 251 | 1899 | 1-50 | " | " | 140249 |

END OF '0' DIAG.

BALLAST WAGGONS

43

| | | | | | | | | | |
|-----|-----|------------------------|------|--|-----|------|---|-------------|-------|
| P1 | 20T | 5.0 BOTG. 24.0 CEN. | 12.8 | 34.0 x 7.6 | 560 | 1891 | 40502-13 | | 70548 |
| P2 | 14T | 12.0 | 7.3 | 20.0 x 8.0 | 259 | 1899 | 60501 | | 28684 |
| | | | | | 261 | 1899 | 60502-601 | | |
| | | | | | 297 | 1900 | 14604-8/40863-5/7/9 40870-86/902-4/6 | | |
| | | | | | 312 | 1900 | 60602-700/80001 | | |
| | | | | | 326 | 1900 | 80002-101 | | |
| | | | | | 331 | 1901 | 14003/24/56/65/70/2/5/8/89/103 | | |
| | | | | | 532 | 1907 | 14009 | | |
| P3 | 10T | 9.0 | 5.8 | 16.0 x 7.6 | 142 | 1897 | 43414-33 | | 30206 |
| | | | | | 248 | 1899 | 43434-53 | | |
| | | | | | 316 | | | SEE P.13. | |
| P.4 | 8T | 9.0 | 5.8 | 16.0 x 7.6 | 95 | 1896 | 20 IN 408XX | WOOD FLOOR | 30073 |
| | | | | | 147 | 1897 | 60301-425 | | |
| | | | | | 169 | 1898 | 40 IN 14XXX | | |
| | | | | | 187 | 1897 | 20 IN 14XXX | | |
| P5 | 8T | 9.0 | 5.5 | 16.0 x 7.6 | 677 | 1912 | 100 VARIOUS. | STEEL FLOOR | 83192 |
| P6 | 20T | 9.6 | 7.18 | 16.0 x 7.5 ³ / ₈ | 371 | 1902 | 80323 | HOPPER | 26096 |
| P7 | 20T | 9.6 | 7.14 | 16.0 x 8.0 | 20 | 1893 | 40951-60/71-80 | HOPPER | 86390 |
| | | | | | 23 | 1893 | 40967-70 | | |
| | | | | | 27 | 1893 | 40931-50 | | |
| | | | | | 30 | 1894 | 60001-50 | | |
| | | | | | 32 | 1894 | 60051-75 | | |
| | | | | | 45 | 1894 | 60076-105 | | |
| | | | | | 49 | 1894 | 60106-125 | | |

P.7. CONT'D ON NEXT SHEET

P.7. CONT'D

| | | | | | WT | | | |
|------------|------------------|------|------|---|-----|------|-----------------------------|-------------------------------|
| <u>P7.</u> | AS PREVIOUS PAGE | | | | 63 | 1894 | 61123 - 322 | |
| | | | | | 69 | 1895 | 60166 - 73 | |
| | | | | | 85 | 1895 | 60174 - 85 | |
| | | | | | 88 | 1895 | 60186 - 203 | |
| | | | | | 181 | 1897 | 60204 - 223 | |
| | | | | | 211 | 1898 | 60224 - 30/60701 - 23 | |
| | | | | | 304 | 1900 | 60724 - 29 | |
| | | | | | 339 | 1901 | 60730 - 2 | |
| | | | | | 343 | 1901 | 60733 - 50/80301 - 22 | |
| | | | | | 354 | 1901 | 60716 | |
| | | | | | 381 | 1902 | 100 IN 60xxx & 80xxx | |
| | | | | | 421 | 1903 | 200 IN 40xxx & 60xxx | |
| | | | | | 437 | 1904 | 122 VARIOUS | |
| P8 | LOAD | W/B | TARE | | 119 | 1896 | 1 - 60 | N.G. ENGR. DEPT |
| | . | 5.0 | 4.9 | 10.9 x 6.6 | | | | |
| P9. | | | | | | | | |
| P10 | | | | | | | | |
| P.11 | | 1.8, | 0.10 | 4.6 x 3.3. | 395 | 1902 | 65-7 | BLACK ROCK QUARRY TENBY 28680 |
| P12 | 20T | 12.0 | 8.7 | 21.0 x 8.10 ¹ / ₄ | 555 | 1907 | 64 VARIOUS | 35191 |
| | | | | | 648 | 1910 | 14006/7/14/5/6/8/28/9/33/41 | |
| | | | | | 650 | 1910 | 14044/5/7-9/55/8/9/81/83 | |
| P13 | 10T | 9.0 | 5.14 | 16.0 x 7.6 | 316 | 1902 | 4348-95 | SAND WAGON 43172 |
| P14 | 10T | 9.0 | 5.16 | 16.0 x 7.5 ⁵ / ₈ | 677 | 1912 | 100 VARIOUS. | 48328 |
| | | | | | 712 | 1913 | 100 FROM 14327 - 14566 | |
| | | | | | 793 | 1914 | 70 FROM 60982 - 14671 ? | |

| | | | | | | | | |
|--------|-----|------|---------------|----------------|--------|------|------------------------------|--------|
| P15 | 10T | 9.0 | 6.4 | 16.0 x 8.0 | 1215 | 1941 | 200 FROM 80530-80...80739-41 | 108331 |
| | | | | | 1241 | 1937 | 80212-7/9-37/9-77/9-83/5-95 | |
| | | | | | 1319 | 1938 | 33301/293/311/5/43418 | |
| | | | | | 1328 | 1938 | 33287/33310 | |
| | | | | | 1307 | 1936 | 33304 | |
| | | | | | 1288 | 1937 | 100816-27/9-910/2-7 | |
| P16 | 14T | 12.0 | 7.16 | 20.0 x 8.6 | 1242 | 1937 | 80102-30/2-64/6/8-84 | 109158 |
| | | | | | 1289 | 1937 | 100754-9/61-804 | |
| P17 | 20T | 12.0 | 9.2 | 21.6 x 8.6 | 1243 | 1937 | 80776-95/7-812/4-7 | 109706 |
| P18 | 10T | 9.0 | 6.2 | 16.6 x 8.3 | 1345 | 1939 | 33290 | 116047 |
| | | | | | 1384 | 1940 | 30800-999 | |
| | | | | | 1316 | 1938 | 33294/9/33306 | |
| P19 | 14T | 12.0 | 7.17 | 20.0 x 8.3 | 1385 | 1940 | 30630-729 | 116066 |
| P20 | 10T | 9.0 | 6.2 | 16.6 x 8.0 | 1433 | 1944 | 30416-500/601-5 | 120166 |
| | | | | | 1500 | 1945 | 50 IN 40xxx. | |
| | | | | | = 2089 | | DB 987000-79 | |
| P21 | 14T | 12.0 | 7.17 | 20.0 x 8.6 | 1434 | 1944 | 30750-99 | 120331 |
| | | | | | 1489 | 1945 | 80419-27/36-45/50-4 | |
| | | | | | 1499 | 1945 | 75 FROM 40xxx | |
| | | | | | 1529 | 1946 | 25 FROM 8003-8196 | |
| P22 | 20T | 9.6 | 8.3 | 16.0 x 8.0 | 1530 | 1946 | 60xxx(SIC). HOPPER | 124437 |
| | | | | | 1575 | 1946 | 50001-50/4-66/8-76/8-145 | |
| | | | | | 1501 | 1945 | 10 FROM 60016-314 | |
| = 2214 | | | DB 992197-246 | METRO-CAMMELL. | | | | |

| | | | | | | | | |
|-----|------|------|------|---------------------------|--------|------|---------------------|---|
| P23 | 20T | 12-0 | 8.18 | 21.6 x 8.6 $\frac{1}{4}$ | 1498 | 1945 | 75 FROM 80492-80830 | 125011 |
| | | | | | 1528 | 1945 | 25 FROM 80497-881 | |
| | | | | | = 2091 | | DB 991021-140 | |
| P24 | 14T | 12-0 | 7.16 | 20.0 x 8.6 $\frac{1}{4}$ | = 2090 | | DB 985000-199 | 118377 |
| P25 | 20T | 12-0 | 9.5 | 21.6 x 8.8 $\frac{1}{4}$ | = 2362 | | DB 985200-386 | BLT. BUTTERFLY C ^o SW/SW/40B |
| P26 | 13T. | 9.0 | 6.9 | 16.6 x 7.11 $\frac{1}{2}$ | = 2267 | | DB 746500-749 | SAND WAGON D13/4206 |

NOTES. = = BR. LOT N^o ALTERNATIVE DWG N^o : P24 120331A
 P25 130110A
 P26 140041 ✓

P. 22. BODIES & UNDERFRAMES BUILT BY FAIRLEADS ENG. C^o CAMBRIDGE
 (EXCEPT LOT = 2214)

LOAD CAPACITIES. (~~CONF.~~)

| | |
|-------|----------------------|
| P. 11 | 4 YDS. ✓ |
| P 14 | 8 CUB. YD |
| P 15 | 8 CUB YD |
| P. 16 | 12 " " |
| P 17 | 15 $\frac{1}{3}$ " " |
| P. 18 | 8 " " |
| P 19 | 12. " " |
| P 20 | 8 " " |
| P 21 | 12 " " |
| P 22 | 15.7 " " |
| P 23 | 15 $\frac{1}{3}$ " " |
| P 24 | 12 " " |
| P 25 | 15.4 " " |
| P 26 | 12.2. " " |

PROVENDER WAGGONS.

Q1 10T 11.0 6.18 18.0 x 8.6 313 1884 36964-9 6' SIDES. 2686?
432 1903 36995-37000

MANURE WAGGONS

R1 16T 20.0 8.4 28.6 x 8.6 479 1905 36980-5 26,900

LOT 479 LATER BECAME ALE WAGGONS.

There is a certain amount of conjecture in the build-up of the DIAG. LIST which follows. However, all the numbers not endorsed "original" are official & authenticated. When the DIAG. LIST was set up about 1910, it was apparently arranged in descending order of loads. The original 56 & 58 were early casualties and these numbers were used again.

The complete re-numbering of all the fish vehicles appear in the notes, and this also shows the conversion from B.G. carriage trucks to B.G. open waggons, to S.G. fish waggon of LOT 181 & from B.G. fish to S.G. fish of LOT 182. The S.G. carriage trucks of LOT 608 went direct to S.G. fish. LOTS 592/5 did not survive to attain DIAG. N^os. In the re-numbering list, those serials allotted, but not carried, because of early scrapping, are shown in parenthesis.

In the DIAG. LIST, the S.G. van list numbers have been used to avoid confusion. Any vehicle, extant in 1910, but which did not last to 1915/16 to be re-numbered in the van list, would however, have appeared in its appropriate diagram.

S.G. wagon list numbers were first used in 1892, van list numbers were assumed in 1915/16 and, presumably, van livery was adopted at the later date. N^{os} 2012/2025 are shown as S.S. These were the only 2 vehicles left on this DIAG. when van list numbers came into operation. All 54 vehicles were originally GT and 2012/2025 ultimately were re rebuilt.

The dimensions of the original DIAG. 56 are unknown, at the present time, as the vehicles of this lot were rebuilt on the underframes of old coaching stock withdrawn.

LOT 592 was B.T. 15.0WB. 24.10 x 7.11 & SERIAL N^o 1000

LOT 595 " " 12.6WB. 23.3 x 8.1 & " " 999

FISH WAGGONS

TARE

| | | | | | | | | | |
|------------------|-----|------------------------------------|-------|-------------|-----------------------|-------|-------------|--|--------|
| S1 | 12T | 6.4 BGR. 20.6 CEN. | | 33.7½ x 7.2 | 1047 | 1904 | 2008 | TADPOLE 'A' EX. QUEENS SALOON UNDERFRAME | 27823 |
| S2 | 10T | 9.0 | 7.6 | 16.0 x 7.10 | 625 | 1909 | 2074-88 | FISH | 40377 |
| S3 | 10T | 5.0 BGR. ... CEN. | 14.4 | 40.0 x 7.5 | 473 | 1889 | 2001-6 | TADPOLE 'A' | 42399A |
| | | | | | 620 | 1892 | 2007 | | |
| S4 | 8T | 9.6+9.6 | 9.12 | 27.4½ x 7.5 | 420 | 1887 | 2009-44 | TADPOLE | 52027 |
| S5 | 6T | 9.6+9.6 | 9.12 | 27.4½ x 7.5 | 420 | | 2012/25 | TADPOLE | 131392 |
| S6 | 9½T | 12.0 | 9.1 | 21.0 x 7.10 | 700 | 1913 | 2089-2113 | FISH | 48618 |
| S6 (ORIGINAL) | | VARIOUS - OLD CARRIAGE UNDERFRAMES | | | 608 | 1891 | 2046/7 | TADPOLE | |
| S7 | 6T | 15.0 | 8.8 | 23.6 x 7.6 | 181 | 1879 | } 2048-2072 | TADPOLE | 52014 |
| | | | | | 182 | 1879 | | | |
| | | | | | 343 | 1885 | | | |
| S8 | 10T | 12.0 | 11.16 | 28.6 x 7.10 | 1258 | 1919 | 2139-2213. | BLOATER | 53540 |
| | | | | | 1259 | 1919 | 2114-38 | | |
| | | | | | 1307 | 1923. | 2268-88 | | |
| S8 (ORIGINAL) | 6T | 9.6+9.6 | | 27.4½ x 7.5 | 421 | 1887 | 2045 | TADPOLE A | |
| S9 | 10T | 12.0 | 11.18 | 28.6 x 7.10 | 1271 | 1921 | 2214-53. | BLOATER | 57350 |
| | | | | | 1272 | 1922 | 2254-67. | | |
| | | | | | 1307 | 1923. | 2601-29 | | |
| S10 | 10T | 12.0 | 11.18 | 28.6 x 7.10 | 1356 | 1925 | 2650-99 | BLOATER | 78595 |
| S11 | 10T | 12.0 | 12.8 | 28.6 x 7.10 | 1381 | 1928 | 2700-49 | BLOATER | 79935 |
| S12 | 10T | 11.3 ² NOT CLEAR | 9.3. | 21.0 x 7.10 | 1348 | 1925 | 2630-49 | FISH | 80106 |
| S13 | 8T | 11.6+11.6 | 16.4 | 31.0 x 8.0 | 1718 ^{PROB.} | 1948 | 3301-50 | INSIX FISH | 126141 |
| | | | | | OR. 9? | | | | |

PERMANENT WAY & SLEEPER WAGGONS

| | | | | | | | | | |
|----|-----|------|------|--------------------------|------|--------|--------------------------|--------------------------|--------|
| T1 | 18T | 24.6 | 9.16 | 32.0 x 7.0 19.6 WELL. | 58 | 1894 | 40476 | 160 CHAIRED SLEEPERS. | 26644 |
| | | | | | 68 | 1895 | 40456-75 | | |
| | | | | | 99 | 1896 | 40436-55 | | |
| | | | | | 148 | 1897 | 40386-435 | | |
| T2 | 16T | 11.0 | 6.1 | 19.0 x 7.6 | 10 | 1893 | 40477-500 | | 44022 |
| | | | | | 149 | 1897 | 40531-50 | | |
| | | | | | 245 | 1899 | 40551-60 | | |
| | | | | | 363 | 1901 | 80501-6 | | |
| | | | | 364 | 1901 | 14723. | | | |
| T3 | 14T | 18.0 | 6.12 | 25.6 x 7.6 | 132 | 1896 | 14976-81 | ENGR'S DEPT | 33011 |
| | | | | | 166 | 1897 | 33971-980 | | |
| | | | | | 278 | 1899 | 14962-7 | | |
| T4 | 14T | 18.0 | 6.15 | 25.6 x 8.0 | 564 | 1907 | 14432 | | 36809 |
| | | | | | 599 | 1908 | 14454 | | |
| T5 | 14T | 18.0 | 6.12 | 26.0 x 8.4 | 565 | 1907 | 14004/5 | SIGNAL DEPT | 36808 |
| T6 | 10T | 12.0 | 5.19 | 18.0 x 8.0 | 678 | 1913 | 14681/6/714/36 | | 48196 |
| T7 | 14T | 18.0 | 6.17 | 23.6 x 8.4 | 644 | 1910 | 14437 | ENGR'S DEPT | 48682 |
| | | | | | 649 | 1910 | 14420 | | |
| | | | | | 676 | 1911 | 14423/55/6 | | |
| | | | | | 740 | 1913 | 14453 | | |
| | | | | 765 | 1914 | 14457 | | | |
| T8 | 14T | 18.0 | 7.17 | 28.6 x 8.0 | 792 | 1914 | 14680/4/711/21/4/9/38 | | 50580A |
| | | | | | 805 | 1915 | 14708/22/7/31 | | |
| | | | | | 811 | 1915 | 14707/10/30/693/728/717 | | |
| | | | | | 828 | 1917 | 14685/90/1/4/719/25/6/35 | | |
| | | | | | 837 | 1917 | 14703/5 | | |

| | | | | | | | | | |
|-----|-----|------|-------|--------------------------|-------|------|---------------|--------------------------|---------|
| T9 | 14T | 18.0 | 6.16 | 25.6 x 8.4 | 881 | 1914 | 14465 | ENR: DEPT. | 36406A |
| | | | | | 806 | 1915 | 14438 | | |
| | | | | | 826 | 1918 | 14459/403/9 | | |
| | | | | | 832 | 1918 | 14411/45 | | |
| | | | | | 836 | 1918 | 14416 | | |
| T10 | 14T | 18.0 | 7.1 | 25.6 x 8.4 | 861 | 1920 | 14415 | ENR: DEPT | 60219 |
| | | | | | 879 | 1921 | 14425 | | |
| | | | | | 881 | 1921 | 14428 | | |
| T11 | 14T | 18.0 | 7.15 | 28.6 x 8.0 | 875 | 1921 | 14679/715 | | 59361 |
| | | | | | 889 | 1921 | 14734 | | |
| T12 | 18T | 25.0 | 11.16 | 32.0 x 7.3 19.6 WELL | 1313 | 1938 | 100667-82/4/5 | 160 CHAIRED SLEEPERS. | 11803. |
| T13 | 18T | 25.0 | 11.15 | 32.0 x 7.3 19.6 WELL. | 1435 | 1944 | 100712-7 | 160 CHAIRED SLEEPERS. | 120564 |
| T14 | 14T | 18.0 | 8.14 | 28.6 x 8.0 | =2081 | 1949 | DB 995500-14 | | 125081A |
| | | | | | =2093 | 1949 | DB 995515-24 | | |

NOTES. = BR LOTS.

Lot 165 of 1897 is the same type of vehicle as DIAG. T3, for carrying points & crossings, but the dimensions are, 18.0 x 6.8 & 11.0 W.B. This could well have been the original holder of DIAG. T6.

COVERED VANS

| | W/BASE | TARE | LOT | DATE | SERIALS | CODE | 1/4" DWG. | | |
|----|--------|------------------------|------------------------------|--|---------|----------------------------------|---------------------|---------|-------|
| V1 | 30T | 5.6 BETA. 25.0 CEN. | 36.0 x 7.10 | 401 | 1904 | 69996/7 | MINK F | | |
| | | | | 659 | 1912 | 69998-70000 | | | |
| | | | | | | 79598-600 | | | |
| V2 | 18T | 12.0 ✓ | 15.3? ^{DIAG = T-18} | 21.0 x 8.5 ^{DH ✓} 2 [Ⓜ] = ROOT | 430 | 1903 | 47722-7 | MINK B. | 60666 |
| V3 | 10T | 12.0 ✓ | 7.1 ✓ | 21.0 x 8.7 1/4 [Ⓜ] | 475 | 1904 | 79046-143 | MINK B. | 24897 |
| V4 | 10T | 9.0 ✓ | 6.2 _(DIA. = 6-7) | 16.0 x 8.7 1/4 [Ⓜ] | 476 | 1904 | 79146-345 | MINK | 26399 |
| | | | | 506 | 1905 | 123 | FOR VACUUM CLEANERS | | |
| | | | | 524 | 1905 | 104 | DO. | | |
| V5 | 10T | 9.0 ✓ | 6.2 ✓ | 16.0 x 7.6 ⁽¹⁾ | 382 | 1902 | 69971-95 | MINK A | 25255 |
| | | | | 391 | 1902 | 69946-70 | | | |
| | | | | 406 | 1904 | 11012/38/50/3/60/82/118 | | | |
| | | | | | | 11122/30/43/52/5/86/97/200 | | | |
| | | | | | | 11205/31/43/75/8/306/36/47/57/64 | | | |
| | | | | 411 | 1903 | 50 VARIOUS | | | |
| | | | | 415 | 1903 | 69891-940 | | | |
| | | | | 418 | 1903 | 50 VARIOUS | | | |
| | | | | 440 | 1904 | 69941-5/79001-45 | | | |
| | | | | 443 | 1904 | 50 VARIOUS | | | |
| V6 | 9T | 9.0 | 6.6 | 16.0 x 7.6 | | | | | 25490 |

The following are all the Iron Minks traced. It may be that all these did not survive to 1910 to be placed on this DIAG. of a similar type is O/S LOT 494 of 1889. This in the official records is on DIAG V.15, endorsed "bought from" Spiller & Baker. It could be that this lot was sold to this firm & re-purchased in about 1913, the date of the diagram. This lot is included under DIAG. V.15

V6 Continued

1 Row
MINK (V6)

| LOT | DATE | SERIALS | LOT | DATE | SERIALS | LOT | DATE | SERIALS. |
|-----|------|----------------------|-----|------|-----------|-----|------|--------------|
| 376 | 1886 | 16969/22325 | 398 | 1889 | 100 VAR. | 434 | 1889 | 37608-707 |
| 463 | 1889 | 37708-807 | 488 | 1889 | 37808-907 | 500 | 1889 | 47108-307 |
| 512 | 1889 | 47308-507 | 516 | 1889 | 47508-607 | 540 | 1890 | 47608-707 |
| 578 | 1891 | 57001-100 | 605 | 1892 | 57101-200 | 617 | 1892 | 57201-300 |
| 624 | 1892 | 57301-400 | 653 | 1892 | 57401-500 | 670 | 1892 | 57501-600 |
| 2 | 1893 | 57601-700 | 6 | 1893 | 57701-840 | 9 | 1894 | 58041-102 |
| 17 | 1894 | 57841-58040 | 33 | 1894 | 58141-239 | 42 | 1894 | 43995 + |
| 54 | 1895 | 58241-440 | 71 | 1895 | 58441-540 | 90 | 1895 | 58541-640 |
| 97 | 1896 | 58641-90 | 101 | 1896 | 59001-100 | 117 | 1896 | 58691-790 |
| 135 | 1897 | 59201-300 | 137 | 1897 | 59451-550 | 145 | 1897 | 43953/4 + |
| 155 | 1897 | 59301-400 | 159 | 1897 | 43955/6 + | 170 | 1898 | 59401-50 |
| 171 | 1898 | 69001-100 | 172 | 1898 | 59551-650 | 182 | 1898 | 69101-200 |
| 186 | 1898 | 69201-300 | 193 | 1898 | 69301-50 | 201 | 1898 | 69351-450 |
| 207 | 1898 | 100 FROM 11001-147 | 216 | 1898 | 69451-550 | 217 | 1898 | 100 IN 11XXX |
| 241 | 1899 | 69551-650 | 255 | 1899 | 69651-750 | 272 | 1899 | 69751-850 |
| 352 | 1901 | 100 FROM 11025-11391 | | | | | | |

V7 10T, 12.0, 8.0 ^{OH.} 21.0 x 8.7 ^{8-7/8" = R. for NOTHING ELSE GIVEN} 528 1906 79366-590 MINK B. 29245
 537 1907 100 VARIOUS.
 546 1907 82101-200

V8 UN-TRACED
 V9 10T, 20.0 9.10 ^{OH.} 28.6 x 8.6 ^{TOTAL WIDTH} 492 1905 79145 MINK D 29255
 510 1906 28701-5/7-15/7-33 ✓
 28735-54/6-64/6-70
 28772-80/2/3/5-808

| | | | | | | | | | |
|-----|-----|------|------|---|------------|------|--|--------------|--------|
| V10 | 20T | 9.0 | 8.5 | 16.0 x 7.8 ^{1/2} | 500 | 1905 | 47728 | GRAIN | 27857A |
| V11 | 10T | 18.0 | 9.10 | 28.6 x 8.6 ^(R) (8'-6" width) | 492 510 | | EX V.9 EX V.9 | MINK D. | 29255A |
| | | | | | 660 | 1912 | 28833/5/7/43/53/7/66 28871/3/4/7/82/8/90/3/9 28900/9/11/7/8/9/25/9/33. | | |
| V12 | 10T | 9.0 | 6.16 | 16.0 x 8.7 ^{1/4} ^(*) 9-6 TOTAL WIDTH | 545 | 1907 | 82001-100 | MINK A. VAC. | 31052 |
| | | | | | 560 | 1908 | 100 VAR. | | |
| | | | | | 575 | 1908 | 82201-520 | | |
| | | | | | 587 | 1908 | 200 FROM 11975-16987 | | |
| | | | | | 603 | 1909 | 100 VAR. | | |
| | | | | | 614 | 1909 | 125 FROM 16209-35125 | | |
| | | | | | 634 | 1910 | 150 FROM 16247-47721 | | |
| | | | | | 661 | 1912 | 85086-335 | | |
| | | | | | 683 | 1912 | 85636-75 | | |
| | | | | | 699 | 1912 | 250 FROM 16244-35173 | | |
| | | | | | 625 | 1909 | 240 FROM 11992-37929 | MINK NON-VAC | |
| | | | | | | | 82701-876 | | |
| | | | | | 645 | 1911 | 16552/671/80/752/826/26754-840 26846-972/5-27000 | | |
| | | | | | 652 | 1911 | 250 FROM 16205-35187 82891-83000/85001-85 | | |
| | | | | | 653 | 1911 | 47729 | | |
| | | | | | 682 | 1912 | 45 FROM 16221-623. | | |

V13. FOR DETAILS SEE S.2.

V.14 10T ✓ 9.0 6.13 ✓ 16.0 x 8.7 1/4 (R) 708 1913 89001-300 MINK A 47774A.

8-6 1/2 OVER DOOR FASTENINGS

- 722 1913 89301-650
- 731 1913 89651-90000
- 764 1914 275 FROM 16204-93580
- 783 1915 93590-789
- 829 1917 95674-823
- 885 1921 93790-93839

V.14 12T ✓

- 896 1922 101801-102000
- 979 1927 112101-636
- 983 1927 112001-100
- 988 1928 112901-113000
- 963 1926 107501-108000
- 901 1922 103501-104000

(7-11 1/4) (R)

- 911 1923 101580-622/101688-800/103417-500
- 494 1889 37908-38000 } BOUGHT FROM 54789
- 47001-107 } SPILLERS SEE V.6

V.15 10T 9.0 6.14

16.0 x 7.6

APPROX ACCESS THROUGH

V.16 10T 9.0 6.10

16.0 x 8.7 1/4 (R)

8-6 1/2 OVER DOOR FASTENINGS

- 742 1914 93001-350 MINK 57345
- 763 1914 93351-575
- 784 1915 95001-285
- 816 1916 200 FROM 16201-79597 & 95286-373
- 819 1917 95374-573.
- 821 1917 95574-673
- 833 1917 200 VARIOUS
- 839 1918 96001-100
- 851 1919 96101-600
- 882 1921 100400-99
- 873 1921 96601-97000
- 882 1921 100101-399

V.16 12T.

V.17 10T 9.0 6.13 16.0 x 8.6 1/2

FOR W.D OVERSEAS SERVICE 55537

DIAG. DWG. SHOWS 12T

8'-6" OVER DOOR FASTENERS.

| | | | | | | | | | |
|-----|-----|------|--------------------|--------------------|------|------|------------------------------|-----------------|--------|
| V18 | 10T | 9.0 | 6.17 | 16.0 x 8.7 1/4 (R) | 919 | 1924 | 104001-499 | MINK 'A' | 75455 |
| | | | 6.8 (NON FITTED) | | 920 | 1924 | 104501-105489 | MINK | |
| V19 | 12T | 9.0 | 7.7 | 16.0 x 8.6 1/2 (R) | 954 | 1925 | 104500 | MINK 'A' EX V18 | 80552 |
| V20 | 20T | 10.6 | 12.10 | 21.6 x 8.7 1/4 | 1006 | 1929 | 42232-43 | GRAND | 84681 |
| V21 | 12T | 9.0 | 7.6 | 17.6 x 8.7 (R) | 999 | 1929 | 114001-636 | MINK A | 85818 |
| | | | (6.14, NON FITTED) | | 1013 | 1929 | 116001-300 | & MINK | |
| V22 | 20T | 19.6 | 10.15 | 30.0 x 8.7 (R) | 1067 | 1930 | 112801-900 | MINK G | 90496 |
| V23 | 12T | 10.0 | 7.3 | 17.6 x 8-6 3/8 (R) | 1125 | 1933 | 123501-950 | MINK A | 102065 |
| | | | | | 1141 | 1933 | 125281-580 | BUT SEE V.26 | |
| | | | | | 1145 | 1934 | 125631-816/9-957/9-61/3-6130 | BUT SEE V.26 | |
| | | | | | 1167 | 1935 | 126131-330 | BUT SEE V.26 | |
| | | | | | 1191 | 1936 | 126481-730 | BUT SEE V.26 | |
| | | | | | 1199 | 1936 | 101036-265 | | |
| | | | | | 1223 | 1936 | 112651-750 | | |
| | | | | | 1310 | 1939 | 139397-139543 | | |
| | | | | | 1361 | 1940 | 139694-140068 | | |
| | | | | | 1371 | 1940 | 141719-142093 | | |
| V24 | 12T | 10.0 | 6.17 | 17.6 x 8.6 3/8 (R) | 1126 | 1933 | 123251-500 | MINK | 102374 |
| | | | | | 1140 | 1933 | 124201-125280 | | |
| | | | | | 1222 | 1936 | 133707-936 | | |
| | | | | | 1268 | 1939 | 133937-134036 | | |
| | | | | | 1380 | 1940 | 142219-718 | | |
| | | | | | 1411 | 1942 | 142094-218 | | |
| | | | | | 1412 | 1942 | 141515-668/142719-768 | | |
| V25 | 20T | 10.6 | 10.5 | 19.6 x 8.3 | 1158 | 1934 | 42301-6 | GRAND | 105939 |
| | | | | | 1259 | 1937 | 42315-20 | | |

8'-6" OVER DOOR FASTENERS.

| | | | | LOT | DATE | | | |
|-----|-------|------|-------|------------------------------|-----------------|-----------------------------------|-----------------------|--------------------------|
| V26 | 12T | 10.0 | 7.12. | 17.6 x 8.6 $\frac{3}{4}$ (R) | 1141 | EX V23 | 125382/462/5/70/2-4/6 | PARTO 109260 |
| | | | | (8'-6" DOOR PART.) | 1145 | EX V23 | 125817-9/958/62 | |
| | | | | | 1167 | EX V.23 | 126277/9 | |
| | | | | | 1191 | EX V23 | 126519 | |
| | | | | | 1209 | 1936 | 126851-950 | |
| | | | | | 1258 | 1937 | 112751-800 | |
| | | | | | 1296 | 1938 | 134087-136 | |
| | | | | | 1359 | 1939 | 139644-93 | |
| V27 | 12T | 10.0 | 8.12 | 17.6 x 8.6 $\frac{3}{4}$ (R) | 1297 | 1938 | 123581 | SHOEVAN 111501 |
| V28 | 12T | 10.0 | 9.0 | 17.6 x 8.6 $\frac{3}{4}$ (R) | 1358 | 1939 | 139544-643 | |
| V29 | 20T | 10.6 | 13.1 | 21.6 x 8.7 $\frac{1}{2}$ | EX V.20 | 42232/7 | CEMENT | 102838 |
| V30 | 8T | 11.0 | 6.11 | 18.6 x 7.10 | OVER STANCHIONS | PART LOTS 29/56/66/72/123/156/185 | ALE | 114597 |
| | | | | | | 204/476/623/651 | EX MEX. | |
| V31 | 6T/8T | 10.0 | 8.8 | 16.0 x 9.0 | EX X2 | PART LOTS 139/429 | TEVAN | 114661 |
| | | | | | EX X4 | PART LOTS 538/630 | | |
| | | | | | EX X7 | PART LOTS 890/ | | |
| | | | | | EX X8 | PART LOTS 921 | | |
| V32 | 6T/8T | 10.0 | 8.13 | 17.6 x 9.0 | EX X9 | PART LOTS 1035/1046 | TEVAN | 114661 |
| V33 | 12T | 9.0 | 6.14 | 17.6 x 8.7 (R) | 1032 | 1930 | 116301-600 | MINK 116124 |
| | | | | | 1045 | 1930 | 116601-900 | |
| | | | | | 1071 | 1931 | 114637-736 | |
| | | | | | 1093 | 1932 | 123001-250 | |
| V34 | 12T | 10.0 | 7.0 | 17.6 x 8.6 $\frac{3}{4}$ (R) | 1412 | 1942 | 141515-668/142719-68 | MINK 119446 |
| | | | | (8'-6" DOOR PART.) | 1431 | 1943 | 144919-145918 | |
| | | | | | 1450 | 1944 | 145919-146018 | |
| V35 | 12T | 10.0 | 7.4 | 17.6 x 8.6 | 1430 | 1943 | 144269-918 | MINK (BUILT S.R.) 120630 |

| | V/S. | TARE | OH. | 8-6" DOOR PART. | | | | | |
|-----|------|------|------|--------------------|--------|------|---------------------|------|--------|
| V36 | 12T | 10.0 | 7.9 | 17.6 x 8.6 3/4 (R) | 1467 | 1944 | 700 IN 65XXX SERIES | MINK | 122817 |
| V37 | 12T | 10.0 | 7.0 | 17.6 x 8.6 3/4 (R) | 1524 | 1945 | 146019-94 | MINK | 136000 |
| V38 | 12T | 10.0 | 7.0 | 17.6 x 8.6 3/4 (R) | 1524 | 1945 | 146095-110 | MINK | 126001 |
| | | | | | = 2083 | 1949 | B 753200-429 | | |
| V39 | 12T | 10.0 | 7.9 | 17.6 x 8.6 3/4 (R) | = 2079 | 1948 | B 753100-99 | | 121570 |
| V40 | 12T | 10.0 | 7.17 | 17.6 x 8.6 1/2 | | | | | |

PALLET TRUCKS
EX MINKS

END OF V DIAC.

APPENDICES

THESE APPENDICES ARE ARRANGED IN THE SAME ORDER AS THE DIAG. NOS
IE. THEY ARE NUMBERED FROM APPENDIX 'A' TO APPENDIX FF.

THEY SHOW VEHICLES, TRACED FROM OFFICIAL RECORDS, WHICH DID NOT SURVIVE TO ATTAIN A NUMBER IN THE RESPECTIVE LETTERED GROUP VEHICLES HAVE BEEN ALLOTTED TO EACH APPENDIX ACCORDING TO CLASS, eg. APPENDIX 'O' GIVES DETAILS OF OPEN WAGGONS ETC

A FINAL APPENDIX, DENOTED AS APPENDIX XXX WILL GIVE PARTICULARS OF LOTS TRACED WHICH HAVE NO COUNTERPART IN THE DIAGRAM SERIES.

APPENDIX A

NO FURTHER VEHICLES HAVE BEEN TRACED.

APPENDIX B

NO FURTHER INFORMATION HAS YET COME TO LIGHT

APPENDIX C

NO FURTHER VEHICLES HAVE BEEN TRACED

APPENDICES D & E

NO FURTHER VEH. HAVE BEEN TRACED.

APPENDIX F

NO FURTHER VEH. HAVE BEEN TRACED

APPENDIX H

NO FURTHER INFORMATION HAS COME TO LIGHT

(APPENDIX G - SEPARATE PAGE)

Where? ju.

In the preceding lists, the earliest LOT date for J9 is 1889, while that for J.4 is 1907. It would have been natural, in 1910, when the list was assembled to run the vehicles in order, by types if necessary, according to the dates in the earliest LOT in each type. The following lists show the earlier vehicles that have been traced, and conjectured DIAG. NOS have been ascribed to the [?] _? in the series, J.4 to J9.

| | | | | | |
|--|------------|------------------|------|---------------------------|--------|
| SINGLE TIMBER | 12.6 x 6.9 | LOT 35 | 1870 | 130 VARIOUS | (J.4.) |
| | | 38 | 1870 | 17043-112 | |
| COUPLED TIMBER | 12.6 x 7.5 | LOT 124 | 1876 | 100 VARIOUS | (J5) |
| TWIN TIMBER | 12.6 x 7.5 | LOT 113 | 1874 | 200 VAR. | (J6) |
| | | 174 | 1878 | 32001-100 | |
| RAIL TRUCKS. | 14.6 x 7.0 | LOT 221 | 1880 | 40001-100 | (J7) |
| TWIN TIMBER | 14.6 x 7.0 | LOT 195 | 1879 | 32401-500 + | (J8) |
| | | 220 | 1880 | 32201-400 + | |
| | | 263 | 1882 | 32101-200 + | |
| | | 283 | 1883 | 32501-700 | |
| | | [?] 301 | 1884 | 100 VARIOUS | |
| MITES, AS J9 IN LIST. | | LOT 346 | 1885 | 100 VARIOUS | |
| | | 416 | 1888 | 50 VAR. | |
| | | 626 | 1892 | 48301-230 | |
| | | 36, | 1896 | 48231-430 | |
| | | 127 | 1897 | 48431-530 | |
| | | 151 | 1897 | 48531-730 | |
| | | 334 | 1901 | 32341/2/48121/2/70423-518 | |
| + THE LOTS MARKED THUS, ON FURTHER RESEARCH, PROVED TO BE "COUPLED TIMBER", (J5) | | | | | |

Twin timbers are permanently coupled with buffing plates central.
Coupled timber have normal buffing gear each end but are normally coupled in pairs.

LOT 362, 1902, N^{OS} 80401-12, built for Signal Dept, were probably J9 type.