

## Etched Brass Coaches

### Blacksmith

BM9 SR diagram 422 ex SE&CR diagram 2303/2 46' 0" x 8' 0" BC,  
Blacksmith Birdcage Brake Tri-Composite (2/2/2) with under frame  
h 14008 Requires RM2 Fox's Patent Heavyweight pressed steel 8' Coach  
Bogie



121 SR diagram 147 ex SE&CR diagram S2332/2 50' 1" x 8' 0" BT,  
M1 Brake Third (5) Birdcage.  
Mallard Requires RM2 Fox's Patent Heavyweight pressed steel 8' Coach  
14001 Bogie



M2 SR diagram 306 (or diagram 307) ex SE&CR diagram S205 (or  
Mallard 1905 boat train B) 51' 0" x 8' 0" C, Composite, to go with M1  
14002 Requires RM2 Fox's Patent Heavyweight pressed steel 8' Coach  
Bogie

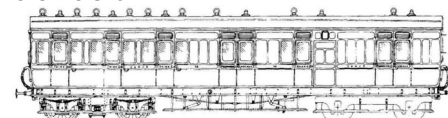


M2 not listed by Cove either

BM2 S&DJR 46' 0" BT, Brake Third with under frame & etched 8' Fox  
Blacksmith lightweight bogie (uses RS3 +RS4 springs). Etch only though an  
h 2001 uncoded set of castings was sold separately with RS3 bolster  
springs, RS4 bogie axlebox & springs [albeit only half what it  
needed], 2 off RS5 gas tank, RS2 MR oval buffers and  
instructions - but no lamps or vents. Gordon R. Weddell drawing  
in Model Railways Nov 1983.



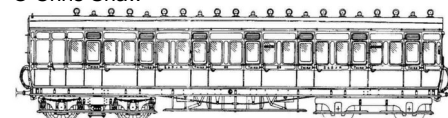
© Chris Shaw



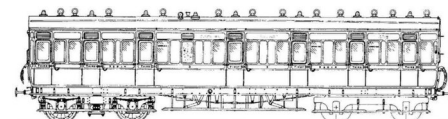
BM7 S&DJR 46' 0" VT, Luggage Van Third with under frame & etched  
Blacksmith 8' Fox lightweight bogie (uses RS3+RS4 springs). Etch only  
h 2006 though an uncoded set of castings was sold separately with RS3  
bolster springs, RS4 bogie axlebox & springs [albeit only half  
what it needed], 2 off RS5 gas tank, RS2 MR oval buffers - but no  
lamps or vents, nor instructions. Gordon R. Weddell drawing in  
Model Railways Sep 1987.



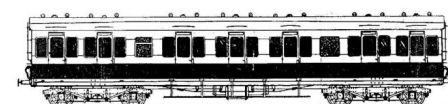
© Chris Shaw



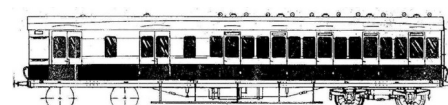
BM8 S&DJR 46' 0" C, Lavatory Composite Coupe with under frame &  
Blacksmith etched 8' Fox lightweight bogie (uses RS3+RS4 springs). Etch  
h 2003 only though an uncoded set of castings was sold separately with  
RS3 bolster springs, RS4 bogie axlebox & springs [albeit only  
half what it needed], 2 off RS5 gas tank, RS2 MR oval buffers -  
but no lamps or vents, nor instructions. Gordon R. Weddell  
drawing in Model Railways Dec 1985.



BM3 L&Y diagram 130 56' 0" CL, Lavatory Composite with under  
Blacksmith frame. [Leeds-Bradford-Liverpool LBL 3 coach set] with etched  
h 12014 10' inside sprung bogie (uses RS11 &13 springs). Supplied with  
RS17 & 18 gas tanks, RS16 buffers, RS14 & RS15 Gas lamps  
[RS15 was probably enough], not supplied with torpedo vents  
though it needs HE5 or RJ1.



BM4 L&Y diagram 94 54' BT, Brake Third (5) with under frame.  
Blacksmith [Leeds-Bradford-Liverpool LBL 3 coach set] with etched 8' bogie  
h 12013 (uses RS12 springs). Supplied with RS17 & 18 gas tanks, RS16  
buffers, RS14 & RS15 Gas lamps [RS15 was probably enough],  
not supplied with torpedo vents though it needs HE5 or RJ1.



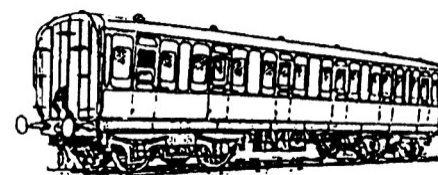
### John Boyle Coach sides,

713 Cambrian bogie Third. Taken into GWR stock. Oos

Code	Description	Unit	Price	Picture
701	GWR Diagram K6 48' 6¾" Bogie Full Brake. Lot 660 No 1052-1057. Built 1892. Jim H. Russell, A Pictorial Record of Great Western Coaches Part 1, 1838-1913, OPC, 1972 p98.		Oos	
710	GWR Diagram S17 25' 0¾" 4 wheel third Holden coach with round top doors. Built lot 705 1893, 2711-28, lot 708 (second class) 1893, [50]45-65, lot 712 1894, 2729-31, lot 715 (second class) 1894, [50]73/4, lot 778 1896, 2777-82, lot 781 (second class) 1896, [50]85-8, lot 806 1896, 2783-8, lot 809 (second class) 1896, [50]93-6, lot 817 1897, 2789-94, lot 820 (second class) 1897, [50]97-100. A Pictorial Record of Great Western Coaches Part 1, 1838-1913, OPC, 1972I p122.		Oos	
712	GWR Diagram M7 46' 6¾" bogie Newspaper Sorting Van. Jim H. Russell, A Pictorial Record of Great Western Coaches Part 1, 1838-1913, OPC, 1972 [official photo of 868 on p103 with 6' 4" bogies]. Lot 960 built 1900 Nos 868/9, lot 995 built 1902 Nos 870-3. Offset gangways, later mostly removed. Said in NL to be same design as L7 but having a different end but it's a different length.		Oos	
714	GWR Diagram L7 40' 0¾" Bogie Van. Lot 520 No 782-787 built 1890, lot 521 788/9 for parcels traffic only. Built without gangways, later some acquired one gangway, 782/5/6 acquired two gangways. Jim H. Russell, A Pictorial Record of Great Western Coaches Part 1, 1838-1913, OPC, 1972 p 149.		Oos	
716	GWR Diagram G18 46' 6¾" Bogie Clerestory Third Saloon (non-corridor family saloon). Lot 984 Built 1901, No 9363-8. Jim H. Russell, A Pictorial Record of Great Western Coaches Part 1, 1838-1913, OPC, 1972 p196.		Oos	
717	GWR Diagram T49 31' 0¾" 4 wheel brake third with end lookouts. Lot 700 built 1894 for London suburban working. No 2601-5.		Oos	
718	GWR Diagram E6 Bogie semi-corridor composite coach.		Oos	

### Branchlines

3.28	MR Clerestory-roof, Square-panel Stock, These attractive body-only kits include sides and ends, clerestory' sides, end steps, duckets, droplights, toplights, door handles, window bars Early Bain D531 45' Clerestory Full Brake, 1902-45, Scotland to S&DJR All 50 of these were built with Clayton 10' Bogies though some may have changed to 8' later, The Photos show 3 pairs of gas lamps, and they had one 3' and a 6' gas tank. See Wild Swans MR Carriages Vol 2 pp370-1 and p490 for details. [3mm Society RM1 is a MR Bain 8' bogie, RS2 a MR oval coach buffer, Bruce Hoyle's CBR128 is a MR gas lamp]	11.00	
3.23	SE&CR 44' Mansell 6 compartment first/second Composite, SE&CR d1253. The SR classified the composites as diagram 293, but upgraded some to full firsts, diagram 487. A useful and attractive loose coach for the 1898-1958 period and from Ramsgate to the S&DJR. Etched brass body, underframe and bogies. No roof or castings [requires either Fox bogies (3mm Society RM2) or springs and axleboxes for the etched bogie (3mm Society RS3 plus RS4), buffers (3mm Society SS9), 12 torpedo vents (e.g. 3mm Society RJ1), dynamo (e.g. 3mm Society RQ3), 2 vacuum cylinders (e.g. 3mm Society RQ2), vacuum pipes]	13.50	



Code	Description	Unit	Price	Picture
3.30 + 3.31	SR 58' Rebuilt Stock 2 set 2-coach diagram 99+418 loco-hauled set as used at Lyme Regis and other local services west of Salisbury 1936-1960. Wooden panelled compartment sections with steel luggage/guards section. These coaches cover the very useful 2-coach sets formed in 1935 by rebuilding LSWR 48' bodies onto new 57' 11" underframes with steel-sided guard/luggage compartments. Usually associated with the Lyme Regis branch though in fact used everywhere west of Salisbury. Withdrawn 1960. Twin pack complete with wire and milled brass angle for truss-rods. Etches contain body sides and ends, end steps, droplights, door vents, window bars, door & grab handles, lav' doors, duckets, light switch, floor, solebars, headstocks, V hangers, battery box; i.e.: body and underframe. Requires roof, SR Lynes-Maunsell bogies, buffers, torpedo vents (18 per coach) (e.g. 3mm Society RJ1), dynamo (e.g. 3mm Society RQ3), 2 vacuum cylinders (e.g. 3mm Society RQ2), 2 vacuum reservoirs, vacuum pipes].	Twin pack	31.00	

3.30 58' 6 compartment Lavatory brake composite to diagram 418 Nos 6401-5 or Lavatory brake Third to diagram 98 Nos 2625-9 (which were paired with a 56' LSWR brake third)



3.31 58' 8 compartment Brake Third to diagram 99 Nos 2636-40



### Chatham Kits, Tony Rogers

DS622 SE&CR ex LC&DR 28' 0" TZ, 6 wheel Third with DS600 under frame & castings

Oos



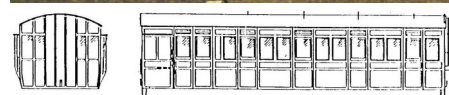
DS623 SE&CR ex LC&DR 28' 0" FZ, 6 wheel First with DS600 under frame & castings

Oos



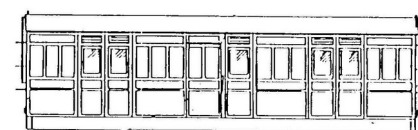
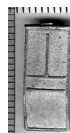
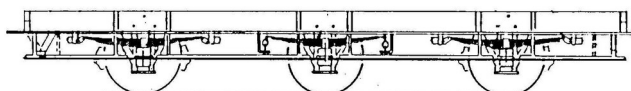
DS624 SE&CR ex LC&DR 30' 0" BTZ, 6 wheel 4 compartment Brake Third (Composite?) with under frame & castings

Oos

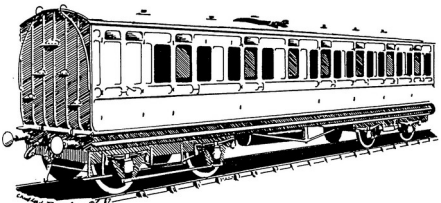
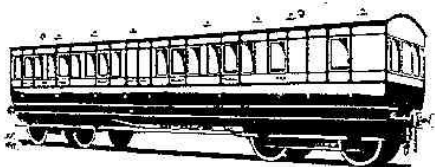

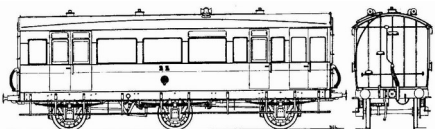
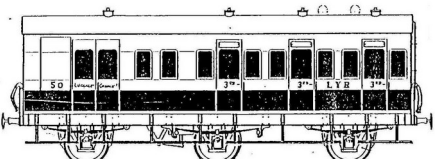
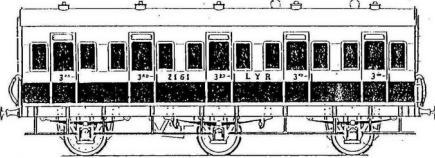
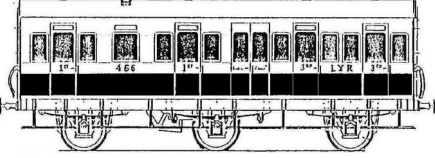
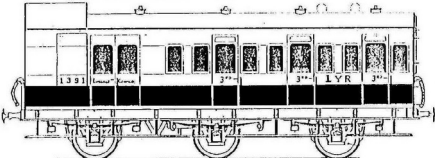
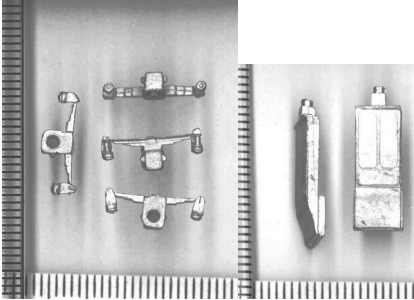


DS625 SE&CR ex LC&DR 28' 0" BZ, 6 wheel Brake with DS600 under frame & castings

Oos



### D&S Coaches

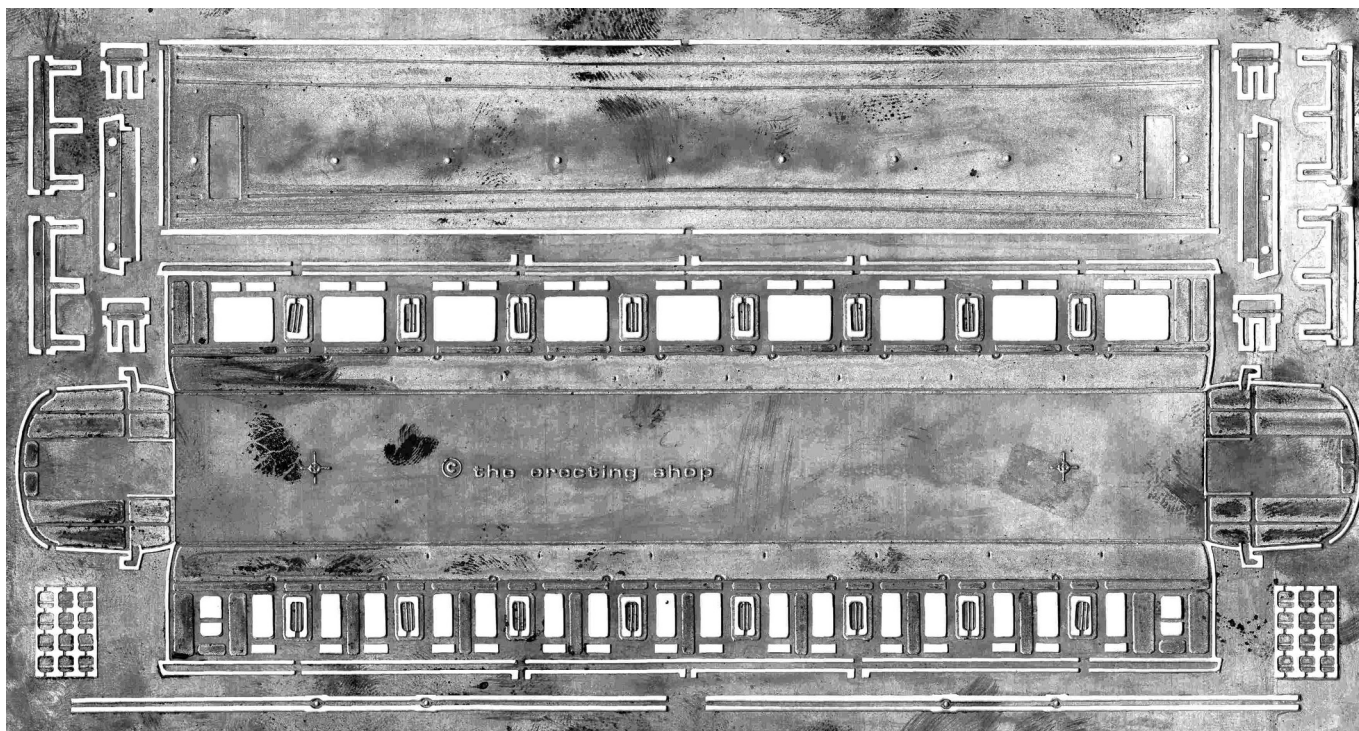
Code	Description	Unit	Price	Picture
DS9	Cambrian Railways diagram V1 45' T, Third, etch only		Oos	
DS543	Cambrian Railways Nos 2 [Oswestry 1904, GWR 4131 withdrawn 1925], 16-18 [Oswestry 1903, GWR 4125-7 withdrawn 1923 without getting 4125, 1938, 1933], 38 [Oswestry 1903, GWR 4128 withdrawn 1948], 77 [Oswestry 1903, GWR 4129 withdrawn 1933], 80 [Oswestry 1903, GWR 4130 withdrawn 1939] & 309 [Oswestry 1906, GWR 4132 withdrawn 1951] 8' bogies at 28' 10" centres			
DS10	Cambrian Railways diagram S 45' VC, Van Composite by Metropolitan Carriage & wagon in 1895, etch only, 234 was renewed by Oswestry in 1900 following a crash at Welshampton in 1897. Cambrian Railways Nos 229-240. 233 was written of at Abermule in 1921 but still allocated GWR 6272. GWR numbers 6268-6279. Withdrawn 1936 - 1940. 238 became wireless van 40576 in 1939 and survived ; latterly as 80945 to Dec 1969 when it was bought and went first to Didcot, it now belongs to the NRM, the only Cambrian survivor on its own wheels, unrestored and not on show. 8' bogies at 28' 10" centres		Oos	
DS11	Cambrian Railways 45' BT, Brake Third, etch only		Oos	
DS541	Diagram A1 built as Lavatory composites 4 by Ashbury in 1898 and 2 by Metropolitan Carriage & wagon in 1902, but converted to brake third in 1911/12. Cambrian Railways Nos 274-277 [GWR 4139, 4137, 4142, 4140 withdrawn 1938] & 288 [GWR 4141 withdrawn 1936], 289 [GWR 4138 withdrawn 1951]. 8' bogies at 28' 10" centres			 
DS7	L&Y diagram 21 33' 0" 6 wheel Family Saloon with under frame.		Oos	
DS551	Supplied with axlebox & springs, round head buffers, a vacuum cylinder, and oil lamp tops - none of them coded separately.			
DS26	set, etches only		Oos	
DS552	L&Y diagram 10 33' 0" BTZ, 6 wheel Brake Third.			
DS553	L&Y diagram 8 33' 0" TZ, 6 wheel Third, or diagram 7 CZ, 6 wheel Composite.			
DS554	L&Y diagram 5 33' 0" CZ, 6 wheel Composite.			
DS555	L&Y 32' 0" BTZ, 6 wheel Birdcage Brake Third. Only one D&S underframe between the 4, intended that the West Midlands group flexible underframe be used.			
				
DS?	NER Set of 4 Bain Coaches with etched Fox bogies, cast duckets with lamp & axleboxes with springs		Oos	
DS173	NER diagram 18 52' 0" BT, Brake Third/VT, Van Third. [2 off]			
DS172	NER diagram 5 52' 0" C, Composite.			
DS171	NER diagram 14 52' 0" T, Third			

### 'The erecting shop' etched coaches

The Stewart Hine etched toplight coaches appeared after a failed attempt to get some from 'The erecting shop' Jeffery Knight etched by

Lyonesse; however at least one of those appeared, though with no instructions and nothing beyond a © 'The erecting shop' mark on the etch.

- 42 GWR 57' 8 compartment corridor toplight., Almost certainly a full third but the end panels on the Corridor side are twins where the SH C28 has a single wide panel Oos



### Finney & Smith & Connoisseur Models

- CMC001 SDJR 6-wheel Full Brake 30'0" BZ 15.00



- CMC002 SDJR 6-wheel Brake Third 31' 0" BTZ 2compartment 15.00



- CMC003 MR 4 wheel Milk Van, Diag 416 13.50



CMC004 MR 4-wheel Fruit & Milk Van, Diag 418

13.50



CMC005 MR 4 wheel Parcels Van, Diag 420

13.50



CMC006 GER/LNER 6-wheel Brake Third, Diag 519

18.00



CMC007 GER/LNER 6-wheel Full Brake, Diag 518

18.00



CMC008 GER/LNER 6-wheel Lavatory Third, Diag 407

18.00



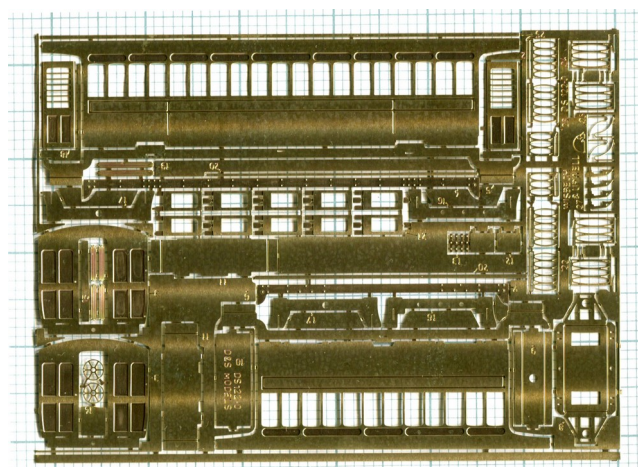
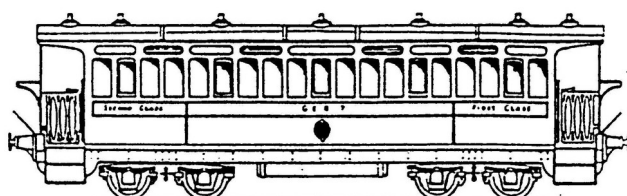
CMC009 GER/LNER 6-wheel Composite, Diag 208

18.00



CMC010 GER/LNER Wisbech &amp; Upwell Tramway Coaches, Two types

30.00



### Hayes Development

*Probably not DS2?* GWR diagram E78/E117 69' 0" BCK Corridor Brake Tricomposite with 3 lavatories. Nos 7645-7654, E117 is E78 with the ducket removed (7652 in 1930). Castings supplied:- R1H 9' American bogie, R1K/RQ3 dynamo, 2 x RH1 Shell vents, 2x R1E/RQ2 vacuum cylinder, 3x RQ7 Battery boxes with brackets. Not supplied  
*This kit announce d late 1980, NL61* Duckets, Corridor connections (R1F suits GWR) or buffers, note says oval buffers before 1925. They were gas lit until c.1927. 7653 had 9' pressed steel bogies fitted Nov 1926.

Oos



### Haywood R.W. & C. Co.

GH001 LNWR diagram 125 57' 0" x 9' 0" BFK, Corridor Brake First (4) elliptical roof, sides only. Converted to diagram 210 BCK, Corridor Brake Composite (2/2) in 1922.

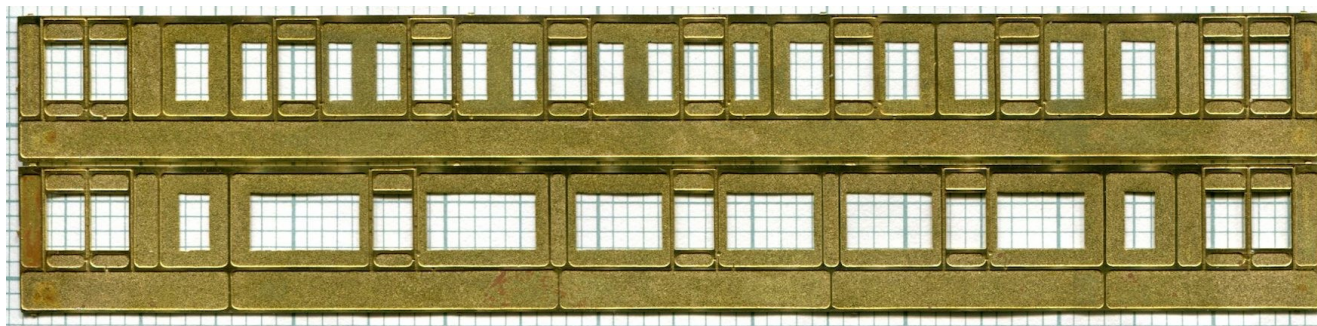
4.50



GH2 LNWR diagram 312 57' 0" x 9' 0" BTK, Corridor Brake Third (4) elliptical roof, sides only.

Oos

Code	Description	Unit	Price	Picture
GH3	LNWR diagram 133 57' 0" x 9' 0" CK (2/5) elliptical roof, sides only.		Oos	
GH4	LNWR diagram 205 57' 0" x 9' 0" BCK, Corridor Brake Composite (2/4) elliptical roof, sides only.		Oos	



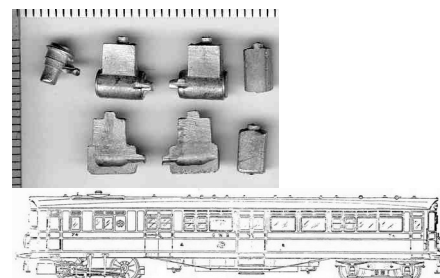
GH5	LNWR diagram 265 57' 0" x 8' 6" TK, Corridor Third (8) elliptical roof, sides only.	Oos
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### J&M Models etched coaches

JM1	GNR Howlden 35' 3½" 6 wheel Lavatory Composite coach (ex diagram 147) as converted to articulated CL, GNR Howlden 32' 1½" 6 wheel Third coach (ex diagram 245) as converted to articulated T, GNR Howlden 34' 8" 6 wheel Brake Third coach (ex diagram 281 after the fourth compartment had been merged into brake end) as converted to articulated BT, GNR Diagram 218K triplet, The composite and brake third were also used as D218J and 218L twins Isinglass drawings 173 and 174 cover these, and the triplet appeared in Ian Allan's Historic Carriage drawings [but not the Pendragon edition]. Etch only though an uncoded set of castings was sold separately [bogies, shell vents, gas lamp tops, brake & vacuum cylinders, buffers. The correct bogies are Fox's Heavy Patent type which is the Society SE&CR bogie RM2 but minus the tiebar. The MR long spring axleguard is a close approximation for the 6 wheel stock but needs extra detail on the centre set. Other undergubbins not included. The 6 wheelers had a short round buffer while the artics had a larger type with the top and bottom filed flat].	Oos
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### Stewart Hine

R3A	GWR diagram A31 59' 6" Auto coach, (with castings) ex 'Q' Railmotor [Stewart Hine] There was briefly a motorising kit (Mallard 51102) for the railmotor and the kit had the chimney and cylinder castings for that, Chris Hardy 3' 9" wheels were made specially. Supplied with R3D vacuum cylinder, R3G buffers, 6 sets of RH1 shell vents, 2 sets of RP1 gas lamps, 2 off RQ8 gas tanks, R3C gong, R3F bogies, vacuum pipes, 4 cast door pillars	Oos
3H1	GWR diagram E88 57' 0" x 9' 0" CK, Corridor Composite 'bars II Toplight' [Stewart Hine] - no castings supplied, RQ1 underfittings set and R1F corridor connections were intended to complement these.	Oos
3H2	GWR diagram E83 57' 0" x 9' 0" BCK 'bars I Toplight' Corridor Brake Tricomposite [Stewart Hine] - no castings supplied, RQ1 underfittings set and R1F corridor connections were intended to complement these.	Oos
3H3	GWR diagram D47 57' 0" x 9' 0" BTK, Corridor Brake Third 'bars II Toplight', 4 compartment [Stewart Hine] - no castings supplied, RQ1 underfittings set and R1F corridor connections were intended to complement these.	Oos



Code	Description	Unit	Price	Picture
3H4	GWR diagram C28 57' 0" x 9' 0" TK, Corridor Third 'bars I Toplight', 8 compartment [Stewart Hine] - no castings supplied, RQ1 underfittings set and R1F corridor connections were intended to complement these.		Oos	

Set of 5 GWR 4 wheel coaches drawn by Stewart Hine and sold, with castings, by John Fisher.

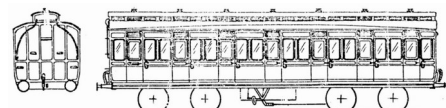
GWR diagram T22 30' 0" BTY 4 wheel Brake Third, 2 off	Oos
GWR diagram S12/S13 31' 0" TY 4 wheel Third, 2 off	
GWR diagram U5 27' 6" CY 4 wheel First/Second Composite	

### Langley Models

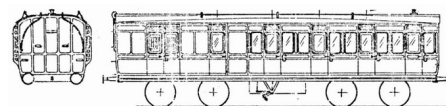
LM1	GWR diagram F16 57' double ended slip [Langley Models]. Etch only though an uncoded set of castings was sold separately [but I don't know what it contained].	Oos
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### Mallard Models

M003 Mallard 11002	GWR diagram C4 40' 0" T, Third, Clerestory, RL1 etched Dean 6' 4" bogie [Mallard 41053] (and fittings B1C buffers, RP1 lamp tops, R3D vacuum cylinder and R1M gas tanks, plus scroll irons with volute springs)	Each	15.75	
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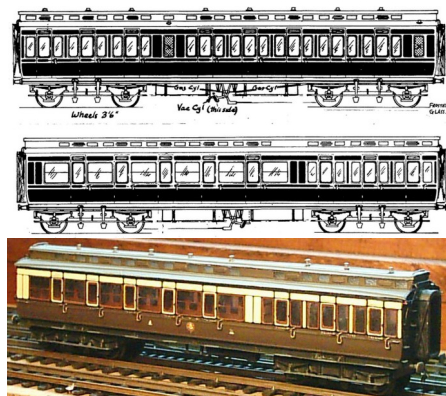


M004 Mallard 11001	GWR diagram D15 38' 6" BT, Brake Third, RL1 etched Dean 6' 4" bogie [Mallard 41053] (and fittings B1C buffers, RP1 lamp tops, R3D vacuum cylinder and R1M gas tanks, plus scroll irons with volute springs)	Each	15.75	
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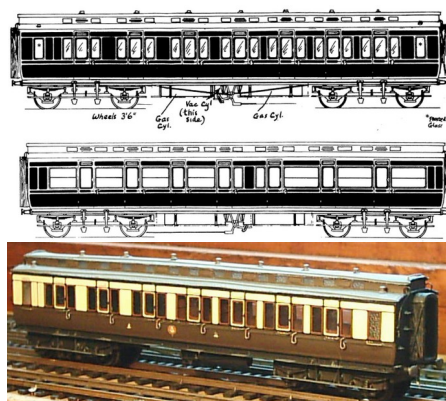


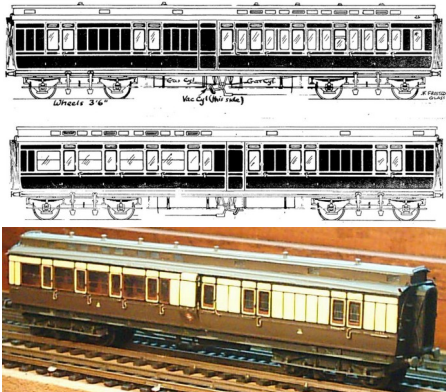
M5 Mallard 11012?	GWR Toplight Full third Perhaps GWR 57' Toplight Full Third Diagram C31	Each	Oos	M5 not listed by Cove either
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M8 Mallard 11003	GWR diagram C17 54' Clerestory Corridor Third coach Requires RF2 Dean Bogie [Russell shows it as 10' though something said shortened to 8' 6", reference lost], Vacuum fittings, B1C buffers and either gas cylinders and lamp tops or battery boxes	Each	Oos	
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M9 Mallard 11004	GWR diagram E73 55' Clerestory Corridor First + Third (built as First Second) Composite coach Requires RF2 Dean Bogie [Russell shows it as 10' though something said shortened to 8' 6", reference lost], Vacuum fittings, B1C buffers and either gas cylinders and lamp tops or battery boxes	Each	Oos	
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Code	Description	Unit	Price	Picture
M10	GWR diagram D30 56' Clerestory Corridor Brake Third coach	Each	Oos	
Mallard	Requires RF2 Dean Bogie [Russell shows it as 10' though something said shortened to 8' 6", reference lost], Vacuum fittings, B1C buffers and either gas cylinders and lamp tops or battery boxes			
11005				

### PC Etched Coaches

PC5	L&SWR 4 coach set L&SWR diagram 1446 57' 0" BT, Brake Third, 2 off L&SWR diagram 1298 57' 0" C, First Third Composite L&SWR diagram 1302 57' 0" C, Second Third Composite Supplied with SS4 buffers (Alan Searle's L&SWR buffer though listed as SR by Society), RQ2 vacuum cylinders, RQ3 dynamos, R1C Fox bogies and DM2 roofs.	Oos
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### Roxey

RX2 kits	Set 5 [RX3-7] GWR 'Metro' 4 Wheel Coaches c1887- with castings	Set	Oos
90-94	R3D vacuum cylinder, B1CA buffer, R1M gas tank [ <i>this may be a bit thin</i> ] RP1 gas lamps, BR26 axlebox & springs. Diagram T8 3 compartment Brake Third, 26' BTY Diagram S18 5 compartment Third, 26' TY Diagram R5 4 compartment First, 26' FY Diagram S16 4 compartment Second, 23' 10" SY Diagram T7 3 compartment Brake Second, 25' 10" BSY		

Any lasting long enough to get BR style Carriage codes would have been TY or BTY where the Y suffix denotes 4 wheels, Firsts and Seconds would have been downgraded by 1948.

This group of stock, comprising 5 types of vehicle, was built c.1887 for the Middle Circle service between Mansion House and Aldgate via Westbourne Park. This service originated in 1864 with a service from Kensington (Addison Road) and Farringdon Street, and was progressively extended to Mansion House and Aldgate by 1876. By this time, trains ran every half hour, on weekdays only, between 8 a.m. and midnight. The service operated thus until July 1900, when it was cut back to Earls Court, and later to Addison Road in 1905. Steam operation lasted until 1907, when the Metropolitan's electric trains took over.

The stock which had been built for these services originally ran in close-coupled sets of 8 or 9 vehicles, each set providing for all three. Because much of the route was in the District and Metropolitan Railway's tunnels, all the stock used had the distinctive round topped doors more usually associated with these two railways' stock to avoid contact with the curving top of the tunnel wall if opened between stations. A second distinctive feature of this stock was its width, which at 8' 6" was wider than all the other non-main-line stock built by the GWR.

Close coupled coaches in fixed sets had short buffers at one end which bear against a rectangular block on the adjacent coach. Thus all centre coaches have short buffers at one end and blocks at the other. The two brake coaches in the set both had long buffers at the outer (Brake Van) end, one had short buffers at the other end whereas the other had blocks. Loose coupled coaches had long buffers at both ends.

The stock represented by these kits was built between 1887 and 1889, there being 12 complete trams as follows:-

Lots 394-396 2 sets, formed Br.2/2/1/1/3/3/3/Br.3 completed 11/87

Lots 426-428 6 sets, formed Br.2/2/1/1/3/3/3/Br.3 completed 1/89

Lots 479-481 2 sets, formed Br.2/2/1/1/3/3/3/Rr.3 completed 6/89

Lots 501-503 2 sets, formed Br.2/2/1/1/3/3/3/Br.3 completed 11/89

First Class carriages, Diagram R5

Lot 394 170, 171, 173, 174

Lot 426\* 12, 25, 61, 63, 65, 68, 70, 71, 72, 129, 132, 137

Lot 479\* 124, 134, 259, 285

Lot 501\* 128, 270, 271, 278

Lot 395 9, 11, 28, 31, 32, 35

Lot 427 12, 14-17, 24, 26, 27, 29, 38

\*Demoted to Composite

Second Class 4 compartment carriages, Diagram S16

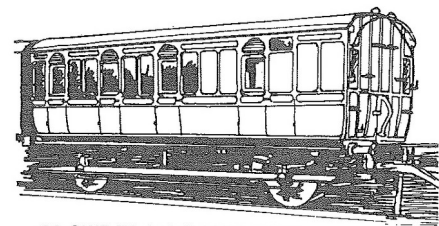
Second Class Brake carriages, Diagram T7

3mm Society Illustrated Catalogue	Page 11				
Code	Description	Unit	Price	Picture	
These would have been reclassified as third in 1907 with 5000 added to their numbers		Lot 480	19, 21, 33, 34		
Third Class 5 compartment carriages, Diagram S18		Lot 502	36, 37, 39, 40		
Third Class 3 compartment Brake carriages, Diagram T8		Lot 396	210, 235, 245, 520, 704, 710, 755, 777		
		Lot 428	54, 138, 291, 295, 421, 536, 545, 787, 792, 860, 1043, 1049, 1271, 1313, 1321, 1327, 1334, 1348, 1365, 1669-1673		
		Lot 481	155, 426, 467, 909, 1033, 1196, 1197, 1200		
		Lot 503	25, 272, 387, 391, 399, 448, 797, 995		
As the brakes are numbered in with the non brakes of the same class, it isn't practical to distinguish between the numbers of S16/T7 or S18/T8.					
The numbering information in Great Western Coaches from 1890, Michael Harris, Thomas and Lochar, 1993 (and in the earlier edition, Great Western Coaches 1890-1954, Michael Harris, David & Charles, 1966) comes at the end of 4 wheel coach construction, 3 years after the batches described above in Roxey's instructions, and shortly before the end of second class in 1907 at which point the seconds were renumbered by adding 5000 and reclassified as third. Consequently, coaches to these diagrams built before 1890 are omitted from Harris. Some more coaches to some of the Roxey kit diagrams are in Harris's tables, including Seconds on the Third diagrams.					
First Class carriages, Diagram R5		Lot 686	[80]28-30 of 11/1893 downgraded to thirds 709/710/713 in 1933		
		Lot 719	[8]115/6 of 2/1894		
		Lot 755	[80]31-3 of 8/1895		
Third or Second Class 3 compartment Brake carriages, Diagram T8		Lot 717	2628, of 2/1894		
		Lot 721	Second [50]80 of 2/1894		
Third or Second Class 5 compartment carriages, Diagram S18		Lot 685	302 of 11/1893		
		Lot 718	2732-4 of 2/1894		
		Lot 754	323 of 8/1895		
		Seconds			
		Lot 687	[50]41-43 of 11/1893		
		Lot 699	[50]45-53, [50]75-77 of 2/1894, for Middle Circle (probably strengthening earlier sets)		
		Lot 720	[50]78/79 of 2/1894		
		Lot 756	[50]82-84 of 1895		
Lot 685-7 were built with T17 BTY/BSY					
Lot 754-6 were built with T17 BTY/BSY as Main Line & City set 8					
A Pictorial Record of Great Western Coaches Part 1, 1838-1913, Jim H. Russell, OPC, 1972 has a limited amount on the 4 wheel coaches					

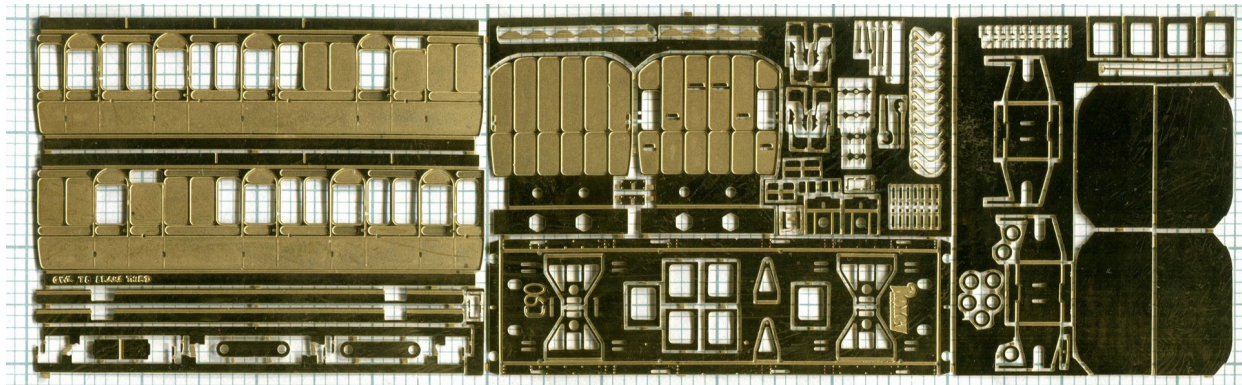
RX003  
Roxey  
C90

GWR diagram T8 Holden 26' 'Metro' 4 wheel Brake Third Coach

Each
Oos



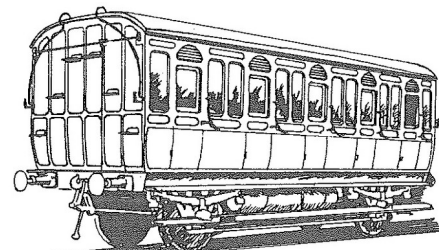
90 GWR T8 26ft BRAKE THIRD



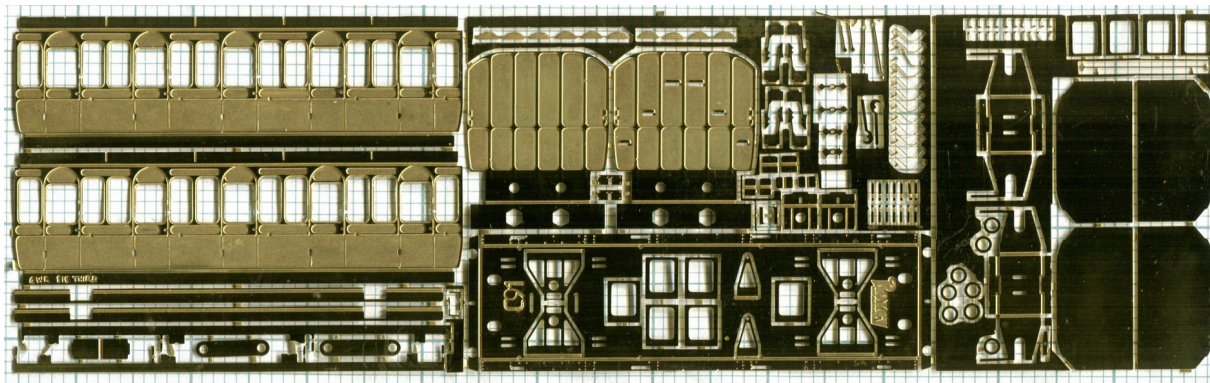
RX004  
Roxey  
C91

GWR diagram S18 Holden 26' 'Metro' 4 wheel Third

Each
Oos



91 GWR S18 26ft THIRD



RX005 GWR diagram R5 Holden 26' 'Metro' 4 wheel First Coach  
Roxey  
C92

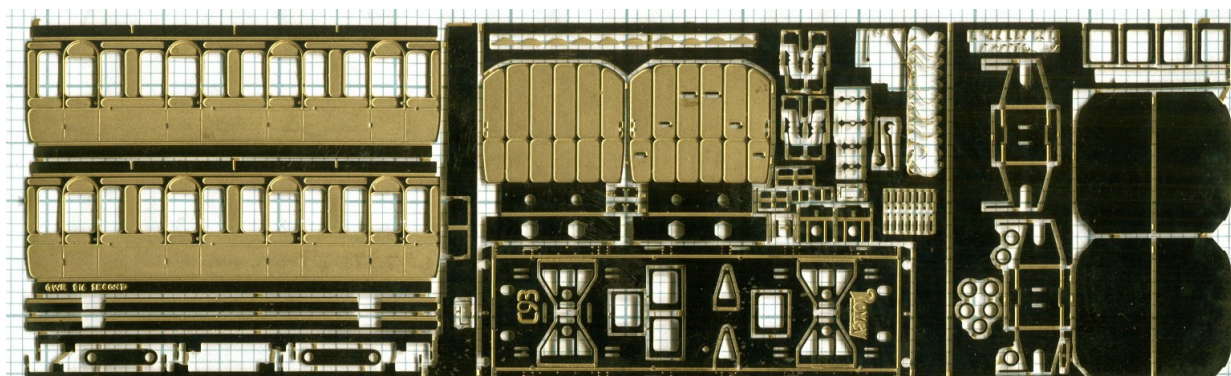
Each Oos



92 GWR R5 26ft FIRST

RX006 GWR diagram S16 Holden 'Metro' 4 wheel Second Coach  
Roxey  
C93

Each Oos



RX007 GWR diagram T7 Holden 'Metro' 4 wheel Brake Second Coach  
Roxey  
C94

Each 6.00

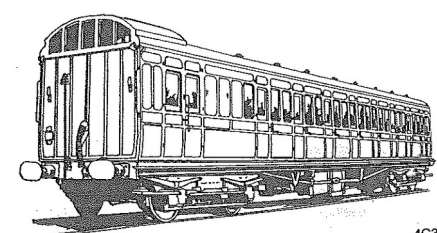
RX1 SE&CR 3 car Birdcage set (60' 1" coaches). Etched panelled sides and castings. This is for the later sets, some 62 were built between 1911 and 1915, some at Ashford and the remainder at either Cravens or Metropolitan C. W. & Finance Co Ltd. Each set, which consisted of brake Third [C30], lavatory composite with 1st class saloon [C31] and a lavatory composite brake [C32], remained intact until withdrawn about 1956 to 1958 when some vehicles went into Engineer's use.

Oos

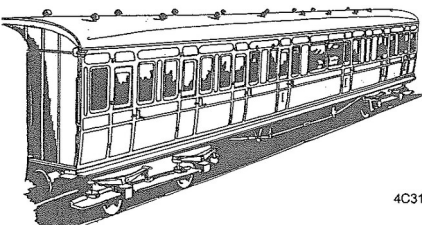
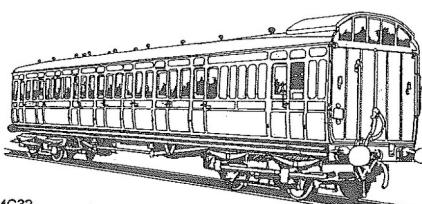


C30 SE&CR 2431 60' 1" Birdcage Brake Third, SR D.160

Oos



4C30

Code	Description	Unit	Price	Picture
C31	SE&CR 2341 60' 1" Lavatory First/Second Lavatory Composite SR D.315		Oos	
C32	SE&CR 2432 60' 1" Birdcage Lavatory Composite Brake SR D.316		Oos	

### Alastair Wright 5522 etched coach body produced for Bernard Holland

NSR diagram D, or diagram 24, 49' 0" CL, Lavatory Composite. Labelled as Numbers 259/279. Wants Fox 8' 0" bogies.

HMRS Journal 6 of Volume 17 covers these. The diagram covers both arc and elliptical roofs. The kit ends are elliptical despite the text with Gordon Heywood's drawing in both Ian Allan and Pendragon variants of Historic Carriage Drawings (and Alastair Wright at 5522) giving it numbers 259 & 279 which were arc roofed. The R W Rush Oakwood North Staffordshire Railway Locomotives and Rolling Stock [X41] has completely the wrong numbers for this diagram having copied those it has correctly for a different composite. Second class became third in 1912. No 245 built 1906 as arc roof tricomposite later LMS 14860, and from 1933, 19919 withdrawn July 1938.

No 279 built 1906 as arc roof first second composite later LMS 14861, and from 1933, 19920 withdrawn November 1942.

No 258 built 1907 as arc roof tricomposite later LMS 14880, and from 1933, 19921 withdrawn September 1947.

No 259 built 1907 as arc roof first second composite later LMS 14881, and from 1933, 19922 withdrawn July 1950.

No 211 built 1909 as elliptical roof tricomposite later LMS 14903, and from 1933, 19923 withdrawn February 1945.

No 226 built 1909 as elliptical roof first second composite later LMS 14904, and from 1933, 19924 withdrawn April 1939.

No 253 built 1911 as elliptical roof tricomposite later LMS 14922, and from 1933, 19925 withdrawn December 1949.

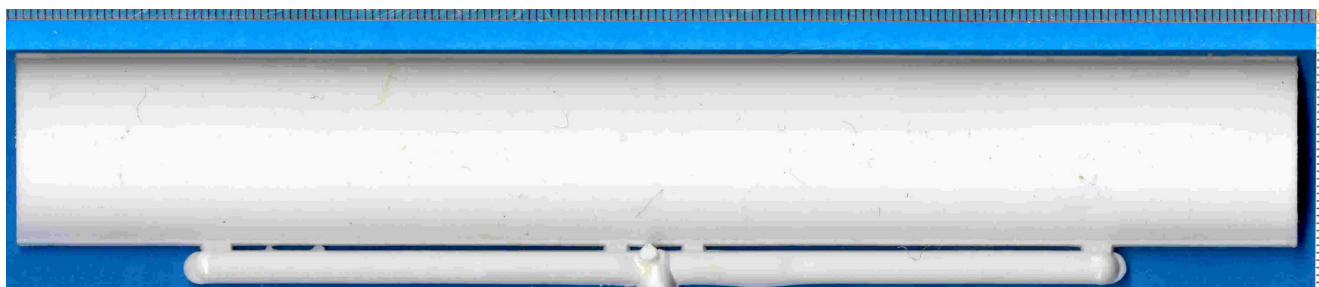
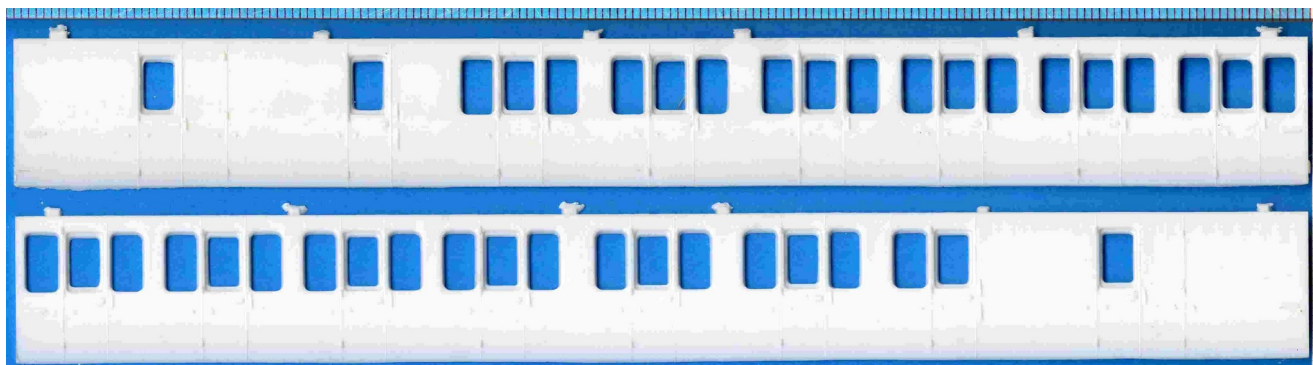
No 256 built 1911 as elliptical roof tricomposite later LMS 14923, and from 1933, 19926 withdrawn January 1950.

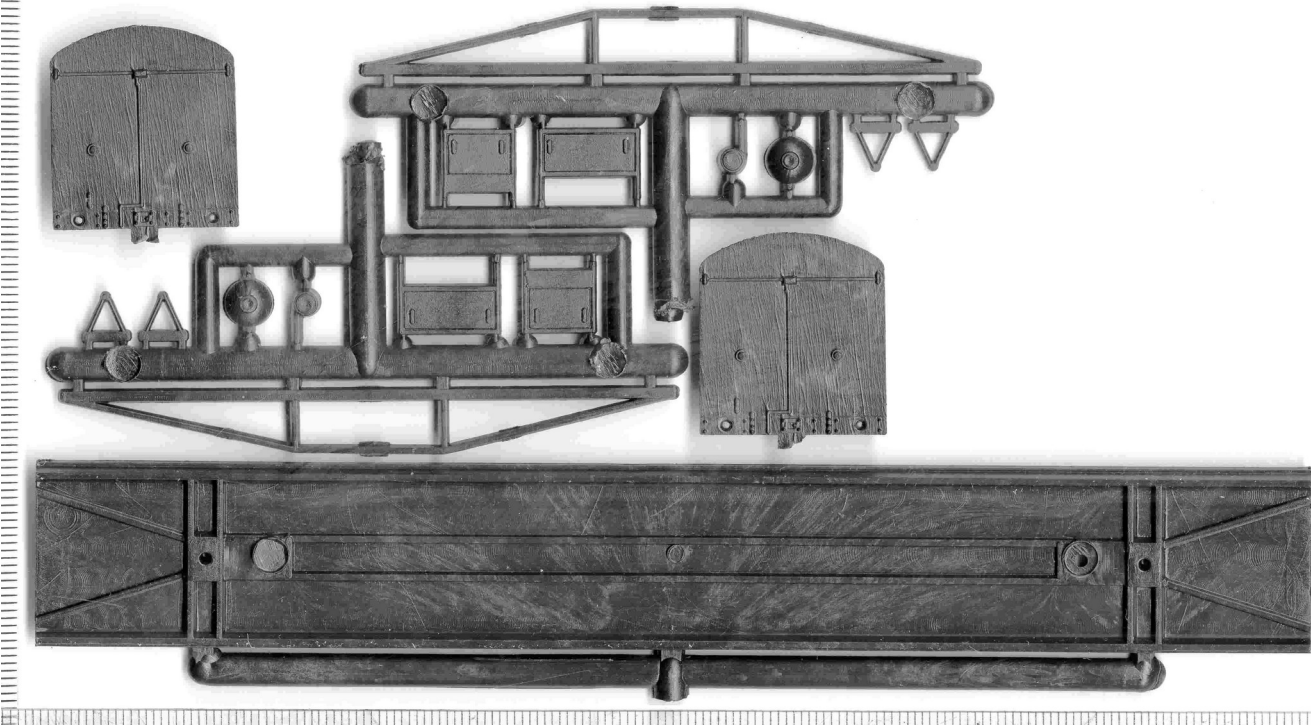
### PC silk screen printed Acetate sheet coaches

- 40 The first [1972] coach side sheet covers LMS 57' period III compartment stock; each sheet has a pair of diagram 1735 Brake Thirds and one and a half of diagram 1906 Third and diagram 1849 Composite. These were reviewed in Mixed Traffic 29 in July 1972. The society did cast ends, gas tanks (though they were never gas lit) vacuum cylinders, battery boxes and V hangers to suit.
- The second [1974] coach sheet has 3 LNWR 57' elliptical roof corridor top light coaches; diagram 264A (alias West Coast Joint Stock diagram 49) 8 compartment Third, diagram 131 7 compartment Composite, and diagram 307 5 compartment Brake Third. The other 2 coaches are Midland 54' Bain corridor clerestories; diagram 472 Brake Composite, and diagram 547 Third.

### Plastic coaches

Code	Description	Unit	Price	Picture
IK1	<p>Plastic pair of GWR 57' diagram E147 flat ended Brake Composites from 1933, the 'Kirk' B set. It is intended to use Esanel 9' GWR pressed steel bogies [3SMR 186]. The inner end of B set coaches have shorter buffers, CBR136/BR23. The outer buffers are large round head square shank coach buffers and RG4 are supplied as are shell roof ventilators RH1. A few coaches not allocated to sets may have had these long buffers at both ends. There is a photo in Russell's 'GWR Coaches Appendix I', p151, of No 6793 with the weight diagram on p152. E147 has a single first class compartment and is made up 3/3/3/3/1/3/G/L. One first class compartment in each pair is non smoking. Non smoking in thirds seems to lack consistency but is typically confined to the compartment adjacent to the guard. There is an article on p385 of October 1964 Railway World with a drawing of E147 on p388. See also the same author's (Michael Harris) book 'Great Western Coaches 1890-1954' by D&amp;C, reprinted in enlarged edition as 'Great Western Coaches from 1890' by Thomas &amp; Lochar, later Atlantic. There is a photo of a pair labelled BRISTOL DIVISION B SET No ? in Kingfisher's 'Great Western in the 1930s' Volume 1, plate 10. Russell's 'GWR Coaches Appendix I' has a photo of 6785/6786 as LLANELLY No. 4 B set, p152. Summer 1992 Great Western Railway Journal has a list which shows 6889/6890 Newquay No. 4 set, 1950, 6891/6893 Newquay No. 5 set, 1950, 6896/6897 Truro No. 4 set, later Truro No. 1 set. There is a photo pp40-42, 6902/6903 Bristol Division No. 39 set, later Newquay c.1955. Russell's 'GWR Coaches Appendix I' has a photo of 6755/6756 TRURO No 1. B set, p152, later became Truro No. 3 set according to Summer 1992 GWRJ. Summer 1992 GWRJ lists 6757/6759 as Truro No. 2 set.</p>	Pair	Oos	

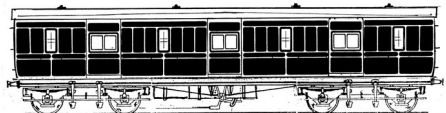




**ETCHED BRASS NON PASSENGER COACHING STOCK [NPCS]**

**Blacksmith**

BM5	GWR Diagram M7 46' 6¾" bogie Newspaper Sorting Van, etched	Each	Oos
Blacksmith	Dean 8' 6" bogie. Etch only.		
h 1015	Jim H. Russell, A Pictorial Record of Great Western Coaches Part 1, 1838-1913, OPC, 1972 [official photo of 868 on p103 with 6' 4" bogies]. Lot 960 built 1900 Nos 868/9, lot 995 built 1902 Nos 870-3. Offset gangways, later mostly removed.		



**Chatham**

CK2	SE&CR ex LC&DR SR diagram 1154 18' 0" CCT, Covered	Each	Oos
[Chatham	Carriage Truck		
02C3]			



**Chivers**

RV1	LNER diagram CU2 ex NER diagram 207 45' 0" CCT, LNER code	Oos
Chivers	BCK, bogie Covered Carriage Truck with doors beside windows,	
RC117	Buffers HB51, HB92 Fox 7' bogie ....	



RV2	GWR diagram W7 (or W14?) 26' 0" Prize cattle wagon BEETLE	Each	Oos
[Chivers	B/C originally supplied with RQ2 vacuum cylinder, RG4 square		
RC120]	shank round head buffers, R2C Toad axlebox & springs and an unlisted gas tank, it also needs RP1 gas lamps		



Code	Description	Unit	Price
RV5	L&SWR 21' 0" Horse box diagram 1364. Originally supplied with R2D CCT axlebox & spring, RQ2 vacuum cylinder, unlisted oil lamp, and bung, and buffers (HB51 originally but JB1, SS4 or CBR122 look more likely)	Oos	Oos

Picture

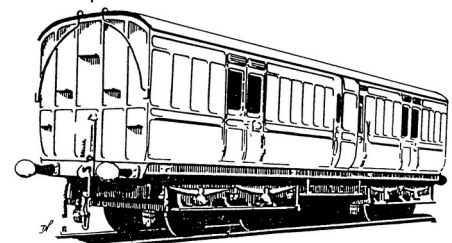


RV6	NER diagram 216 21' 5" 4 wheel CCT, LNER code LCK, Covered Carriage Truck. Buffers HB51...	Each	Oos
[Chivers RC112]			

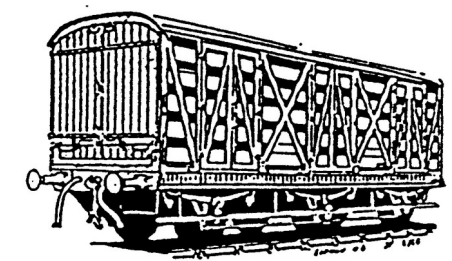
**D&S**

DS6	GWR diagram K4 40' 0" PLV, Passenger Luggage Van. Supplied with the RL1 Dean 6' 4" bogie and its castings plus R3D vacuum cylinder, RH1 Shell vents, RG4 square shank round head buffers and a slightly oval gas tank 20.5 mm x 4 mm	Oos
D&S 508		

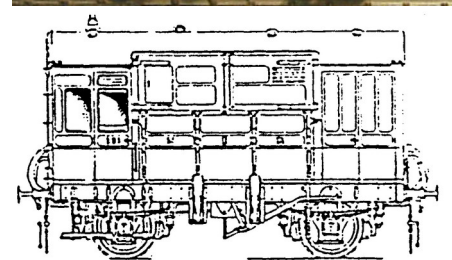
In 1989 price list



DS5	GWR diagram O6 27' 0" 6 wheel high Siphon Milk Van with under frame. Supplied with R2C axle box & springs and B1CA buffers.	Oos
D&S 526		

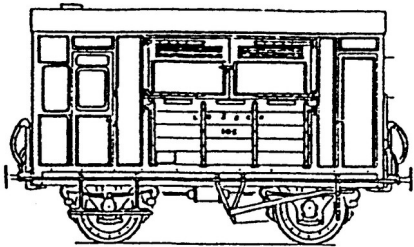


D&S 425	NSR Diagram 1 horse box	Oos	Bernard Holland production, never given a Society code
DS3	NER 19' 6" Horse box ex NER diagram 196. Buffers HB51	Each	Oos
D&S 177			

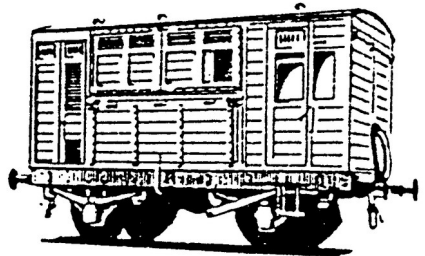


Code	Description	Unit	Price
DS4	LB&SCR 18' 6" Horse box LB&SCR diagram 81	Each	Oos
D&S 601			

Picture



DS8	GNR 18' 0" Horse box	Each	Oos
D&S 265			



**Stewart Hine**

R1A	GWR diagram O11 Outside framed or O22 50' 0" inside framed Siphon G [GUV] with bogies [Stewart Hine] The RK3 [or WS11] 'Monster' ends are to convert this to a diagram O12 Siphon H. Supplied with R1H 9' American bogie (not all ran on these always though), R1F corridor ends, R3D vacuum cylinder, RP1 gas lamps, R1M gas tank, RG4A buffers.	Oos
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R2A	SR diagram 3101 32' 4" Van 'U', CCT, Covered Carriage Truck, even planks. [Previously described as a SR Utility van, but this has end doors] [Stewart Hine]	Each	Oos
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**Mallard**

M11	GWR diagram M11 70' 'Ocean Mails' Toplight Stowage Van. Lot 1091 built 1905 Nos 825-9.	Each	Oos
Mallard 1004			

Code Description

Unit Price

Picture

M6 GWR 20' 0" Horse box 'PACO' diagram N12 or N13  
Mallard  
31006

Each Oos



M7 GWR diagram P18/P21 50' Inside framed, end door Monster (or  
Mallard P18 Giant, a gangwayed variant of Monster).  
No No

Each Oos

**MSE**

MSE MHB MR diagram 401 20' 0" Bain Horsebox

MSE CHB CR diagram 7124 18' 0" Horsebox

MSE S&DJR 18' 0" Horsebox  
SDHB

Oos



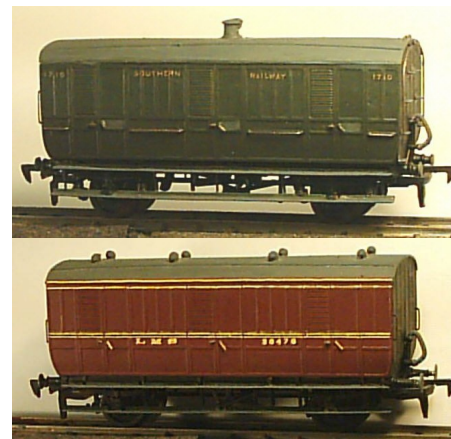
MSE HB L&SWR diagram 1000 16' 0" Horsebox

Oos

**PC**

PC MR diagram 419, also S&DJR (later SR) 25' 0" PMV, Parcels &  
Miscellaneous Van  
*A Bernard Holland venture, body only etch, believed by me to have  
PC origins, sold by the Society, and probably why there is a MR  
axleguard casting.*

Oos

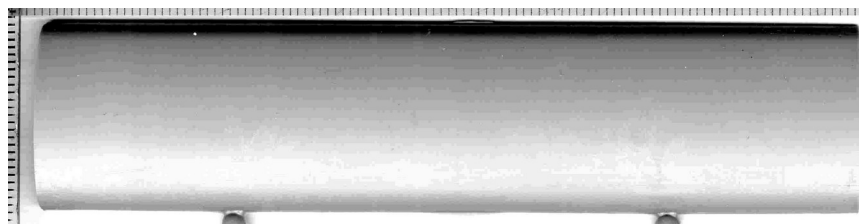
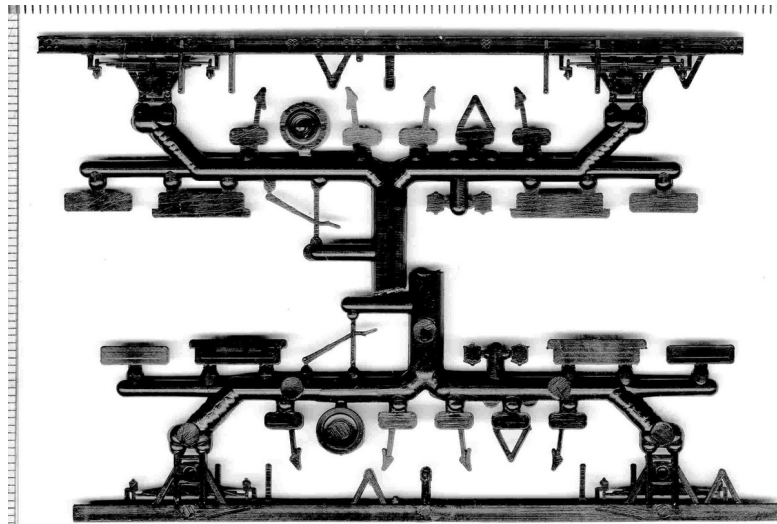
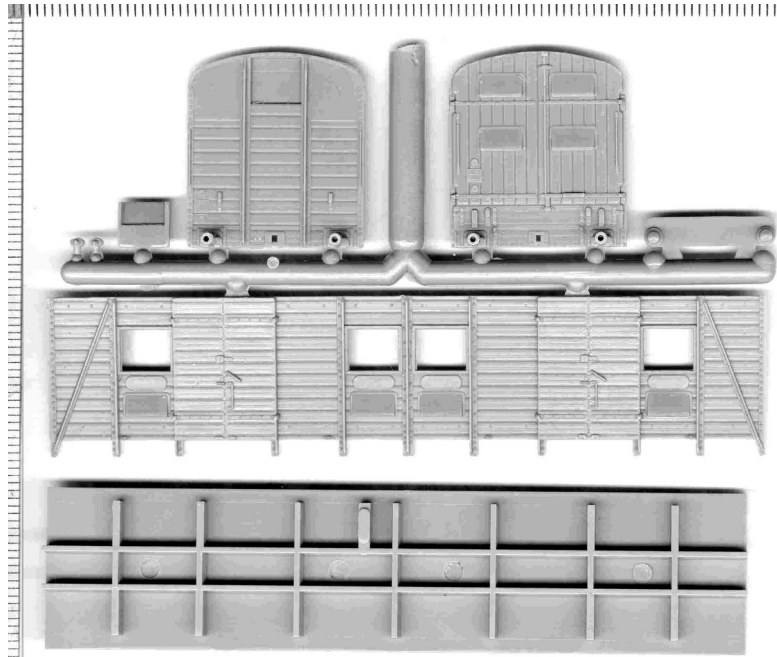
**CAST WHITE METAL NON PASSENGER COACHING STOCK [NPCS]**

V1 Frank Vescoe- Esanel Bec Milta  
[3SMR GWR 20' 4" 6 wheel milk tank, Milta with steel 6' 6" + 6' 6" chassis  
F/312] fitted with oil bearings. No tank barrel or ladder.

Oos

**PLASTIC NON PASSENGER COACHING STOCK [NPCS]**

Code	Description	Unit	Price	Picture
PP051	SR PMV/CCT 4 wheel Passenger Luggage Van (diagram 3103 32' PLV) or Covered Carriage Truck (diagram 3101 32' 4" Van U). Supplied with both types of ends, even planks and PP13 4 mm buffers. 21' wheelbase 32' trussed steel chassis PP62 and PP39 roof	Each	11.50	




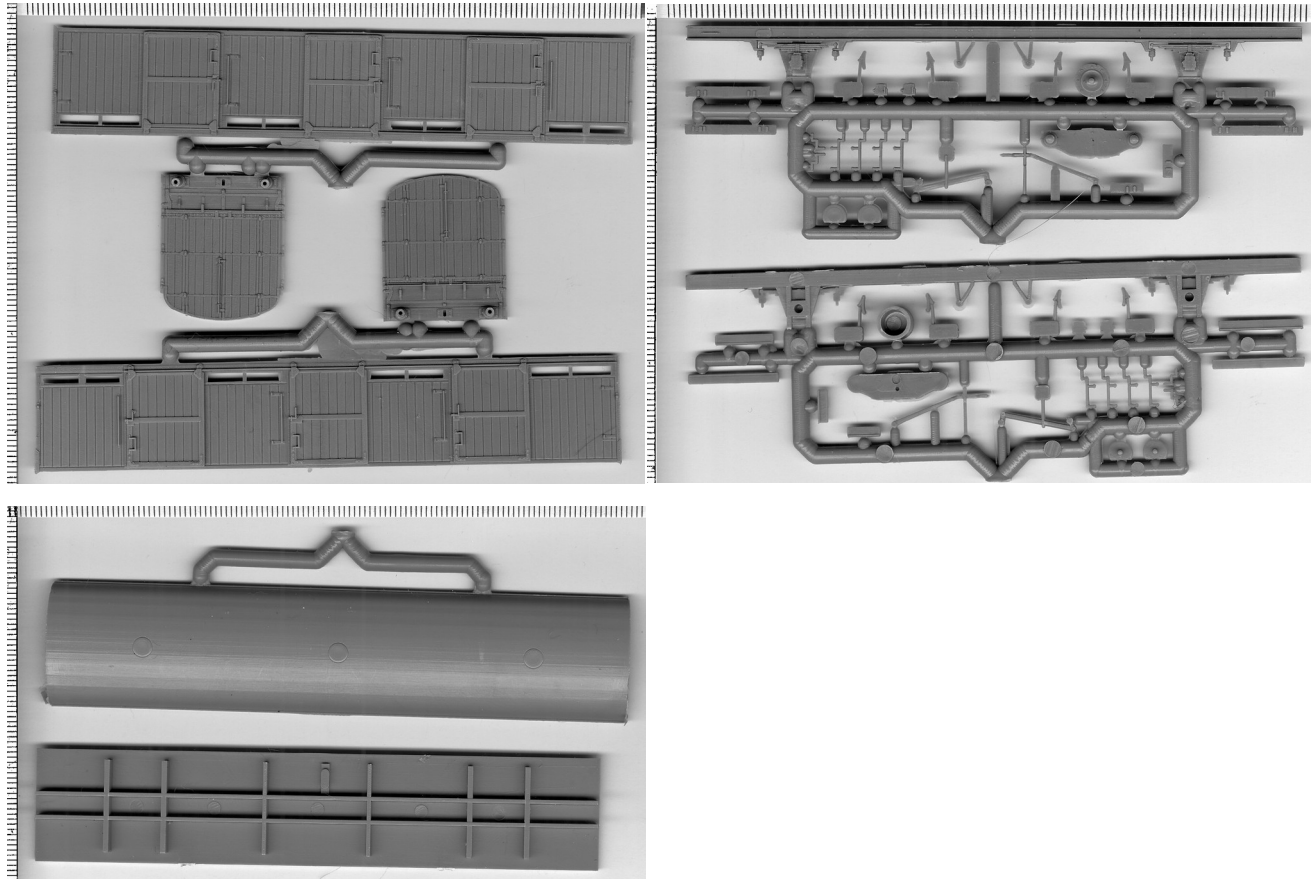
Code	Description	Unit	Price	Picture
PP067?	LNER diagram CU6 37' 6" CCT Covered Carriage Truck, LNER code LLCK, with 3 doors a side and PP68?? 23' 6" wheelbase steel underframe, with steps and their brackets, plate W irons, 5 leaf springs and flat font axle boxes, Vacuum clasp brakes, clip topped buffers (to allow end doors to open). Roof & floor PP69? This vehicle is on Isinglass drawing 621. Nos 1242-1301 built 1939 and E1306E -E1362E built 1950. Cast torpedo vents supplied.		15.20	

photo John Sutton



PP072    GWR Diag N13 Horsebox 'Paco C

14.50

