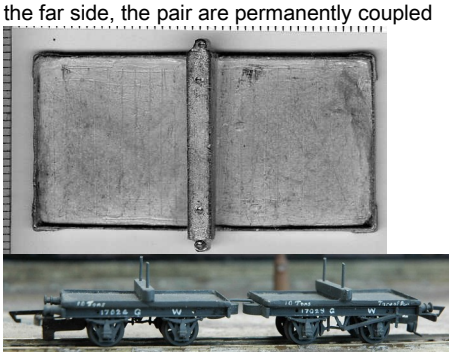
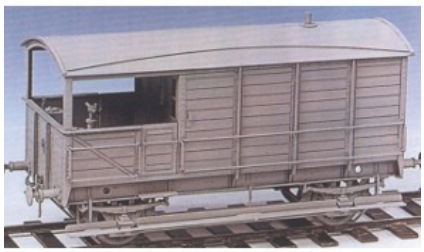
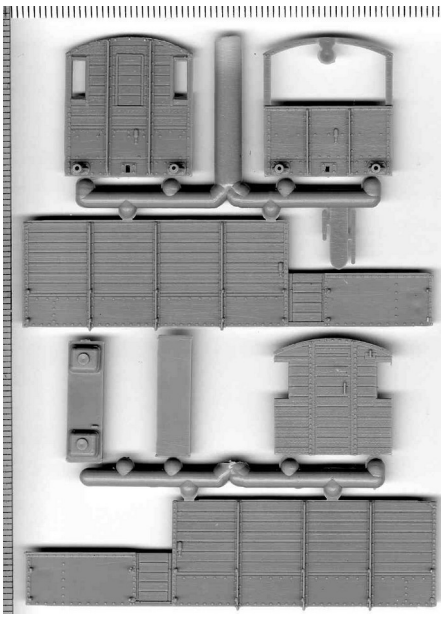
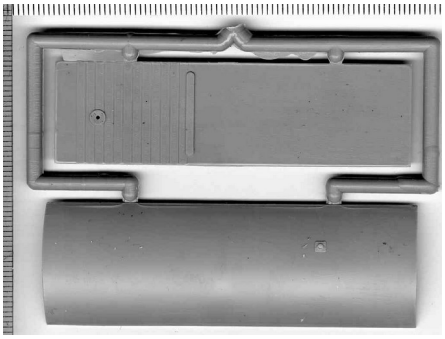
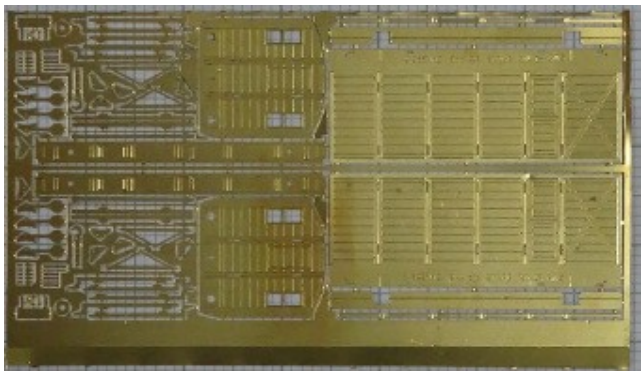
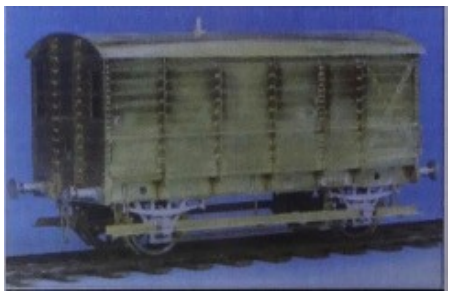
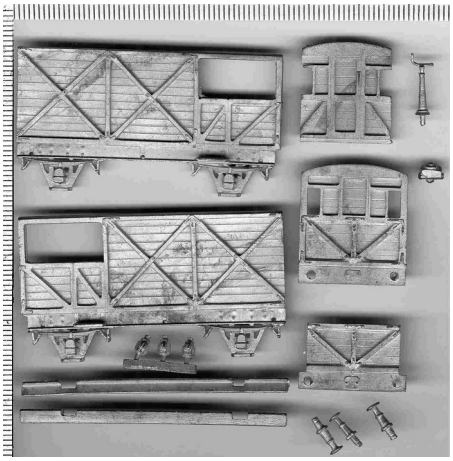
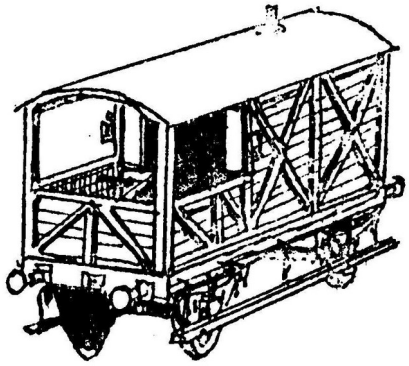
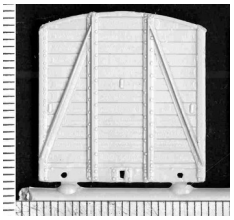
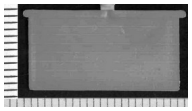
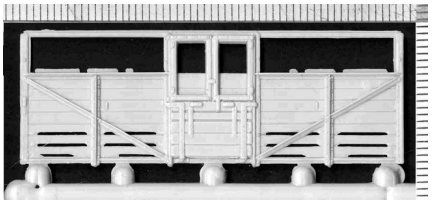
Code	Description	Unit	Price	Picture

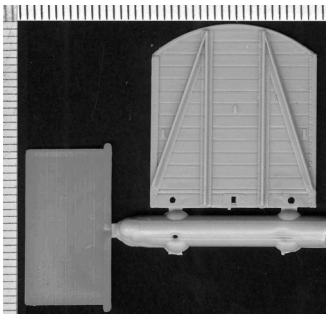
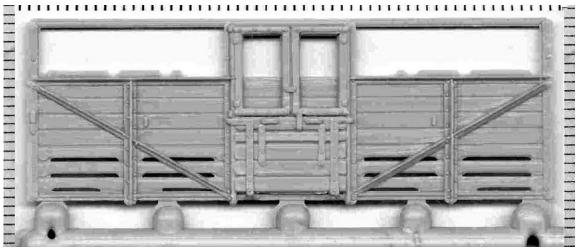
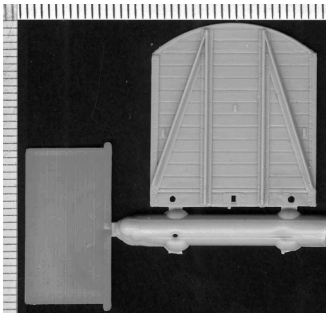
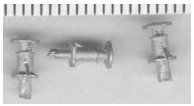
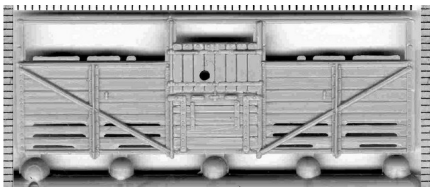
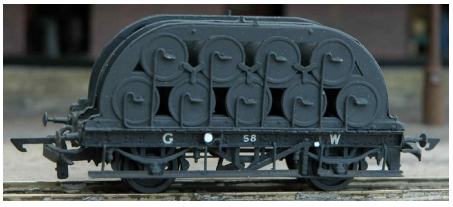
WAGONS

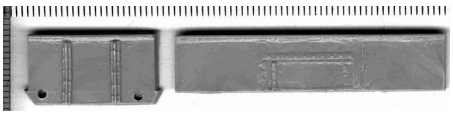
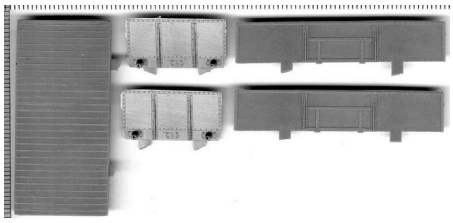
GWR

HB91	Bolster 15' 6" GWR Bolster, single Macaw diagram J8, or twin single bolster Mite diagram J9, permanently coupled, 15' 6" needs a 7' steel under frame. The kit is intended to be a Macaw but does not include any of the bits that make it a Macaw rather than half a Mite. Drawings of Mites show Dean-Churchward brakes but photographs show that the right hand one of each pair had a single brake lever and 2 brake shoes while the left hand one has nothing on this side, but 2 shoes and a lever on its other side. As they are permanently coupled, this satisfied the Board Of Trade requirement for a right handed brake on both sides. The permanent coupling of Mites involves a central unsprung buffer which is a segment of a circle, instead of normal side buffers. Bernard Holland's one piece master cast by Springside.		Oos	 The left hand Mite should only have brakes on the far side, the pair are permanently coupled 
CMW014	GWR/BR Brake Van,13/16/20 ton (Toad), Diag AA3		10.85	
CMW015	GWR/BR Brake Van 13/16 ton (Toad), Diag AA7		10.85	
JD7 3SMR E504	GWR Brake Van 20’ Ballast plough diagram AA5 or GWR 20’ Permanent Way brake van diagram AA6 Now available from 3 SMR		3SMR	
K5 3SMR F/228 ex F/329/K	GWR AA3 20' 6" brake van Toad diagram with 12' 4" wheel base (should be 20’ on 13'). K's label it as 14 tons, which is rather light although these vans tended to put on weight as they grew older.		3SMR	
CMW013	GWR/BR 20 ton Brake Van (Toad), Diag AA19		10.85	

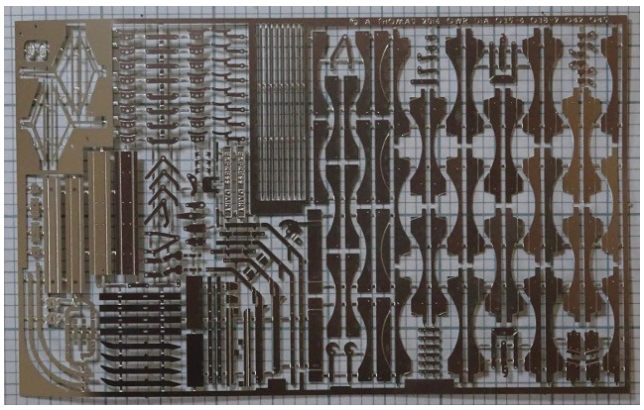
Code	Description	Unit	Price	Picture
PP033	GWR Brake Van 20 ton Toad brake van, 24' on PP034 16' steel under frame with PP014 buffers to diagram AA19. Can be used for AA18, AA20, AA21, and AA23 fairly easily.  	Each	8.70	 
R2B	GWR Brake Van 24’ 20 Ton 'Toad' [Stewart Hine]		Oos	
CMW012	GWR/BR Permanent Way Brake Van, Diag AA6 		10.85	
MD Resin	GWR six wheel brake van diagram AA1 toad [or 4 wheel AA3] 		Oos	

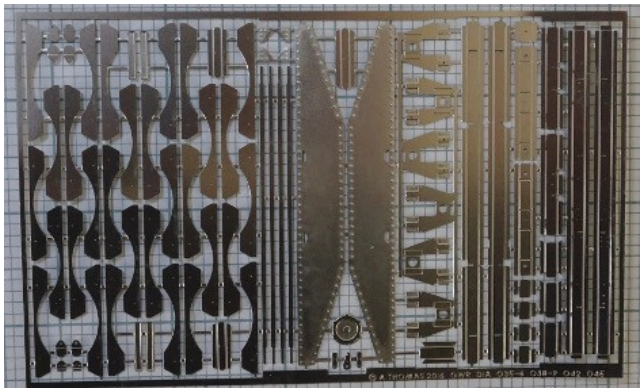
Code	Description	Unit	Price	Picture
AS19	GWR Brake Van Early X braced body brake van, diagram AA16 Toad or pre-diagram, depends how the brakes are fitted. 18' 4" on 11' 6" iron under frame.  Whitemetal.		Oos	 
MD Resin	GWR 13’ 9” Short cattle wagon Mex diagram W3 		Oos	
CA011	GWR Cattle 18' 6" 8ton Cattle wagon. GWR W1 (unfitted MEX), W5 (1902, vacuum fitted MEX B with DC brakes in both the earlier DC II both levers at the same end and with DC III cross cornered forms) with 11' 0" wheelbase. When introduced, the kit had low height doors and low ends with diagonal bracing (as retrofitted when repaired from about 1914, some X braced ends lasted a very long time though) (identified by an L moulded on the interior side). Those ends had moulded buffers to take PP014 steel heads. In 2004 these ends were modified to take CBR008 'fitted' buffers supplied, and a new earlier as-built cross-braced end is now also included. [When new, there would be slots below the bottom 3 planks in this end outside the 2 verticals; some were infilled still in X braced form]. Some unfitted W1 may (or not) have had a shorter buffer such as BR009. The bottom slot over the brake lever was infilled fairly early on most wagons. 10 of W5 [68123-32] had 4' 6" long 'passenger' springs ('wagon' springs are 3' 6") and Armstrong vacuum fittings (with a moving cylinder and probably clasp braked). W1 was preceded by a very similar looking 18' (and 18' 3") van with no diagram which is easily confused with a W1 and often lumped in with them. The V30 Ale van is predominantly this pre W1 wagon with the later end; apart from perhaps losing the partition (but not the device that held it in position), this 1939 conversion to carry Guiness casks only involved re-branding. W1 started out with brakes on one side only; many were retrofitted with DC III vacuum brakes to become W5; those that weren't acquired one brake shoe on the other side with a brake lever and V hanger, off centre, from a set of 9' brake gear.		10.00	    

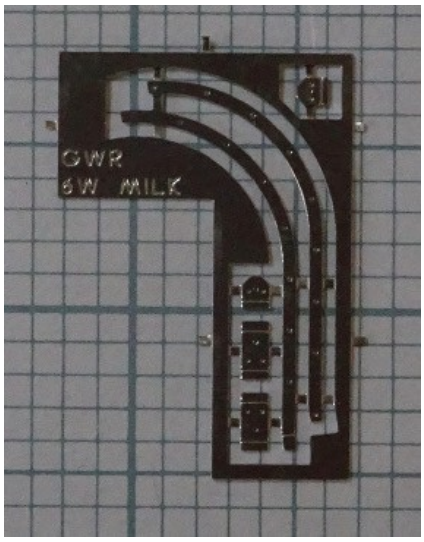
Code	Description	Unit	Price	Picture
CA012	GWR Cattle 18' 6" Cattle wagon MEX B. W8 (8T, 1913, vacuum fitted, cross cornered DC III brakes, self contained buffers 3SMR F018 ex ABS 301A, 11' 6" wheelbase (W8 had slots in the end below the bottom 3 planks in the end outside the 2 verticals according to the diagram but not in the moulding, however many are believed to have lost them and the later wagons lacked them, building of W8 carried on in parallel with W10 which never had the slots), W10 (8T, (10600-300), 1924, vacuum fitted, Morton brakes self contained buffers, 11' 6" wheelbase), W11 (12T underframe but probably labelled as 8T (there were only 86 of these, 106451-90 and 106651-96 and they're camera shy), 1928, vacuum fitted, Morton brakes, 18" RCH buffers with 2 ½ " packing (not supplied), (some may have had long 'fitted' buffers), 11' 3" wheelbase), low doors and highest ends (about 0.5mm higher than the original one as for W16/18) with diagonal bracing that does reach the roof line (No L on the inside) with the Large Medium Small moveable divider. Many (130) of W10 were converted to Y10 Fruit vans with new full height narrow doors, more slots, and the open top area infilled in 1939.		10.00	   Tony Seal's W10
				
CA013	GWR 12T 18' 6" Cattle wagon. GWR W12 (1930, 11' 3" wheelbase), BR 1/352 (also known as W15, 11' 0" wheelbase), high doors and highest ends with diagonal bracing that does reach the roof line (No L on the inside) on the moulding with the Large Medium Small moveable partition, 11' 3" wheelbase. BR013 2 rib RCH 18" fitted buffers. Those retrofitted with Urine tanks and blocked slats became BR1/354 together with conversions from W16 and W18.		10.00	  
	 Tony Seal's W12			
F/203 ex F/T.298/A	GWR Conflat 17' 6" 12 ton container wagon H6		3SMR	
JD2 3SMR E502	GWR Cordon 21' (9 tanks) diagram DD4. See MRJ 77 and GWJ 2. The central supporting baulks for the tanks should be off centre away from the plumbed side. Most Cordons were longer than the kit so choose numbers carefully, they use old coach underframes, and some outlasted at least one underframe. Now available from 3 SMR Etched brass		3SMR	

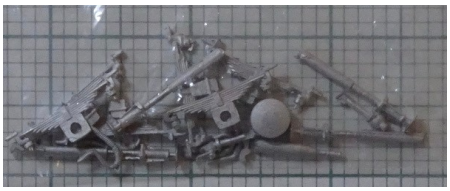
Code	Description	Unit	Price	Picture
K6 3SMR F/225 ex F/325/K	GWR Grain 19' 6" diagram V25 Grano.. 10' 6" wheel base. The GWR built 12, numbered 42301-42306 and 42315-42320.		Oos	
GM015	GWR Loco Coal 16' diagram N13' steel. Wants 9' steel chassis.		Oos	
CP002	GWR Loco Coal 16' steel with 9' underframe PP018 or PP030 and PP014 buffers. diagrams N13, N19 (which need modified rounded corners) and N20. N13 Wants early Dean Churchward brakes, N19/20 cross cornered. Use the floor upside down, it shouldn't be planked.	Each	4.00	 
3M1_2	GWR Loco Coal 43' 5" 40 ton Bogie loco coal to diagrams N11, N14, N15, or N17 to fit 3SMR F/301 5' 6" plate frame bogies which have square tops to their axleboxes and need the brake setting holes drilling out. These diagrams cover similar bodies, although N11 is 2" narrower, with different brakes and bogie centres. Kit introduced in 1977 and reviewed in Mixed Traffic number 49.		Oos	
3M4	GWR Lowmac 26' Loriot C machinery wagon (Lowmac) to diagram G4. Kit introduced in 1975 and reviewed in Mixed Traffic number 41.		Oos	
3SMR F/312 later F/218	GWR Milk Tank 20' 4" 6 wheel milk tank, Milta with steel 6' 6" + 6' 6" chassis fitted with oil bearings. First advertised in July 1960 Model Railway News as 'our first kit'. Reviewed in September 1960 Model Railway News which commented on a lack of transfers. BEC replied that there were transfers but I have never seen any. This kit was then advertised and reviewed with the LNER BY as the first from a new name, BEC, in the November 1960 Railway Modeller and Model Railways Constructor when it had a brass tube. It seems to have been discontinued by 1967, but the society had a few tubeless versions from BEC in 1972. A limited run was done for the 3 mm Society with no tube as V1 in 1975, and it became 3SMR F/312 with a plastic tube, now F/218. 3SMR also do a WR variant which was F/313, now F/219 with roller bearings and twin tank derivatives of both. Frank Vescoe himself did a production run in the late 1990s and again in the 21 Century.		3SMR	
F/219 ex F/313	GWR Milk Tank 20' 4" 6 wheel milk tank with 6' 6" + 6' 6" steel under frame fitted with roller bearings and with a plastic tube.		3SMR	

Code	Description	Unit	Price	Picture
MTG001	GWR 6 wheel milk tank; Early Tank		20.00	

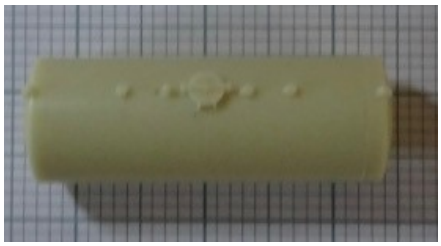




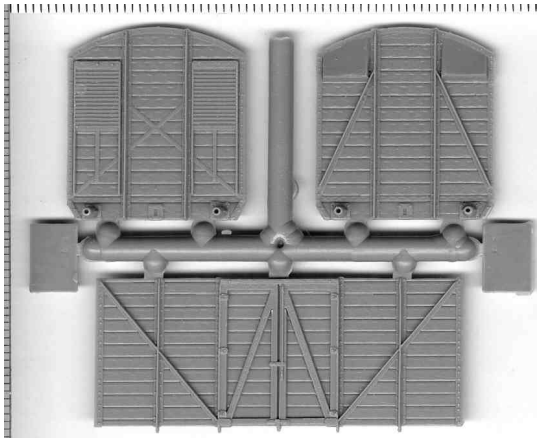




MTG002	GWR 6 wheel milk tank; Late Tank Chassis as above		20.00	



Code	Description	Unit	Price	Picture
PP017	GWR 16' ventilated van with PP018 (or PP030) 9' steel under frame and PP014 buffers. Alternative ends can be used to build V12 Mink with shutter ends (open or closed) or V14, V16, or V18 with bonnet ends. Roof & floor is also PP019	Each	5.70	



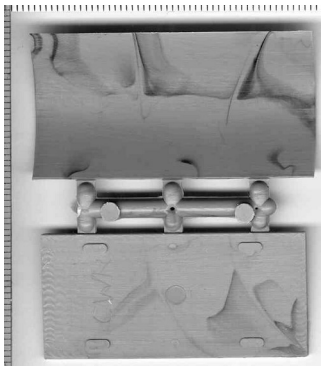
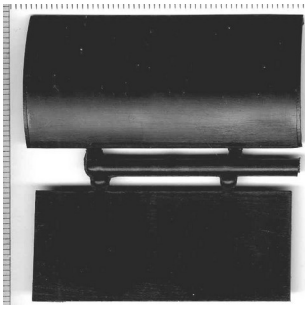


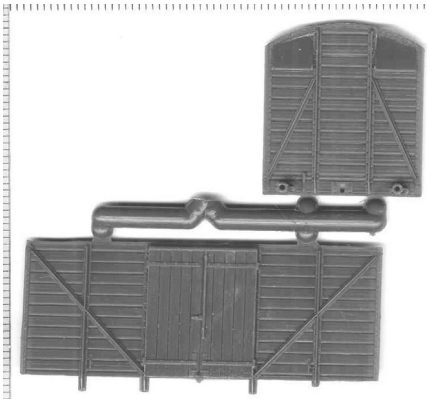
Diagram V12

Diagram V14

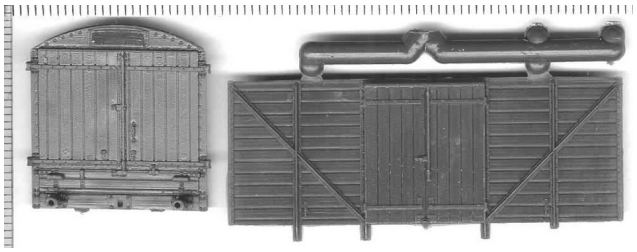
DiagramV18

Code	Description	Unit	Price	Picture
PP048	GWR 17' 6" van Mink with PP031 10' under frame and PP014 buffers. Diagrams V24 or V34 (the differences are internal) on unfitted 10', fitted 10' for V23 or with invisible internal differences, a V26 PARTO. By adding a PP030 9' underfame, V33 on an unfitted, V21 on fitted.	Each	5.70	

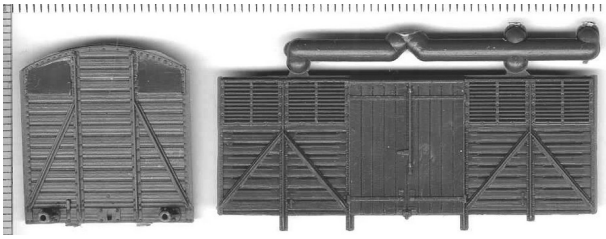




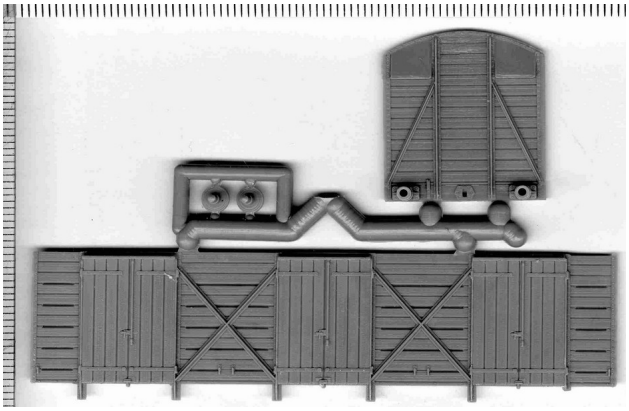
Code	Description	Unit	Price	Picture
PP049	GWR 17' 6" MOGO motor car van diagram G31 with PP031 10' under frame and PP014 buffers. Same roof and floor as PP048.	Each	5.70	

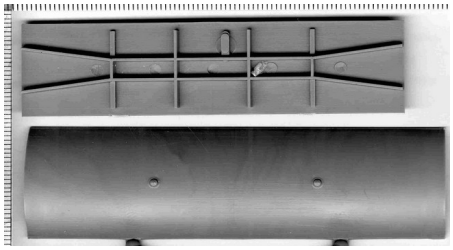


PP050	GWR 17' 6" Fruit van diagram Y8 with PP031 10' under frame and PP014 buffers. Same roof and floor as PP048.	Each	5.70	



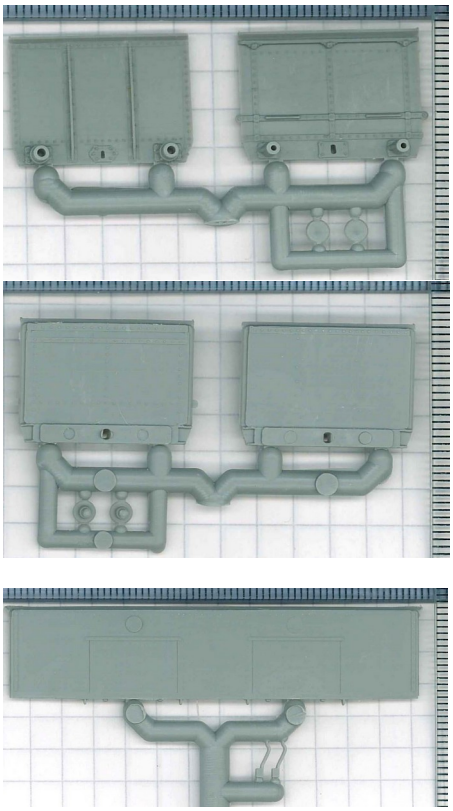
PP059	GWR 28' 6" Fruit D, diagram Y11 Ventilated Passenger Fruit Van. Y11 were gas lit, the BR NPCS diagram 805 (posthumous GWR diagram Y14) were not. They were coded Passfruit in BR days. Supplied with PP060 18' under frame and some RH001 Shell vents. The roof (PP061 with floor) is over length to suit a Mink G.	Each	14.50	

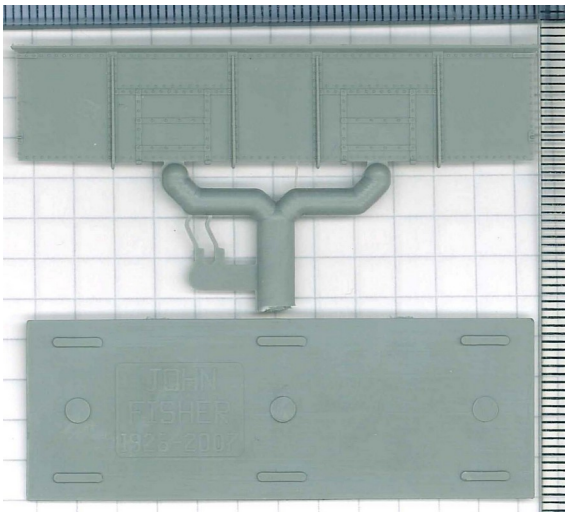


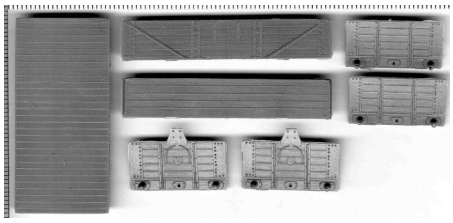


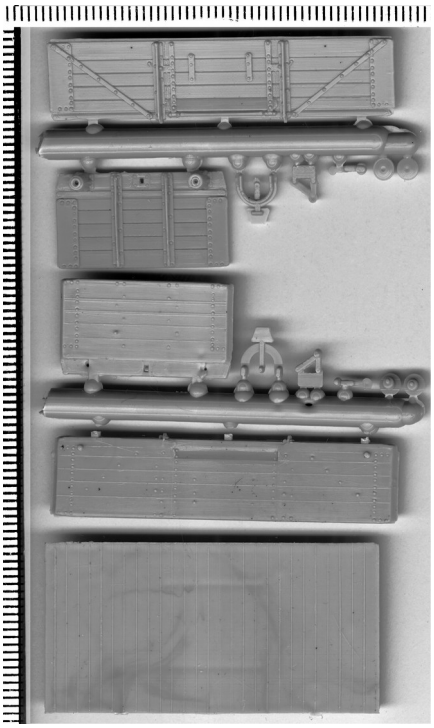
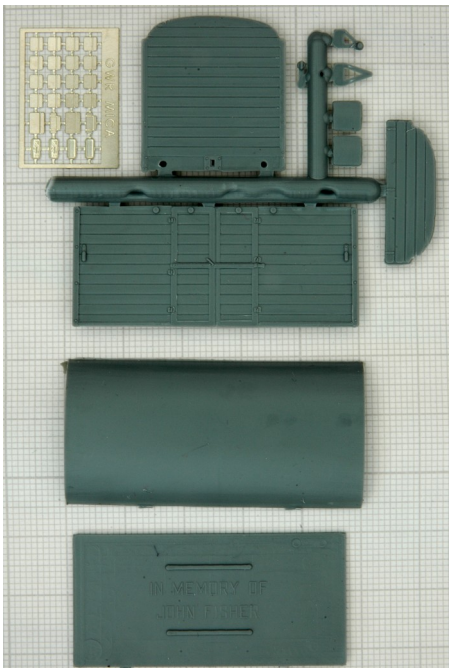
W2177W © Geoff Helliwell

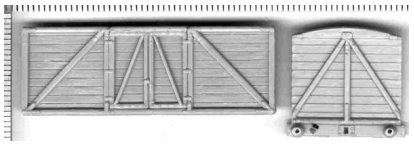
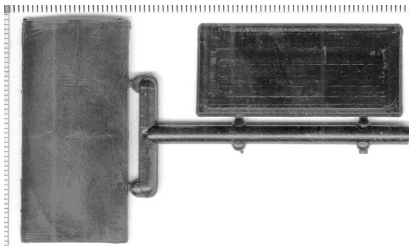
Tony Seal's No 2900

Code	Description	Unit	Price	Picture
PP070?	GWR Diagram N27 both ends fixed or N31 both ends doors, 21' 6" 20 ton (later 21 ton) mineral with 12' steel under frame, PP032 for Solebars, PP003 for brakes, and the axlebox sprue from PP064/65 for axlebox & springs & DC brake bits. Transfers available from Cambridge Custom Transfers. A memorial to John Fisher.		5.00	



CP001	GWR O4 16' 5 plank open wagon with optional sheet rail end, with 9' underframe PP018 or PP030 and PP014 buffers. Wants early Dean Churchward brakes	Each	4.00	

Code	Description	Unit	Price	Picture
CA017	GWR O22 and O23 16' 5 plank open wagon with sack door, O22 with sheet rail and O23 without. Supplied with PP030 9' steel under frame. O22 includes Morton braked Open A and DC3 vacuum braked open B, all O23 were unfitted Morton braked. Most of the Dean Churchward brake bits are on the body sprue, some also on the chassis. Need to add a vacuum cylinder for the Open B, and some door bangers for all variants. This kit was introduced in November 2008 and is a memorial to John Fisher.		5.00	
CA018	GWR X5 Mica 8 ton meat van, or V31 Tevan, Supplied with Parkside PP031 10' (steel) under frame, with etched steps and cast 1'-8½" fitted wagon buffers, square base, round shank Available separately Red GWR Mica Refrigerated Insulated Meat Van waterslide Transfers enough for several wagons, 3 sizes of GW plus a roundel – the smallest is the post 1923 – pre 1937 16" standard, and the largest is nearly the 1904-1923 25". Small post 1936 GW is on the Nos sheet 47938 Tourret says this belongs to a Y2 fruit – which would be yellow – it is close to some X2 Micas built on the same lot 58829 X2 Mica B built 1897-1904 79741 X4 Mica A built 1906-1910 79852 X4 Mica B built 1906-1910 59802 X8 Mica B built 1923 79933 X8 Mica B built 1923 105820 X9 Mica A built 1929 - longer than the CA18 kit  58829 built by Andrew Thomas on his etched chassis using the Society transfers		8.00	 

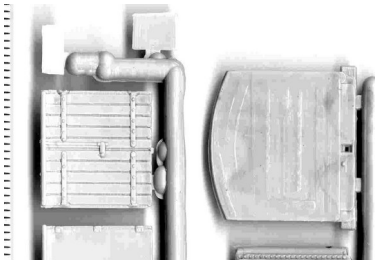
Code	Description	Unit	Price	Picture
	GWR 15’ 6” outside frame van (nearly identical to GER van) with Parkside 9’ U/F, steel solebars with a single sprue of PP030 or PP018 plus PP014 buffers GWR 15’ 6” outside framed van, with Parkside 9' iron (steel) underframe. In the years from about 1875, up to the introduction of the 16’ iron minks in 1886, the Great Western’s standard van was a 15’ 6” 8 ton outside framed wooden van. As the years progressed, new builds were a little taller, but otherwise very similar. Early examples had 9’ wooden underframes, some, maybe all of which had crown plates. They would have had 2 brake shoes and a long lever only on one side when new, retrofitted with 2 shoes and a lever on the bare side after about 1911 (but some entered service stock without them). Later vehicles had the GWR’s bulb iron 9’ underframe on which there are only small out turned angles, (drawings show none, but photos look more like an ordinary steel underfame) so it may be easiest to model using a ‘late’ non-crown plate wood underframe. The last build had conventional 9’iron underframes. Several ‘old series’ Lots are known, 167 of 50 wooden u/f vans in 1878, Lot 199, single prototype No 1939 with ‘bulb’ iron underfame, Lot 225 of 100 in 1881, and Lot 239 of 200 built in 1886. Lot 339 (number not known) built in 1885 was the last batch of bulb iron u/f. Lot 358 (number not known) had 9” rolled channel iron u/f. Overlapping dates on these last lots implies building in more than one works. Some vehicles have the diagonal side braces reversed. Examples lasted as mobile stores vans and sand vans into the early 1960s, and their grounded bodies were widely used as lamp huts and stores all over the GWR. There is still one at Williton. All these vans pre-date Dean Churchward brakes. These wagons pre-date the GWR V diagram index, and also DC brakes. Their numbers are random. Sample Nos 37291, [Gloucester sand van], 37517, 22332, bulb underframes, 27655 iron undeframe. There is not much peculiarly GWR about these vans, and some very similar vans came from the works of the private wagon builders at this period. MC&W (and perhaps BC&W and Cravens) built almost identical vehicles for the North Staffs but with the diagonal side braces reversed When Holden departed from Swindon for Stratford, he seems to have taken sketches with him, but the first GER vans were only 15’, and the rest are 16’. MRN February 1966, 8 ton van No 22599, iron underframe, Ken Werrett.MR 8 ton 14' 11" van, to diagram 357, separate door, single diagonal on one side of door. The Southern acquired 6 from the Isle of Wight Central. Wants a 9' wood chassis	3SMR		
	GWR 15’ 6” outside frame van body only -the most common grounded body without buffers	3SMR		 
	GWR Dia O12/O13 16’ 5 plank side and end door china clay wagon body with Parkside 9’ U/F and 3SMR F018 GWR S/C buffers GWR O12/O13 16’ 5 plank end door china clay wagon. Quoted length is 15’ 6” clear inside. Optionally supplied with a Parkside 9’ steel under frame. Requires ABS GWR self contained buffers	3SMR		

Code	Description	Unit	Price	Picture

(3SMR F018 ex F/T.301/A). No floor is provided as it would just be plain, they had zinc sheeted floors. Like most GWR wagons they should have holes (about 3/64" looks right) in the solebars for horse shunting hooks adjacent to the W irons. Although they were not vacuum fitted, they have tiebars between the axleboxes. O12 were 10 ton of which 42833 was built as a prototype in 1910 and another 25 were bought, apparently with random numbers. O13 were 12 ton with thicker axles and larger bearings. 500 of O13 were built in 1913 numbered 92601-93000 and 94000-94100. The O12s were up-rated to 12 ton during the late 1920s so becoming O13. Both varieties were built with 2 brake shoes and early Dean Churchward II brakes with both hand levers at the not-so-mucky fixed door end. The handle of a Parkside Dean Churchward brake lever is a bit anaemic. Take an old 1/16" drill and rest the blunt end on a thin piece of styrene resting on something soft such as a sheet of lead (or hardboard). Hit the drill with a hammer and you can then dig a disc of styrene out of the lead. This works better if knocked through a 1/16" hole in a bit of tinplate but that is not mandatory! Then Mek Pak the discs over the Parkside handles. They were converted to Morton brakes between 1939 and 1950. There is a relationship between the tipping facilities at Cornish Ports and vehicle length that forced Private Owners and British Railways to use very similar vehicles over a lengthy time span. Russell's OPC 'Great Western Plans Book' has a diagram on p68 and the David and Charles book 'A History of GWR Goods Wagons' by Atkins, Beard, Hyde, & Tourret also has a diagram (Volume 2 p71 in the first edition). Russell's OPC 'Great Western Wagons Appendix' p23 has a photo of O13 92971 (Tare 6-0) when new and 'Freight Wagons and Loads on the Great Western and British Railways Western Region has photos of a 1950 refurbished wagon W94004 (Tare 5-13) as figure 29

GWR Iron Mink/P.O. Gunpowder Van with three different doors styles and 2 different end vents [leave off the GPV] with Parkside 9' U/F, steel solebars with a single sprue of PP30 or PP18 plus PP14 buffers — 3SMR

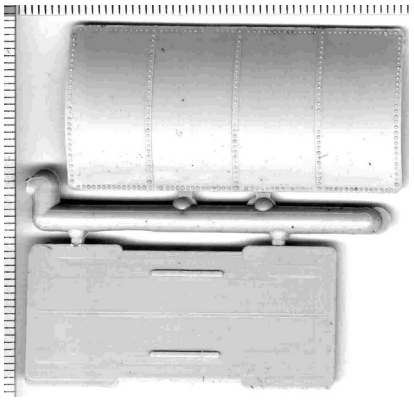
GWR 16' van iron Mink V6, supplied with both sizes of end ventilator bonnet separate so that they can be omitted for Gunpowder vans (GWR Z1 Cone, L&SWR, NBR, GNR, LNER, LNWR, L&Y and probably others) and from some cement vans. Early outside framed and later planked Mink doors and plain Gunpowder Van doors supplied, also Parkside 9' steel underframe. This design of van was also used for Private Owner Cement vans, some of which were acquired by the Bishop's Castle Railway, and by several Welsh constituents of the GWR.
Minks 57571-57576 and 57581-57584 had 10' wheel base vacuum fitted underframes. Ordinary Mink numbering includes a few complications. The first batches run from 37608-3800, then jump to 47001-47707, followed by 57001-57570, 57577-57580 and 57585- 57840 plus 58041-58129 as 8 ton. Then 9 ton vans fill the 57841-58040 gap and continue from 58142-58557, (58558 and 58559 were Y2 fruit look alikes) 58560-585790, 59001-59650, 69001-69890, Longer ventilator bonnets were fitted to vans numbered above 69721 (and probably a few lower in the lot starting 69651), 59651-59700 post date the longer ventilator bonnet. 260 numbers within the range 11001-11396 seem to have been filled irregularly, presumably as numbers were vacated, and some of these vans were built after the change to long ventilator bonnets. 44000, 43953-43956, 43965 and 43966 belonged to the loco department. 47305 and 47528 were painted blue for Salvage; 47305 had yellow roundels, and Haresnape claimed it was brown, 47528 had white roundels.
The GWR finished building V6 Iron Minks before inventing Dean Churchward brake gear, so they didn't have it although the V6 diagram always showed DC brakes. The first World War and the Z1 'Cone' Gun Powder Vans (GPVs) complicate the issue. The first ten Z1 Cones (58791-58800) had ordinary brakes like the Iron Minks (and, like them, on one side only until the Board Of Trade



Code	Description	Unit	Price	Picture

insisted that they had to be both sides, by 1938). They were built as 9 ton vans. The next 26 (16970/1/4, 16976-16986 16988/9 16991-17000) had early DC brake, DCI with both levers at the same end with a swan necked lever connecting the DC handle to the V hanger. These were built as 7 ton vans. The last 13 (79901-79913) had cross cornered DC brakes (DCIII right hand either side). These were built as 10 ton vans, and the older ones uprated to match. Then war broke out and several Minks lost their end vents and got new flush steel doors to become Cones, reverting to ordinary Minks later. 10 V6 Minks, 8 short vent (11348, 22563, 58222, 58246, 58301, 58316, 58515, 58632, 58723) and 2 long vent (69872 & 69879), (plus one longer van) were converted to Cordite Paste vans, Kenneth A. Werrett drew 58316 for April 1960 MRN. These were vacuum fitted, which to the GWR meant updating the brakes to DCIII. After the war, the ex Cordite vans were used as vacuum Mink As on Lyons tea traffic to Brentford, 58723 lasted to December 1955. As Cordite vans, they had GPV doors complete with red cross but retained end vents, later as fitted Minks, they had planked doors. The DCI braked Cones became Minks in 1919 or shortly after, acquiring Vents and new doors. During their life as Minks, they should, by 1938, have acquired another brake shoe and an ordinary brake lever, loosing the wrong handed DC lever on that side in the process, but this is believed to have been done between 1939 and 1942, by which time they were Cones once more. The ten non DC braked Cones became Minks between 1929 and 1931. Eight of the DCIII Cones (79901-79908) became Minks in 1935. The process of turning ex Cones back to Cones began in 1937, and many more Minks (11036, 11346, 58331 and 69303 are known numbers, 60 are believed to have been converted, 50 0f which had previously been done in the First War) also became Improvised GPV over the next seven years, some at least lent to and lettered for the Southern, 59061 being photographed. Ex Mink 11346 seems to have been withdrawn in July 1957, still as a GPV.
Rugby Cement (Black, White roof & lettering) 13
Bishop's Castle 22 - 24, white with black lettering, four bought second hand from Rugby Portland Cement, built by Midland Wagon Co c.1910 and registered by LNWR, picture in HMRS Journal Volume 11.

GPVs



ELTERWATER GUNPOWDER
In the background of a picture of a LNWR 19" goods at Windemere, which appears in OPC's LMS Locos Volume 1 as plate 55, P36, and in The Kendal & Windemere Railway p 37. Most of the same picture, miscaptioned, appears on p30 in the LNWR Society 'Recollections of Oxenholme - Portfolio 12'. The Gunpowder mill was in Ambleside (in Langdale), about 9 miles from Windemere station.
LNER Powder J 147507-11 in 1928, 260928-47 in 1944
NB 31004, 31135, 65402 & 65410 (LNE add 700000 Powder D) 48 built, 21 left in 1948
GNR 7 ton 1899, 2546, 2623, 4911, 5471, 13207, 15366. (LNER add 400000 Powder G). [4]15366 became a store as 040556 in 1957 and lasted until 1966
L&Y 30897 built 1905 [P87 in Railway history in Pictures, The L&Y, D&C], LMS 1330897
LNWR (Invisible Grey) 13591, 40251, LMS (Grey) 213591, 240251
CR 34, LMS 300034
L&SWR (Vermillion) 1296, 1350, 1361, 1904, 2154, 6157, SR (Brown) 61201-12

Code	Description	Unit	Price	Picture
	GWR O2/O10 7 plank side door general merchandise wagon	3SMR		

GWR 16’ 7 plank open wagon Diagram O2 and O10, with Parkside 9' iron (steel) underframe (7 planks 10 ton Open Goods Wagon) (010 is vacuum fitted Open B version of 02 Open A), total 1750 built 1905-1907, typical tare 6-4 unfitted, 6-12 fitted.
During the period 1905-1907 the GWR built 1750 10 ton 7 plank opens with cupboard doors above the drop doors for merchandise (as opposed to coal) traffic. They also had sheet rail supporters. Most were Diagram O2 unfitted Open A with DCI Dean Churchward brakes (non vacuum, both handles same end so one left handed, connected to push rods via a swan neck lever which passes between the wheel and the W iron). Typical tare weight was around 6 tons 4 quarters. Probably in excess of 550 were vacuum fitted Diagram O10 Open B with DCII brakes, both handles same end so one left handed, but no swan neck. Typical tare weight was around 6 tons 12 quarters. The Board Of Trade took an early dislike to all left handed brake levers which should have resulted in modification, mostly in the late ‘20s. This usually comprised removing the left handed DC lever and fitting an ordinary long lever with independent brake shoes (requiring a double V hanger), but there is evidence for more comprehensive changes, such as to DCIII clasp brakes. A later BOT requirement to eliminate either side brakes (such as DCIII) should have resulted in replacement by 1939 - but it didn’t completely.
Some wagons had 3 plank cupboard doors, and correspondingly 4 plank drop doors rather than the usual 2 and 5, and there are variations in cupboard door hinge. Position of sheet rail supports varies. The sheet rail should be made from 1/32" or 0.8 mm wire. The end should really be flattened where it approaches the sheet rail supporter on the wagon end but this is probably too difficult; however, whether round or flat, it is much easier to thread the end of the rail through the supporter before the supporter is attached to the wagon. The almost triangular gusset plates are fitted to the rail with their edge just below the top of the wagon side, but they probably need thinning down first by rubbing the Plain side (without the bolt details) on a flat file. The two door bangers per side line up with the striker plates on the door, and also with the edges of the V hanger (or its ghost on the side without long brake lever or shoes of O2)
For carriage of Military livestock during WWI, some had what looks like a coke rail fitted for use with a tarpaulin roof, holes in floor for drainage, and sheet rail (but generally not its supporter) removed.
Numbers Open A or B O2/10
Lot 486 (100) Nos 74726-825 unfitted O2
Lot 496 (500) 29004/6/8, 29110/20/30-42, 29210-7/30-46/8-50 etc to 29588 unfitted O2
Lot 509 (200) 29012 etc to 29059, 29293, 29814/5/9/20 etc, half lot vacuum fitted O10
Lot 518 (200) 28016/8/23/4/6/33, 28167/8/70/3, 28235/8/9/40 etc, unfitted O2
Lot 522 (450) 78431-880, probably whole lot vacuum fitted O10
Lot 534 (300) 28008/12/4/25/36/47 etc, 28410/20/32/42 etc some of lot were vacuum fitted
Railway Modeller, January 1980, p27, Ken Werrett drawing of O2