PRESERVED COACHING

STOCK OF BRITISH RAILWAYS

PART ONE

BR DESIGN STOCK

Locomotive Hauled Passenger Carrying and Non-Passenger Carrying Coaching Stock built to BR Coaching Stock or Wagon Lot Numbers

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INTRODUCTION

The intention of this document is to give details of locomotive hauled passenger carrying and non-passerger carrying coaching stock built to BR coaching stock or wagon lot numbers that can now be considered to be in a preserved or a similar status. Thus, not included is coaching stock in regular use on the National Railway Network or awaiting disposal having seen use on the National Railway Network. Certain items of coaching stock included here may though see use on the National Railway Network on an occasional basis or as part of a heritage train formation. Also included are the various carriages that have been subsequently sold overseas for preservation.

The general format of the document is passenger carrying carriages followed by non-passenger carrying coaching stock followed by coaching stock built to wagon lot numbers followed by exported carriages and finally a list of grounded bodies that exist away from what can be considered to be preservation locations. Within the passenger carrying section this is split into the three major designs so far represented in preservation, Mark I, Mark II and Mark III. Within the various splits carriages are listed numerically by first number carried. During the life of many carriages extensive changes are made to the vehicle. Generally the rule has been to list carriages as built with subsequent conversion details given. However, if a conversion is so substantial that a new lot number has been issued the carriage will be shown numerically by its latest lot rather than its original lot, details of its previous incarnations being given.

Information contained about the individual carriages listed here in can be split into two categories, historical and preservation. The historical information has been compiled from extensive research of both published works and notes compiled over many years. The preservation information is principally compiled from regularly visiting the various sites mentioned and it is believed that information regarding locations is as up to date as is possible I am though not infallible and thus would welcome notification of any error found by readers or details of any changes they are aware of.

GUIDE TO THE LAYOUT

It is hoped that the layout used in this document is almost self explanatory. It would however be probably worthwhile to make a few comments on the layout before continuing.

As previously mentioned the order of the document is Passenger Carrying Coaching Stock subdivided by Mark I, Mark II and Mark III followed by Non Passenger Carrying Coaching Stock and Coaching Stock Built to Wagon Lots and finally a list of Grounded Bodies. Within each section carriages are arranged numerically by first number carried. In the main the numbering of carriages has been well organised, grouping particular designs together, thus details of a particular vehicle type are given as a main heading along with its type code. This is followed by details of particular lots and the vehicles preserved within them.

Lot details given include the lot number, builder, month the particular lot was ordered and completed, diagram number, design code, seats and type of bogies fitted when built. Although this probably makes perfect sense to the majority of readers the following notes are given as added explanation.

Type Code This is a standard code adopted by British Rail for the identification of coaching stock throughout the network. With a few exceptions, mainly non-passerger carrying types, this consists of codes of up to five letters. Codes and a description of them are given below:

Lot Number To coincide with the introduction of the first designs of British Railways coaching stock in 1950, a new range of order numbers was introduced commencing at '30001' and known as lot numbers was started. Subsequently all new orders for coaching stock and some conversions of existing vehicles, have been allocated a lot number

Builder The construction of the majority of the carriages took place at the former British Railways workshops at Ashford, Derby, Doncaster, Eastleigh, Earlestown, Faverdale, Lancing, Swindon, Wolverton and York, whilst in addition certain conversions took place at Stewarts Lane Carriage and Wagon Repair Shops. However, certain carriages were built by outside contractors. Where two builders are shown, the first was responsible for the underframe and the second for the body work.
**Ordered**  This is the month in which the order for a particular lot of carriages was placed. It should however be noted that lots were not ordered in strict chronological order due in the main to contractual reasons and this also can create ambiguities with vehicles appearing to be ordered after they were built.

**Completed**  This is the month in which the order was officially completed, usually coinciding with the date on which the last vehicle of the lot entered service.

**Diagram**  This is the original British Railways diagram to which the particular vehicles were built. These are shown for all carriages for which they have been known to have been issued. However since the late 1970s new designs have been issued a Design Code instead.

**Design Code**  Since the late 1970s all new designs of coaching stock have been issued a Design Code rather than a Diagram, similarly the majority of vehicles remaining at the time were retrospectively allocated a Design Code. The Design Code consists of seven alphanumeric characters the first five characters of which are shown here. It should be noted that in certain cases vehicles which have remained in service into the 1980's are not shown as being allocated a Design Code. Such vehicles have undergone conversion without the issue of new lot numbers and consequently the Design Code bears no relation to the Diagram. Thus the Design Codes have been omitted to avoid confusion.

**Seats**  This only applies to passenger carrying coaches with seated accommodation and is the amount and type of seats in the carriage when built. F- designates first class seats, S - designates second class seats now referred to as standard, prior to 3rd June 1956 what is referred to as second class accommodation was referred to as third class accommodation with designation T, however throughout this document, in order to be consistent it is always referred to as second, U - designates unclassified accommodation, that is that not specifically designated for the use of first or second class passengers.

**Bogies**  This shows the type of bogies fitted to the carriage when first built. The various types of bogies used are:-

- BR Mk I (BR1) - Standard double bolster leaf spring bogie.
- BR Mk I heavy duty (BR1hd) - Similar to the BR1 but with a larger axle box and an extra stiffening plate welded along the top of the frame.
- BR Mk II (BR2) - Later variant of BR1. Single bolster leaf spring bogie.
- BR Mk II Madison (BR II) - Later development of the BR1 bogie with single centre bolster leaf spring.
- COMMONWEALTH (CW) - Heavy, cast steel coil spring bogie.
- B4 - Coil spring fabricated bogie.
- B5 - Heavy duty version of B4.
- BT10 - A fabricated bogie with air suspension.

**Brakes.**  The universal braking system for passenger trains inherited by British Railways was by the vacuum system. This system being perpetuated with the Mark Is which where all built with this system. The fitting of vacuum brakes continued into the early batches of Mark IIs’, not being replaced by the air system until the appearance of the Mark IIA in late 1967. As the changeover to air braking has yet to be completed various modifications to carriage brake systems have been made. In the details for carriages included in this document, details of brakes are only given if a change of braking system has taken place since the carriage was built.

The above details are followed by information regarding changes made to the carriages in that particular lot along with and any other relevant information regarding their main line career. Also details of any departmental / internal use of the carriages.

Details then follow of the individual vehicles.

Following the first number any subsequent capital stock numbers are given, followed by any departmental or internal user numbers. This is followed by the location of the vehicle and any other relevant information concerning its current status such as “plated” number, current number if not previously carried and certain other details which may be of interest to readers.

**Renumbering**  This has generally occurred due to either of two reasons, firstly when a carriage has been substantially altered and secondly as part of a general renumbering to avoid duplicate numbers on the British Rail
TOPS computer system.

Departmental /Internal User Numbers  When a carriage was transferred into departmental service it was normally allocated a new number. The majority of carriages in this document to which this has happened have been numbered into the DB97xxxx series. This series was first used at the end of 1966, the intention being that all service vehicles converted from condemned coaching stock would be so numbered. However, until 1970 this numbering series was little used as almost all service vehicles continued to be numbered into the various regional series, several such vehicles having been preserved which were numbered in the Western Region DW150xxx series, the Southern Region DS70xxx series and the Eastern Region DE32xxxx series. From 1970 the DB975xxx series began in earnest, although until 1979 some of the regional number series were still used. By the end of 1980 the DB975xxx series had been completed and as the DB976xxx series was in use for service vehicles converted from condemned freight stock, the series jumped to DB977000. When TOPS was first implemented in 1973 each departmental vehicle acquired a prefix indicating the department which owned it. No prefix indicated that it was a CCE vehicle, A was used for the CM&EE, C for BREL, K for S&T Engineer, L for CM&EE Electrical Construction, P for Shipping and Internal Services, R for Research, T for Traffic, X for Stores and Z for PRO & Publicity. Obviously certain vehicles changed prefix when responsibility for ownership changed and a number of anomalies inevitably occurred. Such prefixes have not been included in this document. Certain vehicles when transferred to departmental service are designated as 'Internal Use Only', such vehicles being given a number in the 0xxxx series, this indicating that movement is restricted.

Location  The location where the carriage is normally to be found is given. It should however be noted that it is the intention of this document to record where individual carriages are rather than who owns them, thus it should not be assumed that a vehicle has any obligation to the site where it is located. In certain cases where carriages are located away from the site shown, such as for restoration, details are given of the current temporary whereabouts.

Plated number  Privately owned carriages authorised to run on the British Rail Network were allocated a private owner number and referred to as "plated". The number consisted of an owner prefix followed by a five figure number in the 99xxx series. The status of 'Privately owned' vanished with privatisation, subsequently owners have had the choice of using 99xxx numbers or former capital stock numbers. In this document the “plated” numbers are only shown for carriages used on the National Railway Network that retain them.

Finally it should be noted that the above explained presentation of information varies slightly for certain carriages due to their individuality. However, the above explanations equally apply.
<table>
<thead>
<tr>
<th>Lot no:</th>
<th>Builder</th>
<th>Ordered</th>
<th>Completed</th>
</tr>
</thead>
<tbody>
<tr>
<td>30012</td>
<td>York</td>
<td>12/1950</td>
<td>05/1951</td>
</tr>
</tbody>
</table>

First Class Restaurant

Lot no: 30012 Builder: York Ordered: 12/1950 Completed: 05/1951
Diagram: 36 Seats: 42F

Original design with no centre doors. Converted to ODM Generator Van 1964.

Diagram: 16 Seats: 17F

First Class Restaurant (with Kitchen)

Diagram: 16 Seats: 17F


Royal

Diagram: 201 Seats: 8

Rebogied with B5's. Air-braked.

Second Class Restaurant

Diagram: 56 Seats: 48S


Diagram: 60 Seats: 48S

Built with fixed seating. Rebogied with B4's, preserved with BR1's. Converted to Camping Coach 1981.

UNCLASSIFIED GRIDDLE CAR

Diagram: 30 Seats: 26U

Built with fixed seating.

Diagram: 32 Seats: 20U

Rebogied from RK 80020, lot 30524, built Charles Roberts, ordered 07/1958, completed 04/1962, diagram 701, BR1hd bogies, fixed seating.

Kitchen Buffet

Diagram: 25 Seats: 8

Rebogied with B5's, 1526 restored with BR1's. 1505 & 1525 Air-braked but 1525 restored with Vacuum-brakes. 1505 converted to Test Train coach 1981.

Diagram: 25 Seats: 8

Rebogied with B5's. Preserved with BR1hd bogies. Air-braked.

UNCLASSIFIED RESTAURANT BUFFET (with Kitchen)

Diagram: 24 Seats: 3U

Built with fixed seating. 1647/49/54/59/65/66/72/74/75/86/89/95/97/98 rebuilt as RUKBR (second R designating refurbished), design code AJ403, with fixed polypropylene chairs, Air-braked (1665/66/72/75 Dual-braked). 1695 restored with vacuum brakes. 1659 restored with Dual-brakes.

Diagram: 25 Seats: 8

Rebogied with B5's, 1526 restored with BR1's. 1505 & 1525 Air-braked but 1525 restored with Vacuum-brakes. 1505 converted to Test Train coach 1981.

Diagram: 25 Seats: 8

Rebogied with B5's. Preserved with BR1hd bogies. Air-braked.

Diagram: 97  Design Code: AN201  Seats: 48S  Bogies: BR1


Diagram: 98  Design Code: AN202  Seats: 44S  Bogies: BR1

Lot no: 30670  Builder: Wolverton  Ordered: 03/1960  Completed: 01/1962


1668  Mid-Hants Railway
1672  Gloucestershire-Warwickshire Railway
1674  Bluebell Railway
1675  Gloucestershire-Warwickshire Railway
1682  Severn Valley Railway
1686  Reliance Industrial Estate, Manchester
1689  East Lancashire Railway
1695  Great Central Railway
1697  Llangollen Railway
1698  Cripp's Corner Garden Centre, Staple Cross

Built with fixed seating.  Rebogied with B5's. Dual-braked.

Diagram: 97  Design Code: AN201  Seats: 48S  Bogies: BR1
Originally built without store cupboard but added 1972-7 and seating reduced to 44S. 1803/05/07 rebogied with B4's, 1803 restored with BR1's. 1805/07 Air-braked, 1807 restored with vacuum brakes. 1807 saw use on Southern Region Boat Trains. 1804 restored with CW bogies.

1824 preserved with Gresley bogies and 1836 preserved with BR1 bogies. 1829/35 converted to CCE Staff Coaches in 1982/83.

Diagram: 98  Design Code: AN202  Seats: 44S  Bogies: BR1
1838/45/48 rebogied with CW's. 1850/51/52 rebogied with B5's, 1852 restored with BR1's. 1838/45/48 Dual-braked. 1850 Air-braked

Lot no: 30670  Builder: Wolverton  Ordered: 03/1960  Completed: 01/1962
1853/54/56/58/60 Dual-braked 1859 was to be converted to Class 90 Driver Train Coach DB977617 but the conversion was cancelled.

1869/72/73/74/75/76/78/79/80 Air-braked, 1874 & 1876 are restored with Vacuum brakes. 1871 Dual-braked. 1872/73 were adapted for use with Southern Region EMU stock, also seeing use on Southern Region Boat Trains.

1885  Severn Valley Railway
1886  Pontypool & Blaenavon Railway
1885  Severn Valley Railway
1886  Embasy & Bolton Abbey Railway  YDR No. 13
1889  Bo'ness & Kinneil Railway  Network Rail registered SRPS Set
1886  Midland Railway-Butterley  'THE WYVERN BAR'
1886  Llangollen Railway

Lot no: 30670  Builder: Wolverton  Ordered: 03/1960  Completed: 01/1962
1853/54/56/58/60 Dual-braked 1859 was to be converted to Class 90 Driver Train Coach DB977617 but the conversion was cancelled.

1885  Severn Valley Railway
1886  Pontypool & Blaenavon Railway
1885  Severn Valley Railway
1886  Embasy & Bolton Abbey Railway  YDR No. 13
1889  Bo'ness & Kinneil Railway  Network Rail registered SRPS Set
1886  Midland Railway-Butterley  'THE WYVERN BAR'
1886  Llangollen Railway

1869/72/73/74/75/76/78/79/80 Air-braked, 1874 & 1876 are restored with Vacuum brakes. 1871 Dual-braked. 1872/73 were adapted for use with Southern Region EMU stock, also seeing use on Southern Region Boat Trains.

1886  Bo'ness & Kinneil Railway  'CAR No 1866'
1869  Kent & East Sussex Railway  K&ESR 59
1871  East Lancashire Railway
1872  Nene Valley International Steam Railway
1873  Bodmin Steam Railway
1874  Bodmin Steam Railway
**UNCLASSIFIED BAR CAR**

<table>
<thead>
<tr>
<th>Lot no:</th>
<th>Builder</th>
<th>Ordered</th>
<th>Completed</th>
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<tbody>
<tr>
<td>30784</td>
<td>Derby</td>
<td>02/1967</td>
<td>04/1968</td>
</tr>
</tbody>
</table>

Diagram: 100  
Design Code: AN206  
Seats: 36U  
Bogies: B5

Rebuilt from RK 80021, lot 30524, built Charles Roberts, ordered 07/1958, completed 04/1962, diagram 701, BR1hd bogies, Air-braked, fixed seating. Restored with vacuum brakes.

**UNCLASSIFIED RESTAURANT (with Kitchen)**

<table>
<thead>
<tr>
<th>Lot no:</th>
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<th>Ordered</th>
<th>Completed</th>
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<tbody>
<tr>
<td>30401</td>
<td>Ashford/Swindon</td>
<td>05/1956</td>
<td>11/1957</td>
</tr>
</tbody>
</table>

Diagram: 23  
Design Code: AL401  
Seats: 33U  
Bogies: BR1hd

Built with loose seating. Rebuilt as RUK(B), diagram 29, design code AJ407, seats 29U. Restored with CW bogies.

<table>
<thead>
<tr>
<th>Lot no:</th>
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<th>Completed</th>
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</thead>
<tbody>
<tr>
<td>30513</td>
<td>BR CW</td>
<td>06/1958</td>
<td>01/1960</td>
</tr>
</tbody>
</table>

Diagram: 23  
Design Code: AL401  
Seats: 33U  
Bogies: CW

Built with loose seating. 1933 rebogied with J4/B5, remainder with Gresley's, 1927/30/31/34 subsequently rebogied with CW's. 1928 rebuilt as RUKR(S), diagram 27, design code AJ405, seats 23U. 1927/30/33/34 rebuilt as RUK(B), diagram 29, design code AJ407, seats 29U. 1927/31/34 preserved with EMU Mk.4 bogies, 1930 with BR1/BR1i bogies and 1933 with BR2i bogies (believed to have come from Exhibition Van 99634). 1927/30/31/34 converted to Camping Coaches 1982.

<table>
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<tbody>
<tr>
<td>30575</td>
<td>Ashford/Swindon</td>
<td>01/1959</td>
<td>09/1960</td>
</tr>
</tbody>
</table>

Diagram: 23  
Design Code: AL401  
Seats: 33U  
Bogies: BR1hd


**FIRST CLASS SLEEPING CAR**

<table>
<thead>
<tr>
<th>Lot no:</th>
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<th>Completed</th>
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</thead>
<tbody>
<tr>
<td>30490</td>
<td>Metro-Cammell</td>
<td>07/1957</td>
<td>10/1959</td>
</tr>
</tbody>
</table>

Diagram: 1  
Design Code: AS101  
Bogies: BR1

Rebogied with B5's, restored with BR2's. 11 Berths plus attendant's compartment.

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<tbody>
<tr>
<td>30590</td>
<td>Metro-Cammell</td>
<td>03/1959</td>
<td>08/1960</td>
</tr>
</tbody>
</table>

Diagram: 1  
Design Code: AS101  
Bogies: CW

11 Berths plus attendant's compartment.
11 Berths plus attendant's compartment. 2132 restored with BR1 bogies.

2131  West Coast Railway Company, Carnforth
2132  Llangollen Railway  Numbered 2130

COMPOSITE SLEEPING CAR  SLC
Diagram: 5  Design Code: AS301  Bogies: CW
17 Berths (5F,12S) plus attendant's compartment. Dual-braked.

2442  Bluebell Railway

SECOND CLASS SLEEPING CAR with PANTRY  SLSTP
Lot no: 30036  Builder: Doncaster  Ordered: 03/1951  Completed: 11/1957
Diagram: 10  Design Code: AS201  Bogies: BR1
17 Berths (5F,12S) plus attendant's compartment. Transferred to Royal Train stock in 1982. Dual-braked.

2500 2909  West Coast Railway Company, Carnforth

Diagram: 10  Design Code: AS201  Bogies: CW
22 Berths plus attendant's compartment. Restored with BR1 bogies.

2592  National Rifle Club, Bisley Camp, Surrey

ROYAL SALOON  ROYAL
Diagram: 200  Design Code: AT501  Bogies: BR1
Rebogied with B5 bogies, Air-braked.

2900  The Fawley Hill Railway

Diagram: 202  Design Code: AT503  Bogies: BR1
Rebogied with B5 bogies. Air-braked.

2901  Bressingham Live Steam Museum

OPEN FIRST  FO
Diagram: 72  Seats: 42F  Bogies: BR1
Rebogied with B4's. Unique to this lot is a door inserted into the centre seating bay. Air-braked. Converted to HST Barrier Coach in 1977-78.

3013  DB975653  Great Central Railway
3045  Gloucestershire-Warwickshire Railway  'Valerie'
3049  DB977389  Keighley & Worth Valley Railway  underframe only remains
3050  DB977435  6351  Nemesia Rail, Burton-upon-Trent
3051  DB977492  Hardingham Station, Norfolk
Diagram: 73  Design Code: AD103  Seats: 42F  Bogies: BR1
3063-70 rebogied with B4's, 3065/67/70 restored with BR1's. 3063-70 Air-braked. 3064-70 were principally used on Southampton Boat Trains. 3060 converted to Mobile Classroom Coach in 1973 & 3064 to CM&EE Test Car 7 in 1976.

3060  DB975314  Gwii Railway
3063  East Somerset Railway
3064  DB975607  Bluebell Railway
3065  The Hound Inn, Arlecdon  'ORCHID'
3067  Mid-Hants Railway
3070  Mid-Hants Railway  'FERN'
Diagram: 73  Design Code: AD103  Seats: 42F  Bogies: BR1
3072 rebogied with B4's & 3079 rebogied with CW's. 3072 converted to ECML electrification driver training train coach 1986 & 3079 converted to a Mobile Classroom Coach in 1973.

3072  DB977399  Great Central Railway
3079  DB975315  Great Central Railway
Lot no: 30372  Builder: Doncaster  Ordered: 05/1957  Completed: 07/1957
Diagram: 74  Seats: 36F  Bogies: BR1
1957 prototype with rotatable seating.

3083  Severn Valley Railway
Lot no: 30472  Builder: BRCW  Ordered: 05/1957  Completed: 08/1959
Diagram: 73  Design Code: AD103  Seats: 42F  Bogies: BR1

3086  DB977449  Peak Railway, Darley Dale
3087  DB977450  Battlefield Steam Railway
3089  DB977351  Aven Valley Railway
3090  Swanage Railway
3091  DB977352  Gloucestershire-Warwickshire Railway  'MARGUERITE'
3092  Great Central Railway
3094  Mill of Logierait, near Pitlochery
Lot no: 30576  Builder: BRCW  Ordered: 01/1959  Completed: 10/1959
Diagram: 73  Design Code: AD103  Seats: 42F  Bogies: BR1
Rebogied with B4's. 3096 restored with Dual-brakes.

Diagram: 73  Design Code: AD103  Seats: 42F  Bogies: CW

Lot no: 30697  Builder: Swindon  Ordered: 03/1961  Completed: 02/1963
Diagram: 73  Design Code: AD103  Seats: 42F  Bogies: CW

Diagram: 73  Design Code: AD103  Seats: 42F  Bogies: CW
Built with fluorescent lighting. 3115 Dual-braked. 3109 restored with Dual-brakes.

Lot no: 30031  Builder: Derby  Ordered: 03/1951  Completed: 09/1954
Diagram: 94  Design Code: AD201  Seats: 48S  Bogies: BR1

Lot no: 30043  Builder: Doncaster  Ordered: 04/1951  Completed: 12/1953
Diagram: 93  Design Code: AC204  Seats: 64S  Bogies: BR1

Lot no: 30043  Builder: Doncaster  Ordered: 04/1951  Completed: 12/1953
Diagram: 93  Design Code: AC204  Seats: 64S  Bogies: BR1

Lot no: 30079  Builder: York  Ordered: 02/1953  Completed: 12/1953
Diagram: 93  Design Code: AC204  Seats: 64S  Bogies: BR1

3764 converted to Buffet Car by Swanage Railway.

3918 rebogied with CW's by Southern Region. 3918/19/24/25 Air-braked by Southern Region. 3919/24 were to be converted to Class 90 Driver Training Train Coaches DB9776/24 but conversion was cancelled.
The Puffing Billy, Torrington Station
Conwy Valley Railway Museum
North Yorkshire Moors Railway
Llangollen Railway
Elsecar Steam Railway, Barnsley
Gloucestershire-Warwickshire Railway
GWR Preservation Group, Southall Depot

Lakeside Railway

Diagram: 93 Design Code: AC204 Seats: 64S Bogies: BR1

3991 rebogied with CW's by Southern Region. 3991 Air-braked by Southern Region. 3991 was to be converted to Class 90 Driver Training Train Coach DB977627 but conversion was cancelled.

Lot no: 30149 Builder: Ashford/Swindon Ordered: 03/1954 Completed: 03/1957
Diagram: 93 Design Code: AC204 Seats: 64S Bogies: BR1

4058/66 rebogied with CW's by Southern Region. 4035/65/66 Air-braked by Southern Region. 4035 was used on the 'Night Ferry' train. 4058/66 subsequently converted to Weedkilling Train Staff Coach. 4039 converted to static Buffet. 4055 restored with vacuum brakes and converted to a Bar Car by the Swanage Railway.

Diagram: 93 Design Code: AC204 Seats: 64S Bogies: BR1

4355 converted to a Special Instruction Coach in 1986. 4260 & 4346 restored with CW bogies. 4346 restored with Dual-brakes. 4346 converted to Buffet Car with 40s by West Somerset Railway.
4392/93 rebogied with CW's by Southern Region. 4378 body destroyed in 1957 Lewisham accident, replacement nine compartment Second glass-reinforced plastic body fitted in 1962. It saw use on the Lancing works train, Hayling Island branch & 'Kenny Belle'. 4392/93 were to be converted to Class 90 Driver Training Train coaches DB977632/3 but conversion cancelled. 4393 subsequently converted to Weedkilling Train Storage Coach.

4440 converted to a Train Crew Training Coach in 1983. 4449 converted to a Special Instruction Coach in 1986. 4435/49 restored with CW bogies.

OPEN SECOND

TOURIST OPEN SECOND
Diagram: 93  Design Code: AC204  Seats: 64S  Bogies: BR1
4656 restored with BR1hd bogies. 4660 restored with B4 bogies. 4676 restored with BR2 bogies.

4640  Kent & East Sussex Railway  K&ESR No. 85
4641  North Norfolk Railway
4642  Dartmouth Steam Railway & Riverboat Company  'Sarah'
4643  Llangollen Railway
4647  East Lancashire Railway
4651  North Norfolk Railway
4654  Pontypool & Blaenavon Railway  Numbered 4256
4656  Bodmin Steam Railway
4660  West Somerset Railway
4662  Great Central Railway
4663  Sidings Hotel and Restaurant  Body only remains
4665  Dartmouth Steam Railway & Riverboat Company
4666  Embsy & Bolton Abbey Railway  YDR No. 7
4667  North Norfolk Railway
4668  Appleby-Frodingham Steel Works  'LOUNGE CAR' 4557
4669  Caledonian Railway
4671  Pontypool & Blaenavon Railway
4682  East Kent Light Railway
4686  Nene Valley International Steam Railway
4690  Severn Valley Railway
4702  Llangollen Railway

Lot no: 30739  Builder: Derby  Ordered: 01/1963  Completed: 06/1964
Diagram: 91  Design Code: AC202  Seats: 64S  Bogies: B4
XP64 experimental stock.

4728  North Yorkshire Moors Railway
4729  Dean Forest Railway

Diagram: 93  Design Code: AC204  Seats: 64S  Bogies: BR1
4774 rebogied with B4's. 4758 has been converted to a Bar Car by the Great Central Railway.

4751  The Ratler Bar and Restaurant, South Shields  Used as Restaurant
4754  MoD COD Bicester Military Railway  WGP806
4755  Bogie Chain Public House, Wallsend
4756  Dartmouth Steam Railway & Riverboat Company  'Hannah'
4758  Great Central Railway  Numbered 1898
4760  Lakeside Railway
4762  Foxfield Light Railway
4763  Gloucestershire-Warwickshire Railway
4764  East Somerset Railway
4766  Swindon & Cricklade Railway
4767  East Lancashire Railway
4772  Gloucestershire-Warwickshire Railway
4774  Keighley & Worth Valley Railway  K&WVR No. 37
4777  Strathpey Railway  SR No. 112

OPEN SECOND

Lot no: 30376  Builder: York  Ordered: 03/1956  Completed: 12/1957
Diagram: 94  Design Code: AD201  Seats: 48S  Bogies: BR1
4805 converted to Buffet Car seating 36S by South Devon Railway.

4779  Churnet Valley Railway
4784  East Lancashire Railway  'BOROUGH OF HEYWOOD'
4785  South Devon Railway
4786  North Yorkshire Moors Railway
4787  Gloucestershire-Warwickshire Railway
4788  Great Central Railway
4789  Bodmin Steam Railway  'ST PETROC'
4790  Gloucestershire-Warwickshire Railway
4794  Nene Valley International Steam Railway  'CHRISTABEL'
4795  Churnet Valley Railway
4796  Barrow Hill Roundhouse  'RHIANNON'
4798  Gloucestershire-Warwickshire Railway
4799  East Lancashire Railway
4802  South Devon Railway
4803  Swanage Railway
4804  Midland Railway-Butterley  'OHIO'
4805  South Devon Railway
4806  Gloucestershire-Warwickshire Railway
4808  Garden Park Clevedon, Tickenham  'ROSEMARY'
4809  Epping Ongar Railway

Lot no: 30473  Builder: BRCW  Ordered: 05/1957  Completed: 05/1959
Diagram: 94  Design Code: AD201  Seats: 48S  Bogies: BR1
4822/24/28 rebogied with B4's. 4814 converted to a buffet/bar car with 42S by the West Somerset Railway and restored with B4 bogies.
4810  Colne Valley Railway
4814 | West Somerset Railway
4816 | Midland Railway-Butterley
4817 | North Yorkshire Moors Railway
4822 | Mid-Hants Railway
4824 | Bluebell Railway
4828 | Spa Valley Railway

Lot no: 30506  Builder: Wolverton  Ordered: 05/1959  Completed: 12/1959
Diagram: 89  Design Code: AC201  Seats: 64S  Bogies: BR1

4830
Great Central Railway
Bo'ness & Kinneil Railway
North Yorkshire Moors Railway

Diagram: 89  Design Code: AC201  Seats: 64S  Bogies: BR1

4840
Keighley & Worth Valley Railway

Diagram: 89  Design Code: AC201  Seats: 64S  Bogies: CW

Bogies reboxed with Commonwealth bogies and restored with BR2 bogies. 4831/32/36 restored with Commonwealth bogies.

Built with fluorescent lighting. 4830 rebogied with Commonwealth bogies and restored with BR2 bogies. 4831/32/36 restored with Commonwealth bogies.

4840/42/43/49/54/56/57/62/66/67/69/73/75/76/80/84/85/86/91/95/99 rebogied with B4s. 4840/56/58/69 Dual-braked. 4840/54/66/73/75/76/80 Air-braked. 4840 restored with BR1 bogies, 4871 restored with BR111 bogies and 4876/91 restored with CW bogies. 4875/76 restored with Dual-brakes. 4876 now seats 56s.

Diagram: 89  Design Code: AC201  Seats: 64S  Bogies: CW

Built with fluorescent lighting. 5024 rebogied with BR1's by Southern Region. 4902/09/15/16 subsequently rebogied with B4's. 4910 subsequently rebogied with CW's. 4911 restored with B4 bogies. 4902/09/15/16/17 Dual-braked.

4900-4916 rebogied with BR1's by Southern Region. 4902/09/15/16 subsequently rebogied with B4's. 4910 subsequently rebogied with CW's. 4911 restored with B4 bogies. 4902/09/15/16/17 Dual-braked.
Dales Countryside Museum, Hawes
East Lancashire Railway
Cannon Junction, Scleucotes, Hull Body only in two halves
East Lancashire Railway
Battlefield Steam Railway
Bluebell Railway
Swanage Railway
Llangollen Railway
Great Central Railway
Keighley & Worth Valley Railway K&WVR No. 39
West Somerset Railway
Peak Railway, Darley Dale
Epping Ongar Railway
Mid-Hants Railway
Dales Countryside Museum, Hawes
Bluebell Railway
North Norfolk Railway
Swanage Railway
South Devon Railway
Bodmin Steam Railway
Cambrian Railway Trust, Lllynlys
Dales Countryside Museum, Hawes
Peak Railway, Darley Dale
Epping Ongar Railway
Mid-Hants Railway
Dales Countryside Museum, Hawes

DB977971

Lot no: 30724
Builder: York
Ordered: 08/1962
Completed: 12/1963
Diagram: 89
Design Code: AC201
Seats: 64S
Bogies: CW

Built with fluorescent lighting. 5067 converted to 'Club Car' with kitchen, pantry and two dining saloons 20U 1994, restored with Air-brakes.

5045
Midland Railway-Butterley

5049
Caledonian Railway

5053
Strathpey Railway

SR No. 116

5054
Gloucestershire-Warwickshire Railway 'The Cheltenham Flyer' 'SHEILA'

5055
Strathpey Railway

SR No. 117

5056
Strathpey Railway

SR No. 118

5057
Strathpey Railway

SR No. 119

5060
Strathpey Railway

"GRACE"

5067
Railfilms, Carnforth

RFM99993 'LMS Club Car' Network Rail registered

OPEN BRAKE SECOND

Lot no: 30170
Builder: Doncaster
Ordered: 05/1954
Completed: 03/1956
Diagram: 183
Design Code: AE201
Seats: 39S
Bogies: BR1

9229/37/57/66 converted to BSOT, design code AE209, seats 31S in 1981. 9273 rebogied with B4's, restored with BR2's. 9208/25/29/37 Dual-braked. 9269 converted to a S&T Office Coach in 1973, 9208/25 were converted to Stock Movement Brakes in 1983, 9214 was converted to BTU Tool Van in 1970 and 9016 was to be converted to Class 90 Driver Training Train Coach DB977634 but conversion was cancelled. 9227 restored with CW bogies. 9269 used as Internal User at Hitchin.

9208
Restaurant Car

DB977134

Avon Valley Railway

9214
Restaurant Car

DB975033

Bodmin Steam Railway

9218
Lakeside Railway

9220
Severn Valley Railway

9225
DB977135

North Yorkshire Moors Railway

9227
West Somerset Railway

9229 9015

Swanage Railway

North Yorkshire Moors Railway
Bo'ness & Kinneil Railway
East Somerset Railway
Kent & East Sussex Railway
North Yorkshire Moors Railway
Kent & East Sussex Railway
Keighley & Worth Valley Railway
North Yorkshire Moors Railway
Dartmouth Steam Railway & Riverboat Company

Lot no: 30244
Builder: Doncaster
Ordered: 05/1955
Completed: 08/1956
Diagram: 183
Design Code: AE201
Seats: 39s
Bogies: BR1

9300 converted to a Train Crew Training Coach in 1983. 9278 restored with CW bogies.

West Somerset Railway
Midland Railway-Butterley
Caledonian Railway
Great Central Railway

Lot no: 30443
Builder: GRCW
Ordered: 01/1957
Completed: 01/1960
Diagram: 183
Design Code: AE201
Seats: 39s
Bogies: BR1

Built with fluorescent lighting. Converted to BSOT, design code AE210, seats 31s in 1980.

Lot no: 30698
Builder: Wolverton
Ordered: 04/1961
Completed: 12/1963
Diagram: 184
Design Code: AE202
Seats: 39s
Bogies: CW

Swindon & Cricklade Railway

Lot no: 30089
Builder: Swindon
Ordered: 04/1953
Completed: 11/1954
Diagram: 116
Design Code: AA101
Seats: 42F
Bogies: BR1

13089 rebogied with B4's & restored with B5's.

Lot no: 30381
Builder: Ashford/Swindon
Ordered: 04/1956
Completed: 07/1959
Diagram: 116
Design Code: AA101
Seats: 42F
Bogies: BR1

13225/8/9/30/3/6 rebogied with B4's. 13225/8/9/30 Dual-braked. 13231 converted to a Special Instruction Coach in 1983.

Lot no: 30667
Builder: Swindon
Ordered: 03/1960
Completed: 09/1962
Diagram: 116
Design Code: AA101
Seats: 42F
Bogies: CW

13360 converted to LFK in 1967, design code AZ101, seats 38F. 13318/41 Air-braked. 13317 restored with Dual-brakes. 13329 restored with BR2 bogies. 13318/41 converted to Test Train Brake Force Runners.

Swindon & Cricklade Railway

Lot no: 30382
Builder: Ashford/Swindon
Ordered: 04/1956
Completed: 02/1960
Diagram: 161
Design Code: AB101
Seats: 24F
Bogies: BR1

14007 restored with Commonwealth bogies and Dual-brakes.

Lot no: 30668
Builder: Swindon
Ordered: 03/1960
Completed: 12/1961
Diagram: 161
Design Code: AB101
Seats: 24F
Bogies: CW

17021 was to be converted to S&T Staff Coach DB975592 but conversion was cancelled. 14013 restored with Air-brakes. 14019 restored with Dual-brakes.

Lot no: 30669
Builder: Swindon
Ordered: 04/1957
Completed: 01/1960
Diagram: 183
Design Code: AE201
Seats: 39s
Bogies: BR1

13195 reboighted with B4's & restored with B5's.

Lot no: 30382
Builder: Ashford/Swindon
Ordered: 04/1956
Completed: 07/1959
Diagram: 116
Design Code: AA101
Seats: 42F
Bogies: BR1

13225/8/9/30/3/6 rebogied with B4's. 13225/8/9/30 Dual-braked. 13231 converted to a Special Instruction Coach in 1983.

Lot no: 30667
Builder: Swindon
Ordered: 03/1960
Completed: 09/1962
Diagram: 116
Design Code: AA101
Seats: 42F
Bogies: CW

13360 converted to LFK in 1967, design code AZ101, seats 38F. 13318/41 Air-braked. 13317 restored with Dual-brakes. 13329 restored with BR2 bogies. 13318/41 converted to Test Train Brake Force Runners.

Swindon & Cricklade Railway

Lot no: 30382
Builder: Ashford/Swindon
Ordered: 04/1956
Completed: 02/1960
Diagram: 161
Design Code: AB101
Seats: 24F
Bogies: BR1

14007 restored with Commonwealth bogies and Dual-brakes.

Lot no: 30668
Builder: Swindon
Ordered: 03/1960
Completed: 12/1961
Diagram: 161
Design Code: AB101
Seats: 24F
Bogies: CW

17021 was to be converted to S&T Staff Coach DB975592 but conversion was cancelled. 14013 restored with Air-brakes. 14019 restored with Dual-brakes.

Lot no: 30669
Builder: Swindon
Ordered: 04/1957
Completed: 01/1960
Diagram: 183
Design Code: AE201
Seats: 39s
Bogies: BR1

13195 reboighted with B4's & restored with B5's.
**CORRIDOR COMPOSITE**

**Lot no: 30005**  
Builder: Metro-Cammell  
Builder: Metro-Cammell  
Ordered: 12/1950  
Ordered: 03/1955  
Completed: 10/1953  
Completed: 08/1956  
Diagram: 126  
Diagram: 126  
Design Code: AA301  
Design Code: AA301  
Seats: 24F, 18S  
Seats: 24F, 18S  
Bogies: BRI  
Bogies: BRI  

**Lot no: 30075**  
Builder: Derby  
Builder: Derby  
Ordered: 01/1953  
Ordered: 03/1955  
Completed: 07/1954  
Completed: 08/1956  
Diagram: 126  
Diagram: 126  
Design Code: AA301  
Design Code: AA301  
Seats: 24F, 18S  
Seats: 24F, 18S  
Bogies: BRI  
Bogies: BRI  

**Lot no: 30158**  
Builder: Wolverton  
Builder: Wolverton  
Ordered: 04/1954  
Ordered: 01/1956  
Completed: 10/1956  
Completed: 01/1957  
Diagram: 126  
Diagram: 126  
Design Code: AA301  
Design Code: AA301  
Seats: 24F, 18S  
Seats: 24F, 18S  
Bogies: BRI  
Bogies: BRI  

**Lot no: 30179**  
Builder: Metro-Cammell  
Builder: Metro-Cammell  
Ordered: 07/1954  
Ordered: 01/1956  
Completed: 02/1956  
Completed: 04/1957  
Diagram: 126  
Diagram: 126  
Design Code: AA301  
Design Code: AA301  
Seats: 24F, 18S  
Seats: 24F, 18S  
Bogies: BRI  
Bogies: BRI  

**Lot no: 30221**  
Builder: Metro-Cammell  
Builder: Metro-Cammell  
Ordered: 03/1955  
Ordered: 01/1956  
Completed: 08/1956  
Completed: 04/1957  
Diagram: 126  
Diagram: 126  
Design Code: AA301  
Design Code: AA301  
Seats: 24F, 18S  
Seats: 24F, 18S  
Bogies: BRI  
Bogies: BRI  

15709 converted to Camping Coach by North Yorkshire Moors Railway.


Lot no: 30132  Builder: Metro-Cammell  Ordered: 01/1954  Completed: 01/1955
Diagram: 171  Design Code: AB301  Seats: 12F,18S  Bogies: BR1

Lot no: 30186  Builder: Metro-Cammell  Ordered: 07/1954  Completed: 05/1956
Diagram: 172  Design Code: AB302  Seats: 12F,24S  Bogies: BR1

Lot no: 30574  Builder: GRCW  Ordered: 01/1959  Completed: 08/1960
Diagram: 171  Design Code: AB301  Seats: 12F,18S  Bogies: BR1

Lot no: 30669  Builder: Swindon  Ordered: 03/1960  Completed: 02/1962


Diagram: 171  Design Code: AB301  Seats: 12F,18S  Bogies: BR1 Converted to BTU Staff Coach in 1971, later used as Internal User at Slateford Engineers Yard.


Lot no: 30424  Builder: Charles Roberts  Ordered: 10/1956  Completed: 01/1959
Diagram: 172  Design Code: AB302  Seats: 12F,24S  Bogies: BR1

Lot no: 30574  Builder: GRCW  Ordered: 01/1959  Completed: 08/1960
Diagram: 171  Design Code: AB301  Seats: 12F,18S  Bogies: BR1

Lot no: 30669  Builder: Swindon  Ordered: 03/1960  Completed: 02/1962


Diagram: 171  Design Code: AB301  Seats: 12F,18S  Bogies: BR1 Converted to BTU Staff Coach in 1971, later used as Internal User at Slateford Engineers Yard.


Lot no: 30424  Builder: Charles Roberts  Ordered: 10/1956  Completed: 01/1959
Diagram: 172  Design Code: AB302  Seats: 12F,24S  Bogies: BR1

Lot no: 30574  Builder: GRCW  Ordered: 01/1959  Completed: 08/1960
Diagram: 171  Design Code: AB301  Seats: 12F,18S  Bogies: BR1

Lot no: 30669  Builder: Swindon  Ordered: 03/1960  Completed: 02/1962
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<tr>
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<tbody>
<tr>
<td>Diagram: 171</td>
<td>Design Code: AB301</td>
<td>Seats: 12F,18S</td>
<td>Bogies: CW</td>
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<table>
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<tr>
<th>Lot no: 30732</th>
<th>Builder: Derby</th>
<th>Ordered: 08/1962</th>
<th>Completed: 02/1964</th>
</tr>
</thead>
</table>

Air-braked by Southern Region. 21271 converted to a BTU Staff Coach in 1982, 21273 converted to BTU Staff Coach in 1986 and 21275 converted to a Weedkilling Train Dormitory & staff Coach.

### CORRIDOR SECOND

<table>
<thead>
<tr>
<th>Lot no: 30002</th>
<th>Builder: Derby</th>
<th>Ordered: 12/1950</th>
<th>Completed: 12/1951</th>
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<tbody>
<tr>
<td>Diagram: 146</td>
<td>Design Code: AA201</td>
<td>Seats: 48S</td>
<td>Bogies: BR1</td>
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24157 converted to BTU Tool & Generator Van in 1971.

<table>
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<tr>
<th>Lot no: 30007</th>
<th>Builder: BRCW</th>
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<td>Design Code: AA201</td>
<td>Seats: 48S</td>
<td>Bogies: BR1</td>
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24396 The Anglers Arms, Weldon Bridge

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<tr>
<th>Lot no: 30030</th>
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<th>Completed: 12/1953</th>
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<tr>
<th>Lot no: 30057</th>
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24576 converted to a Train Crew Training Coach in 1983.

<table>
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<th>Lot no: 30058</th>
<th>Builder: Cravens</th>
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<table>
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<tr>
<th>Lot no: 30078</th>
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<th>Ordered: 02/1953</th>
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<td>Diagram: 146</td>
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<td>Bogies: BR1</td>
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<table>
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<tr>
<th>Lot no: 30137</th>
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24825 Gwili Railway

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<th>Lot no: 30208</th>
<th>Builder: Derby</th>
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24997 restored with CW bogies

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24997 Sidings Hotel and Restaurant

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24997 Sidings Hotel and Restaurant

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24997 Sidings Hotel and Restaurant

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24997 Sidings Hotel and Restaurant

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<td>Bogies: BR1</td>
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<td>Lot no: 30155</td>
<td>Builder: Wolverton</td>
<td>Ordered: 04/1954</td>
<td>Completed: 05/1956</td>
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<td>-------------------</td>
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<tr>
<td>Diagram: 147</td>
<td>Design Code: AA202</td>
<td>Seats: 64S</td>
<td>Bogies: BR1</td>
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<tr>
<td>Converted to BTU Tool Van in 1971.</td>
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25079 DB975080 Embsy & Bolton Abbey Railway

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<tr>
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<td>Bogies: BR1</td>
</tr>
<tr>
<td>25189 converted to Auto-buffet coach in 1962 but subsequently converted back to standard.</td>
<td></td>
<td></td>
<td></td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Lot no: 30349</th>
<th>Builder: Wolverton</th>
<th>Ordered: 02/1956</th>
<th>Completed: 10/1957</th>
</tr>
</thead>
<tbody>
<tr>
<td>Diagram: 146</td>
<td>Design Code: AA201</td>
<td>Seats: 48S</td>
<td>Bogies: BR1</td>
</tr>
<tr>
<td>25346 restored with BR1 bogies. 25308 &amp; 25323 restored with B4 bogies. 25355 converted to Camping Coach.</td>
<td></td>
<td></td>
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</tr>
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<table>
<thead>
<tr>
<th>Lot no: 30350</th>
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<tbody>
<tr>
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<td>Design Code: AA201</td>
<td>Seats: 48S</td>
<td>Bogies: BR1</td>
</tr>
<tr>
<td>25430 converted to OHLM Stores Coach in 1978.</td>
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<table>
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<tr>
<th>Lot no: 30737</th>
<th>Builder: Derby</th>
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<tbody>
<tr>
<td>XP64 experimental stock.</td>
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25501 is used for volunteer accommodation at Toddington.

<table>
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<tbody>
<tr>
<td>Diagram: 146</td>
<td>Design Code: AA201</td>
<td>Seats: 48S</td>
<td>Bogies: BR1</td>
</tr>
<tr>
<td>25646 converted to Exhibition Van at Doncaster in 1981, design code NY526. 25607/18 rebogied with B4's. 18607 converted to a Driver Training Train Coach in 1987. 25618 has been converted into a Santa Grotto.</td>
<td></td>
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<tr>
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<tbody>
<tr>
<td>Diagram: 146</td>
<td>Design Code: AA201</td>
<td>Seats: 48S</td>
<td>Bogies: CW</td>
</tr>
<tr>
<td>25729 &amp; 25837 restored with Dual-brakes. 18735/807 converted to Special Instruction coaches in 1989/86 &amp; 18891 to a Driver Training Train Coach in 1987. 25778 converted for use as a classroom coach. 25776, 25853/71 converted for use as dormitory coaches. 25729 converted to Test Train Brake Force Runner. 25788 has been converted to a Bar Car by the Great Central Railway. 25843 has been converted to a Buffet Car seating 325 by the Spa Valley Railway.</td>
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<tr>
<td>Diagram: 147</td>
<td>Design Code: AA202</td>
<td>Seats: 64S</td>
<td>Bogies: BR1</td>
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<tr>
<td>Converted to BTU Tool Van in 1971.</td>
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25079 DB975080 Embsy & Bolton Abbey Railway

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<tbody>
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<td>Design Code: AA202</td>
<td>Seats: 64S</td>
<td>Bogies: BR1</td>
</tr>
<tr>
<td>25189 converted to Auto-buffet coach in 1962 but subsequently converted back to standard.</td>
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<td>Diagram: 146</td>
<td>Design Code: AA201</td>
<td>Seats: 48S</td>
<td>Bogies: BR1</td>
</tr>
<tr>
<td>25346 restored with BR1 bogies. 25308 &amp; 25323 restored with B4 bogies. 25355 converted to Camping Coach.</td>
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<td>Diagram: 146</td>
<td>Design Code: AA201</td>
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<td>Bogies: BR1</td>
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<td>25430 converted to OHLM Stores Coach in 1978.</td>
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<td>Seats: 48S</td>
<td>Bogies: BR1</td>
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<tr>
<td>25501 is used for volunteer accommodation at Toddington.</td>
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<td>25501 is used for volunteer accommodation at Toddington.</td>
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<td>25501 is used for volunteer accommodation at Toddington.</td>
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<td>Diagram: 146</td>
<td>Design Code: AA201</td>
<td>Seats: 48S</td>
<td>Bogies: BR1</td>
</tr>
<tr>
<td>25646 converted to Exhibition Van at Doncaster in 1981, design code NY526. 25607/18 rebogied with B4's. 18607 converted to a Driver Training Train Coach in 1987. 25618 has been converted into a Santa Grotto.</td>
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<tbody>
<tr>
<td>Diagram: 146</td>
<td>Design Code: AA201</td>
<td>Seats: 48S</td>
<td>Bogies: CW</td>
</tr>
<tr>
<td>25729 &amp; 25837 restored with Dual-brakes. 18735/807 converted to Special Instruction coaches in 1989/86 &amp; 18891 to a Driver Training Train Coach in 1987. 25778 converted for use as a classroom coach. 25776, 25853/71 converted for use as dormitory coaches. 25729 converted to Test Train Brake Force Runner. 25788 has been converted to a Bar Car by the Great Central Railway. 25843 has been converted to a Buffet Car seating 325 by the Spa Valley Railway.</td>
<td></td>
<td></td>
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### Stored at Long Marston

<table>
<thead>
<tr>
<th>Lot no:</th>
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<th>Diagram</th>
<th>Design Code</th>
<th>Seats</th>
<th>Bogies</th>
<th>Completed</th>
<th>Notes</th>
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<tbody>
<tr>
<td>30686</td>
<td>Derby</td>
<td>147</td>
<td>AA202</td>
<td>64S</td>
<td>CW</td>
<td>05/1962</td>
<td>25917 re bogied with BR1's by Southern Region. 25917 Air-braked by Southern Region. 25955 restored with Dual-brakes.</td>
</tr>
</tbody>
</table>

25917 re bogied with BR1's by Southern Region. 25917 Air-braked by Southern Region. 25955 restored with Dual-brakes.

<table>
<thead>
<tr>
<th>Lot no:</th>
<th>Builder: Derby</th>
<th>Diagram</th>
<th>Design Code</th>
<th>Seats</th>
<th>Bogies</th>
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</thead>
<tbody>
<tr>
<td>30726</td>
<td>Derby</td>
<td>146</td>
<td>AA201</td>
<td>48S</td>
<td>CW</td>
<td>11/1963</td>
<td>25994 converted for use as dormitory coach and restored with BR1 bogies. 26013 restored with Dual-brakes.</td>
</tr>
</tbody>
</table>

25994 converted for use as dormitory coach and restored with BR1 bogies. 26013 restored with Dual-brakes.

<table>
<thead>
<tr>
<th>Lot no:</th>
<th>Builder: Derby</th>
<th>Diagram</th>
<th>Design Code</th>
<th>Seats</th>
<th>Bogies</th>
<th>Completed</th>
<th>Notes</th>
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34004 converted to BTU Tool Van in 1975.

<table>
<thead>
<tr>
<th>Lot no:</th>
<th>Builder: Wolverton</th>
<th>Diagram</th>
<th>Design Code</th>
<th>Seats</th>
<th>Bogies</th>
<th>Completed</th>
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<tbody>
<tr>
<td>30025</td>
<td>Wolverton</td>
<td>181</td>
<td>AB201</td>
<td>24S</td>
<td>BR1</td>
<td>05/1952</td>
<td>AD5318 34133 converted to Test Car 5 in 1970 and Air-braked. Later used as a locomotive Test Train coach. 34136 converted to BTU Staff &amp; Tool Coach in 1975 34111 used by MoD at Marchwood.</td>
</tr>
</tbody>
</table>

34133 converted to Test Car 5 in 1970 and Air-braked. Later used as a locomotive Test Train coach. 34136 converted to BTU Staff & Tool Coach in 1975 34111 used by MoD at Marchwood.

<table>
<thead>
<tr>
<th>Lot no:</th>
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<th>Diagram</th>
<th>Design Code</th>
<th>Seats</th>
<th>Bogies</th>
<th>Completed</th>
<th>Notes</th>
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</thead>
<tbody>
<tr>
<td>30021</td>
<td>Ashford/Eastleigh</td>
<td>181</td>
<td>AB201</td>
<td>24S</td>
<td>BR1</td>
<td>11/1952</td>
<td>Suffolk Fire &amp; Rescue Service Training Centre 34367 converted to BTU Tool &amp; Generator Coach in 1975</td>
</tr>
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</table>

34367 converted to BTU Tool & Generator Coach in 1975

<table>
<thead>
<tr>
<th>Lot no:</th>
<th>Builder: GRCW</th>
<th>Diagram</th>
<th>Design Code</th>
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<th>Bogies</th>
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<th>Notes</th>
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<tbody>
<tr>
<td>30060</td>
<td>GRCW</td>
<td>181</td>
<td>AB201</td>
<td>24S</td>
<td>BR1</td>
<td>02/1954</td>
<td>IRISH RAIL 3177</td>
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Irish Rail 3177

<table>
<thead>
<tr>
<th>Lot no:</th>
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<th>Design Code</th>
<th>Seats</th>
<th>Bogies</th>
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<th>Notes</th>
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</thead>
<tbody>
<tr>
<td>30074</td>
<td>Wolverton</td>
<td>181</td>
<td>AB201</td>
<td>24S</td>
<td>BR1</td>
<td>06/1954</td>
<td>345005 converted to Midland Railway-Butlerly 34509 converted to Midland Railway-Butlerly 34576 converted to Midland Railway-Butlerly 34576 converted to Midland Railway-Butlerly</td>
</tr>
</tbody>
</table>

345005 converted to Midland Railway-Butlerly 34509 converted to Midland Railway-Butlerly 34576 converted to Midland Railway-Butlerly 34576 converted to Midland Railway-Butlerly

<table>
<thead>
<tr>
<th>Lot no:</th>
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<tbody>
<tr>
<td>30095</td>
<td>Wolverton</td>
<td>181</td>
<td>AB201</td>
<td>24S</td>
<td>BR1</td>
<td>04/1955</td>
<td>34527 converted to a BTU Staff Coach in 1975, 34531 converted to a Special Instruction Coach in 1986, 34540 converted to a CCE Staff Coach in 1985, 34553 converted to a BTU Staff Coach in 1975. 34556 restored with B4 bogies. 34556 restored with B4 bogies.</td>
</tr>
</tbody>
</table>

34527 converted to a BTU Staff Coach in 1975, 34531 converted to a Special Instruction Coach in 1986, 34540 converted to a CCE Staff Coach in 1985, 34553 converted to a BTU Staff Coach in 1975. 34556 restored with B4 bogies.
Lot no: 30141  Builder: GRCW  Ordered: 01/1954  Completed: 06/1955
Diagram: 181  Design Code: AB201  Seats: 24S  Bogies: BR1
34586 converted to a BTU Staff & Tool Coach in 1975 and 34589/94, 34606 converted to BTU Tool & Generator Vans in 1975. 34590 converted to Brake Generating Steam Van in 1972 for use in Ireland and rebogied with B4's.

34620 converted to a S&T Staff & Tool Coach in 1973.

Lot no: 30145  Builder: Charles Roberts  Ordered: 01/1954  Completed: 06/1955
34640 Air-braked by Southern Region. 34634 converted to a BTU Tool Van in 1971 & 34644 to a Barrier Coach in 1982.

Diagram: 181  Design Code: AB201  Seats: 24S  Bogies: BR1
34675 converted to a Special Instruction Coach in 1987, 34698 converted to a BTU Tool Van in 1986 and 34740 & 34746 converted to BTU Tool & Generator Vans in 1975. 34701 converted to Brake Generating Steam Van in 1972 for use in Ireland and rebogied with B4's.

34754 converted to BTU Staff & Tool Coach in 1971. 34786 converted to BTU Tool & Generator Van in 1975.

Lot no: 30220  Builder: GRCW  Ordered: 03/1955  Completed: 04/1956
34828 converted to a BTU Tool & Generator Van in 1971, later used as Internal User at Perth Carriage Sidings. 34828 reduced to Carflat.

Lot no: 30225  Builder: Charles Roberts  Ordered: 04/1955  Completed: 06/1957
34925 rebogied with B4's, but restored with BR1's.

Lot no: 30229  Builder: Metro-Cammell  Ordered: 04/1955  Completed: 04/1957
35011 rebogied with CW's by Southern Region. 34991 restored with CW bogies. 34991, 35006/11 Air-braked by Southern Region. 34994/95, 35000/20/21 converted to Bullion Vans in 196x and Dual-braked. 99202 converted to CCE Staff Van in 1990. 99201/04 converted to t 7 35006 converted to HST Barrier Coach in 1978, subsequently returned to capital stock in 1990 as 6337. 35011 converted to a Brake Force Rammer in 1988. 34996 converted to BTU Tool & Generator Van in 1982. 34999 converted to PSS Staff & Tool Van in 1989. 35003/04/05/09 converted to POT, design code NT503. Rebogied with B5's. Dual-braked. 99200 & 99203 used as Internal Users at Strawberry Hill depot and 889301 used as Internal User at Stafford. 80405 restored with B4 bogies.

Lot no: 30230  Builder: GRCW  Ordered: 04/1955  Completed: 04/1957
35045 converted to a Brake Force Coach in 1978.
<table>
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<tr>
<th>Lot No.</th>
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<th>Diagram</th>
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<th>Seats</th>
<th>Bogies</th>
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<tr>
<td>35027</td>
<td>DB977169 Railfilms, Carnforth</td>
<td>04/1955</td>
<td>06/1957</td>
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<td>AB201</td>
<td>24S</td>
<td>BR1</td>
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<td>35079/87/94</td>
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<td>04/1955</td>
<td>10/1956</td>
<td>182</td>
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<td>35123</td>
<td>Charles Roberts</td>
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<td>BR1</td>
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<td>35129/93/97</td>
<td>GRCW</td>
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<td>04/1960</td>
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<td>35219</td>
<td>DB97662 Glenfinnan Station Museum</td>
<td>01/1959</td>
<td>05/1960</td>
<td>181</td>
<td>AB201</td>
<td>24S</td>
<td>BR1</td>
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<tr>
<td>35270</td>
<td>North Yorkshire Moors Railway</td>
<td>01/1959</td>
<td>07/1960</td>
<td>181</td>
<td>AB201</td>
<td>24S</td>
<td>BR1</td>
</tr>
</tbody>
</table>


35129 converted to a Special Instruction Coach in 1986, 35148 converted to Test Train Coach in 1986.

35192/93/97, 35200/01/04/07/48 rebogied with B4's. 35185 restored with B4 bogies. 35197 & 35201 converted to Courier Vehicles in 1987, design code NN504, Dual-braked. 35185 converted to a MTA Brake Force Runner in 1986, 35188 to a Special Instruction Coach in 1985 and 35215 to a CCE Staff & Dormitory Coach in 1978. 35185/207 restored with dual brakes. 35257 restored with CW bogies. 35270 converted to Camping Coach by North Yorkshire Moors Railway.

Bo'ness & Kinneil Railway
Llangollen Railway
Buckinghamshire Railway Centre
Wensleydale Railway
Bo'ness & Kinneil Railway
Stainmore Railway, Kirkby Stephen East
Gloucestershire-Warwickshire Railway
East Somerset Railway
East Somerset Railway
Glenfinnan Station Museum
Severn Valley Railway
Nene Valley International Steam Railway
Nene Valley International Steam Railway
Avon Valley Railway
West Somerset Railway
North Yorkshire Moors Railway
Camping Coach 176


North Yorkshire Moors Railway
NR registered 62005 Support Coach
|--------------|--------------------|------------------|-------------------|

**Mid-Hants Railway**


**West Coast Railway Company, Carnforth**


35405/0/19 converted to S&T Staff & Tool Coaches in 1983. 35444 converted to Test Train coach in 1986. 35407 restored with Dual-brakes.

**Chinnor & Princes’ Risborough Railway**

Lot no: 30728 Builder: Wolverton Ordered: 04/1962 Completed: 02/1963


35466 converted to Courier Vehicle in 1986, design code NN504, Dual-brakes. 35452/53 Dual-braked. 35478/81 converted to Nuclear Flask Escort Coaches. 35487 converted to S&T Staff & Generator Coach in 1983. 35451/61/76 restored with BR1 bogies.

**Bluebell Railway**


35464 restored with BR1 bogies.

**Severn Valley Railway**

Lot no: 30728 Builder: Wolverton Ordered: 04/1962 Completed: 02/1963


35466 restored with BR1 bogies.

**Avon Valley Railway**

NR registered 60009/61994 Support Coach

**National Railway Museum, York**

NRMY99953 NRM Locomotives Support Coach

**Pleasurewood Hills Park, Lowestoft**


**Projection Screen Car No. 1**


**East Lancashire Railway**

Lot no: 30728 Builder: Wolverton Ordered: 04/1962 Completed: 02/1963


**Avon Valley Railway**


**East Somerset Railway**

Lot no: 30728 Builder: Wolverton Ordered: 04/1962 Completed: 02/1963


**NR registered 61994 Support Coach**

**Thornton Depot, Fife**

Lot no: 30728 Builder: Wolverton Ordered: 04/1962 Completed: 02/1963


**National Railway Museum, York**

NRMY99953 NRM Locomotives Support Coach

**Pontypool & Blaenavon Railway**

Lot no: 30728 Builder: Wolverton Ordered: 04/1962 Completed: 02/1963


**COMPOSITE with LAVATORY**

CL
Diagram: 313 Seats: 19F, 42S Bogies: BR2

43003 Keighley & Worth Valley Railway
43010 Stephenson Railway Museum
43012 Llangollen Railway
43024 Strathspey Railway
43034 Epping Ongar Railway
43041 North Norfolk Railway
43043 Great Central Railway
43046 National Railway Museum, York

BRAKE SECOND

Diagram: 371 Seats: 72S Bogies: BR2

43128 restored with BR1 bogies.

43128 Keighley & Worth Valley Railway
43140 East Kent Light Railway
43145 Keighley & Worth Valley Railway
43147 South Devon Railway
43157 East Anglian Railway Museum

SECOND

Diagram: 326 Seats: 108S Bogies: BR2

46116 Whitwell & Reepham Station, Norfolk
46130 Llangollen Railway
46139 North Norfolk Railway
46145 Keighley & Worth Valley Railway
46147 Epping Ongar Railway
46157 Keighley & Worth Valley Railway

OPEN SECOND with LAVATORY

Diagram: 330 Seats: 80S Bogies: BR2

48001 North Norfolk Railway
48004 North Norfolk Railway
48011 Keighley & Worth Valley Railway
48015 Stephenson Railway Museum
48018 Keighley & Worth Valley Railway

BRAKE SECOND

Lot no: 30047 Builder: Swindon Ordered: 04/1951 Completed: 05/1955
Diagram: 370 Seats: 84S Bogies: BR2

Used by MoD at Trecwn

53049 43264 Mangapps Farm Railway Museum

Diagram: 371 Seats: 72S Bogies: BR2

43289 used by MoD at Longmoor.

53100 43289 East Somerset Railway
53156 43345 Keighley & Worth Valley Railway
53160 43349 Strathspey Railway
53168 43357 North Norfolk Railway
53170 43359 Epping Ongar Railway

Diagram: 371 Seats: 72S Bogies: BR2

53172 43172 Stephenson Railway Museum
53182 43182 Llangollen Railway
53190 43190 Buckinghamshire Railway Centre
## PRESERVED 'BR' LOCOMOTIVE HAULED COACHING STOCK

### MK II PASSENGER CARRYING COACHING STOCK

### OPEN FIRST

<table>
<thead>
<tr>
<th>Lot no:</th>
<th>Builder: Derby</th>
<th>Ordered:</th>
<th>Completed:</th>
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<tr>
<td>30810</td>
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<td>05/1969</td>
<td>12/1970</td>
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</table>

**PRESERVED 'BR' LOCOMOTIVE HAULED COACHING STOCK**

**MK II PASSENGER CARRYING COACHING STOCK**

<table>
<thead>
<tr>
<th>Mark IIc</th>
<th>3152/55/61/64/68 declassified to SO in 1982/3, design code AD205. 6410 converted to Test Train Coach in 1986, 6411 converted to a Brake Force Runner in 1987.</th>
</tr>
</thead>
<tbody>
<tr>
<td>3152</td>
<td>6411 Mid-Norfolk Railway</td>
</tr>
<tr>
<td>3155</td>
<td>6415 Dalton Airfield Industrial Estate, Dalton</td>
</tr>
<tr>
<td>3161</td>
<td>6414 Dalton Airfield Industrial Estate, Dalton</td>
</tr>
<tr>
<td>3164</td>
<td>6410 Mid-Norfolk Railway</td>
</tr>
<tr>
<td>3168</td>
<td>6412 Railfilms, Carnforth Stored at Nemesis Rail, Burton upon Trent</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>FO</strong></td>
<td></td>
</tr>
<tr>
<td>Diagram: 81</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Mark IId.** 3227 restored with CW bogies. 3271 converted to FO(T) in 1992, design code AG101, seats 36F.

<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>Diagram: 82</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Mark IIf.** 3317 declassified to SO in 1985, design code AD206, seats 42S. 3305, 6433 & 3319 converted to RFB in 1988, design code AJ104, seats 26F.

<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>Diagram: 83</td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

**Mark If.** 3337 declassified to SO in 1985, design code AD206, seats 42S. 3332, 6444, 3377 & 3419 converted to RFB in 1988 and 3383 converted to RFB in 1990, design code AJ104, seats 26F. 3382/98, 3415 converted to TFH in 1988, design code EP101, seats 41F.

<table>
<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>Diagram: 83</td>
<td></td>
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</tbody>
</table>

## TOURIST OPEN SECOND

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>Diagram: 88</td>
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</tbody>
</table>


<table>
<thead>
<tr>
<th>5125</th>
<th>Barrow Hill Roundhouse</th>
</tr>
</thead>
<tbody>
<tr>
<td>5132</td>
<td>Northampton &amp; Lamport Railway</td>
</tr>
<tr>
<td>5136</td>
<td>Epping Ongar Railway</td>
</tr>
<tr>
<td>5141</td>
<td>'CHRISTINE'</td>
</tr>
<tr>
<td>5145</td>
<td>Caledonian Railway</td>
</tr>
<tr>
<td>5149</td>
<td>Strathspey Railway SR No. 105</td>
</tr>
<tr>
<td>5154</td>
<td>Lincolnshire Wolds Railway</td>
</tr>
<tr>
<td>5156</td>
<td>Royal Deeside Railway</td>
</tr>
<tr>
<td>5158</td>
<td>Lincolnshire Wolds Railway</td>
</tr>
<tr>
<td>5159</td>
<td>Appleby Heritage Centre</td>
</tr>
<tr>
<td>5161</td>
<td>Lincolnshire Wolds Railway</td>
</tr>
<tr>
<td>5166</td>
<td>Rushden Station Museum, Northamptonshire</td>
</tr>
<tr>
<td>5173</td>
<td>Appleby Heritage Centre</td>
</tr>
<tr>
<td>5174</td>
<td>Northampton &amp; Lamport Railway</td>
</tr>
<tr>
<td>5175</td>
<td>Churnet Valley Railway Loaned from Foxfield Railway</td>
</tr>
</tbody>
</table>
Epping Ongar Railway
Caledonian Railway
Plym Valley Railway
Strathpey Railway
Strathspey Railway
Aln Valley Railway, Longhoughton
Mid-Norfolk Railway
Mid-Norfolk Railway
East Kent Light Railway
Mid-Norfolk Railway
Mid-Norfolk Railway
East Kent Light Railway
Peak Railway, Darley Dale
East Lancashire Railway
East Lancashire Railway
Mid-Norfolk Railway
East Lancashire Railway
Buckinghamshire Railway Centre
Wensleydale Railway
Braughing Station, Hertfordshire
East Lancashire Railway
East Lancashire Railway
Tyseley Locomotive Works
Wensleydale Railway
Wensleydale Railway
Mid-Norfolk Railway
Tyseley Locomotive Works
East Lancashire Railway
Buckinghamshire Railway Centre
East Lancashire Railway
Mid-Norfolk Railway
East Lancashire Railway
Milcote Railway Carriage Cafe, Welford-on-Avon
Wensleydale Railway
Wensleydale Railway
Nottingham Heritage Centre, Ruddington
Mid-Norfolk Railway
East Lancashire Railway
Mid-Norfolk Railway
Nottingham Heritage Centre, Ruddington
Nottingham Heritage Centre, Ruddington
Manchester, Cornwall Street
Nottingham Heritage Centre, Ruddington
Eureka - The Children's Museum, Halifax
Eurotunnel Training Facility, Folkestone
Eureka - The Children's Museum, Halifax
Braughing Station, Hertfordshire
East Lancashire Railway
Mid-Norfolk Railway
Guisborough Forest, Pinchinthorpe
Pleasure Island, Lytham St. Annes
National Railway Museum, York
Didcot Railway Centre
Midland Railway-Butterley
Mid-Norfolk Railway
Didcot Railway Centre
Nottingham Heritage Centre, Ruddington
Nottingham Heritage Centre, Ruddington
Eureka - The Children's Museum, Halifax
Mid-Norfolk Railway
Eureka - The Children's Museum, Halifax
Didcot Railway Centre
Lot no: 30752
Builder: Derby
Ordered: 10/1964
Diagram: 87
Completed: 10/1966
Mark Ia. 5544 restored with Vacuum brakes.
Lot no: 30776
Builder: Derby
Ordered: 01/1967
Diagram: 86
Completed: 04/1968
Mark IIa. 5452 converted to Air-braked. 5255 restored with vacuum brakes.
Lot no: 30787
Builder: Derby
Ordered: 05/1967
Diagram: 86
Completed: 12/1968
Mark IIa. 5452 restored with CW bogies. 5482 converted to in .
Lot no: 30795
Builder: Derby
Ordered: 05/1969
Diagram: 106
Completed: 11/1970
Mark IIc.
5627  6610  6660  6721  Platform Youth Centre, Faringdon Road, Swindon
5630  Mid-Norfolk Railway
5669  National Railway Museum, York  National Collection
5685  East Lancashire Railway
5739  Dalton Airfield Industrial Estate, Dalton
Lot no: 30837  Builder: Derby  Ordered: 03/1971  Completed: 06/1972
Mark IIf.
5745  RAF Waddington, Lincoln
5777  Dean Forest Railway
5788  Strathclyde Fire & Rescue Service, Cambuslang
5797  Railfilms, Carnforth
Mark Ile.
5809  Llangollen Railway
5821  Strathclyde Fire & Rescue Service, Cambuslang
5856  DB977792  Skipworth & North Duffield Station, near Selby
Diagram: 109  Design Code: AC211  Seats: 64S  Bogies: B4
Mark III.
5912  Railfilms, Carnforth  Network Rail registered
5916  Carriages Hotel, Inisch
5920  Dartmoor Railway, Okehampton
5941  Skipworth & North Duffield Station, near Selby
5948  RAF Waddington, Lincoln
Diagram: 109  Design Code: AC211  Seats: 64S  Bogies: B4
Mark III.
5983  RAF Waddington, Lincoln
5991  Railfilms, Carnforth  Network Rail registered
6002  Dartmoor Railway, Okehampton
6003  72710  Barry Island Railway
6014  Tintern Parva Station Museum, Monmouthshire
6048  72629  Barry Island Railway
6053  Keith & Dufftown Railway
6060  Battlefield Steam Railway
6079  72641  Dalton Airfield Industrial Estate, Dalton
6086  72617  Eccleshare Valley Railway, Wirksworth
6108  72621  Barry Island Railway
6127  72707  Lincolnshire Wolds Railway
6128  72635  Marchwood Military Railway, Hampshire
6135  Tintern Parva Station Museum, Monmouthshire
6140  72620  Barry Island Railway
6163  Humberside Fire & Rescue Service, Scunthorpe
Diagram: 109  Design Code: AC211  Seats: 64S  Bogies: B4
OPEN BRAKE SECOND  BSO
Lot no: 30757  Builder: Derby  Ordered: 04/1965  Completed: 08/1966
9383/89/40/56 converted to BSO in 1986, design code EP201, seats 48S.  6003/6127 converted to TS in 1983/4, design code EH285, seats 48S.
9383  9102  Northampton & Lamport Railway
9384  Lincolnshire Wolds Railway
9385  Epping Ongar Railway
9388  Barrow Hill Roundhouse
9389  9103  Nottingham Heritage Centre, Ruddington
9390  Churnet Valley Railway
9393  Lincolnshire Wolds Railway
9394  Peak Railway, Darley Dale
9395  DB977337  Suffolk Fire & Rescue Service Training Centre
9400  Waverley Route Heritage Association
9404  9105  Peak Railway, Darley Dale
9405  9100  Royal Deeside Railway
9406  9106  024909  Mid-Norfolk Railway
9409  Mid-Norfolk Railway
9410  Epping Ongar Railway
9414  Spa Valley Railway
Diagram: 180  Design Code: AE204  Seats: 31S  Bogies: B4
Mark Ila.  9423 used as Internal User at Preston.
9417  
Wensleydale Railway  
'ROSIE'
9418  
East Lancashire Railway
9423  
Mid-Norfolk Railway
Lot no: 30788  
Builder: Derby  
Ordered: 05/1967  
Completed: 10/1968  
Diagram: 180  
Design Code: AE204  
Seats: 31S  
Bogies: B4
Mark IIa.
9431  
East Lancashire Railway
Lot no: 30798  
Builder: Derby  
Ordered: 05/1969  
Completed: 06/1970  
Diagram: 186  
Design Code: AE205  
Seats: 31S  
Bogies: B4
Mark IIc.
9448  
Mid-Norfolk Railway
Lot no: 30820  
Builder: Derby  
Ordered: 10/1969  
Completed: 01/1971  
Diagram: 186  
Design Code: AE205  
Seats: 31S  
Bogies: B4

9453  
DB97787  
Dalton Airfield Industrial Estate, Dalton
9475  
DB97767  
Whitewebbs Transport Museum, Enfield
Lot no: 30824  
Builder: Derby  
Ordered: 10/1969  
Completed: 11/1971  
Diagram: 187  
Design Code: AE206  
Seats: 31S  
Bogies: B4
Mark IIIa.
9479  
Epping Ongar Railway
9492  
Weardale Railway
Lot no: 30838  
Builder: Derby  
Ordered: 03/1971  
Completed: 03/1972  
Diagram: 188  
Design Code: AE207  
Seats: 32S  
Bogies: B4
Mark IIIc.
9501  
Dartmoor Railway, Okehampton
9502  
British Pullman, Stewarts Lane Depot
Lot no: 30861  
Builder: Derby  
Ordered: 01/1973  
Completed: 01/1974  
Diagram: 189  
Design Code: AE208  
Seats: 32S  
Bogies: B4
Mark III.
9513  
Battlefield Steam Railway
9538  
Waverley Route Heritage Association

CORRIDOR FIRST

FK
Lot no: 30550  
Builder: Swindon  
Ordered: 11/1958  
Completed: 01/1963  
Diagram: 120  
Seats: 42F  
Bogies: B4
Prototype Mark Two coach.
13252  
Mid-Norfolk Railway
Lot no: 30774  
Builder: Derby  
Ordered: 01/1967  
Completed: 06/1968  
Diagram: 123  
Design Code: AA106  
Seats: 42F  
Bogies: B4
Mark IIa.  13462 declassified to SK in 1985, design code AA206, seats 42S.  19462 reclassified back to FK in 1986.  13435/36/37/44/46/47 Vacuum-braked. 13453 restored with CW bogies.  13437 & 13462 converted to Camping Coaches.

13435  
Epping Ongar Railway  
'MARROITTS TEA SHOP'
13436  
Dartmoor Railway, Okehampton
13437  
Rogart Station, Highland
13444  
Lincolnshire Wolds Railway
13446  
Mid-Norfolk Railway
13447  
Mid-Norfolk Railway
13453  
Pleasure Island, Lytham St. Annes  
'CYBERNET EXPRESS CAFE'
13462  
19462  
13462
Lot no: 30785  
Builder: Derby  
Ordered: 05/1967  
Completed: 11/1968  
Diagram: 124  
Design Code: AA106  
Seats: 42F  
Bogies: B4
Mark IIa.  13470/74 Vacuum-braked.  13467 & 13470 converted to Camping Coaches.

13467  
Ebberton Station, Pickering
13470  
Rogart Station, Highland
13474  
Battlefield Steam Railway
Lot no: 30789  
Builder: Derby  
Ordered: 11/1967  
Completed: 06/1969  
Diagram: 124  
Design Code: AA107  
Seats: 42F  
Bogies: B4

13479  
19479  
13479
Lot no: 30797  
Builder: Derby  
Ordered: 05/1969  
Completed: 07/1970  
Diagram: 125  
Design Code: AA108  
Seats: 42F  
Bogies: B4
Mark IIc.  13540 declassified to SK in 1985, design code AA208, seats 42S.

13540  
Sompting Sidings, Gardeners Arms, Sompting
13554  
Mid-Hants Railway
Lot no: 30825  
Builder: Derby  
Ordered: 10/1969  
Completed: 08/1972  
Diagram: 129  
Design Code: AA109  
Seats: 42F  
Bogies: B4
Mark IIId.  Converted to Electric Locomotive Test Train Coach in 1988.

13573  
DB977595  
Mid-Norfolk Railway

BRAKE CORRIDOR FIRST  

BFK

Diagram: 162  Design Code: AB102  Seats: 24F  Bogies: B4
14041 restored with Air-Brakes. 14033 converted to S&T Staff & Tool Coach in 1988.

Diagram: 163  Design Code: AB103  Seats: 24F  Bogies: B4
Mark IIa. 14059/60/64 Vacuum-braked. 14057/63 declassified to BSK in 1992/93, design code AB204, seats 24S.

Diagram: 165  Design Code: AB105  Seats: 24F  Bogies: B4
### PRESERVED 'BR' LOCOMOTIVE HAULED COACHING STOCK

**MK III PASSENGER CARRYING COACHING STOCK**

**FIRST CLASS RESTAURANT BUFFET (with Kitchen)**

|---------------|----------------|------------------|-------------------|

Mark IIIa. Converted to RFKBM (M designating modular) in 1987, design code AJ103, seats 24F.

<table>
<thead>
<tr>
<th>10003</th>
<th>10240</th>
<th>RAF Cottesmore, Rutland</th>
</tr>
</thead>
<tbody>
<tr>
<td>10016</td>
<td>10231</td>
<td>The Fire Service College, Moreton-in-Marsh</td>
</tr>
<tr>
<td>10023</td>
<td>10258</td>
<td>Midsummer Norton Station, Somerset</td>
</tr>
</tbody>
</table>

**CONVERTIBLE SLEEPING CAR with PANTRY**

<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>Diagram: 7</td>
<td>Design Code: AS403</td>
<td>Seats: 17F</td>
<td>Bogies: BT10</td>
</tr>
</tbody>
</table>

Mark IIIa. 12 compartments with a fixed lower berth and a hinged upper berth, plus an attendants compartment. 10511/18/25, 10619 rebogied with CW prior to disposal. 10591 converted to Camping Coach by North Yorkshire Moors Railway.

<table>
<thead>
<tr>
<th>10517</th>
<th>North Norfolk Railway</th>
</tr>
</thead>
<tbody>
<tr>
<td>10525</td>
<td>Dartmoor Railway, Okehampton</td>
</tr>
<tr>
<td>10530</td>
<td>RVEL, Derby</td>
</tr>
<tr>
<td>10535</td>
<td>Bo'ness &amp; Kinneil Railway</td>
</tr>
<tr>
<td>10555</td>
<td>Avon Valley Railway</td>
</tr>
<tr>
<td>10557</td>
<td>Harvington Station, Worcestershire</td>
</tr>
<tr>
<td>10558</td>
<td>Great Central Railway</td>
</tr>
<tr>
<td>10569</td>
<td>Severn Valley Railway</td>
</tr>
<tr>
<td>10573</td>
<td>East Lancashire Railway</td>
</tr>
<tr>
<td>10578</td>
<td>East Somerset Railway</td>
</tr>
<tr>
<td>10591</td>
<td>North Yorkshire Moors Railway</td>
</tr>
<tr>
<td>10593</td>
<td>Southall (Jeremy Hosking) Depot, Southall</td>
</tr>
<tr>
<td>10595</td>
<td>Dartmoor Railway, Okehampton</td>
</tr>
<tr>
<td>10602</td>
<td>Nottingham Heritage Centre, Ruddington</td>
</tr>
<tr>
<td>10606</td>
<td>Severn Valley Railway</td>
</tr>
<tr>
<td>10611</td>
<td>Dartmoor Railway, Okehampton</td>
</tr>
<tr>
<td>10618</td>
<td>Bodmin Steam Railway</td>
</tr>
<tr>
<td>10619</td>
<td>Swanage Railway</td>
</tr>
</tbody>
</table>

**CONVERTIBLE SLEEPING CAR**

<table>
<thead>
<tr>
<th>Lot no: 30961</th>
<th>Builder: Derby</th>
<th>Ordered: 08/1979</th>
<th>Completed: 06/1984</th>
</tr>
</thead>
</table>

Mark IIIa. 13 compartments with a fixed lower berth and a hinged upper berth.

<table>
<thead>
<tr>
<th>10656</th>
<th>East Somerset Railway</th>
</tr>
</thead>
<tbody>
<tr>
<td>10661</td>
<td>Railcare, Wolverton Works</td>
</tr>
<tr>
<td>10668</td>
<td>Bo'ness &amp; Kinneil Railway</td>
</tr>
<tr>
<td>10676</td>
<td>Telford Steam Railway</td>
</tr>
<tr>
<td>10677</td>
<td>Severn Valley Railway</td>
</tr>
<tr>
<td>10696</td>
<td>Severn Valley Railway</td>
</tr>
<tr>
<td>10698</td>
<td>Embsey &amp; Bolton Abbey Railway</td>
</tr>
<tr>
<td>10708</td>
<td>Battlefield Steam Railway</td>
</tr>
<tr>
<td>10713</td>
<td>Severn Valley Railway</td>
</tr>
</tbody>
</table>

**OPEN FIRST**

|---------------|----------------|------------------|-------------------|

Mark IIIa. Converted to RFKBM (M designating Modular) in 1987, design code AJ103, seats 24F.

<table>
<thead>
<tr>
<th>11050</th>
<th>10213</th>
<th>Mid-Norfolk Railway</th>
</tr>
</thead>
<tbody>
<tr>
<td>11053</td>
<td>10218</td>
<td>Trailways Cycle Hire, Hawsker Station</td>
</tr>
<tr>
<td>11062</td>
<td>10224</td>
<td>The International School for Security &amp; E E</td>
</tr>
</tbody>
</table>

**TOURIST OPEN SECOND**

<table>
<thead>
<tr>
<th></th>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>Diagram: 111</td>
<td>Design Code: AC212</td>
<td>Seats: 72S</td>
<td>Bogies: BT10</td>
</tr>
</tbody>
</table>

| 12158         | RAF Cottesmore, Rutland |
KITCHEN CAR
Lot no: 30585  Builder: Charles Roberts  Ordered: 02/1959  Completed: 03/1963
Rebogied with B5's and restored with BR1 bogies.

POST OFFICE SORTING VAN
Rebogied with B5's. Built with arms and nets for despatching and collecting mail bags whilst in motion.

POST OFFICE STOWAGE VAN
Rebogied with B5's. Dual-braked. Built with nets for collecting mailbags whilst in motion.

POST OFFICE STOWAGE VAN
Rebogied with B5's. Dual-braked.

80303  Churnet Valley Railway
80300  Severn Valley Railway
80301  Great Central Railway
80306  Rushden Station Museum, Northamptonshire
80311  Nene Valley International Steam Railway
80328  Severn Valley Railway
80329  Severn Valley Railway
80334  Nene Valley International Steam Railway
80372  Nene Valley International Steam Railway
80345  Great Central Railway
80349  Great Central Railway
80377  Kirklees Light Railway
80382  Bo'ness & Kinneil Railway
80394  Buckinghamshire Railway Centre

80327  Nene Valley International Steam Railway
Lot no: 30779  Builder: York  Ordered: 01/1967  Completed: 02/1969
Rebogied with B5's. Dual-braked. 80337 restored with arms and nets for despatching and collecting mail bags whilst in motion.

80328  Severn Valley Railway
80329  Severn Valley Railway
80334  Rushden Station Museum, Northamptonshire
80337  Nene Valley International Steam Railway
80345  Great Central Railway
80349  Great Central Railway
Rebogied with B5's. Dual-braked.

80338  Gloucestershire-Warwickshire Railway
80339  Gloucestershire-Warwickshire Railway
80340  Gloucestershire-Warwickshire Railway
80341  Gloucestershire-Warwickshire Railway
80342  Gloucestershire-Warwickshire Railway
80343  Gloucestershire-Warwickshire Railway
80344  Gloucestershire-Warwickshire Railway
80345  Gloucestershire-Warwickshire Railway
80346  Bo'ness & Kinneil Railway

80332  Gloucestershire-Warwickshire Railway
80333  Gloucestershire-Warwickshire Railway
80334  Gloucestershire-Warwickshire Railway
80335  Gloucestershire-Warwickshire Railway
80336  Gloucestershire-Warwickshire Railway
80337  Bo'ness & Kinneil Railway
Great Central Railway

**BRAKE POST OFFICE STOWAGE VAN**

**BPOT**

Lot no: 30782  
Builder: York  
Ordered: 01/1967  
Completed: 10/1968  

Diagram: 733  
Design Code: NU502  
Bogies: BR1  

Rebagged with B5's. Dual-braked.

Nene Valley International Steam Railway

Rushden Station Museum, Northamptonshire

Great Central Railway

**PASSENGER BRAKE, GANGWAYED**

**BG**

Lot no: 30009  
Builder: Derby  
Ordered: 12/1950  
Completed: 04/1953  

Diagram: 711  
Design Code: NA501  
Bogies: BR1  

Chinnor & Princes' Risborough Railway

North Yorkshire Moors Railway

Llangollen Railway

Swindon & Cricklade Railway

Midland Railway-Butterley

Keighley & Worth Valley Railway

Lot no: 30046  
Builder: York  
Ordered: 04/1951  
Completed: 09/1954  

Diagram: 711  
Design Code: NA501  
Bogies: BR1

80610 used as Internal User at York Leeman Road Engineer's Yard.

Eden Valley Railway

Dean Forest Railway

Midland Railway-Butterley

Lot no: 30136  
Builder: Metro-Cammell  
Ordered: 01/1954  
Completed: 10/1955  

Diagram: 711  
Design Code: NA501  
Bogies: BR1

80723 rebagged with B4's, Dual-braked and converted to Mark IV Barrier Vehicle.  80721 used as Internal User at York Leeman Road Engineer's Yard.

Bedmin Steam Railway

Midland Railway-Butterley

Lot no: 30140  
Builder: BRCW  
Ordered: 01/1954  
Completed: 01/1956  

Diagram: 711  
Design Code: NA501  
Bogies: BR1

80731/77 rebagged with CW's and Dual-braked.  80736/76 rebuilt as Disabled Coaches.  80736 restored with CW bogies.  80741 restored with B4 bogies.  80788 used as Internal User at Chester Brook Sidings.

East Lancashire Railway

Caledonian Railway

Mid-Hants Railway

Severn Valley Railway

West Somerset Railway

Lot no: 30144  
Builder: Cravens  
Ordered: 01/1954  
Completed: 12/1955  

Diagram: 711  
Design Code: NA501  
Bogies: BR1

Converted to Exhibition Van, diagram NY524 in 1983.

Embsey & Bolton Abbey Railway

Gloucestershire-Warwickshire Railway

Tyseley Locomotive Works

Peak Railway, Darley Dale

Gloucestershire-Warwickshire Railway

West Somerset Railway

East Lancashire Railway

Churnet Valley Railway

Lot no: 30173  
Builder: York  
Ordered: 05/1954  
Completed: 07/1956  

Diagram: 711  
Design Code: NA501  
Bogies: BR1

81014 rebagged with CW's and Dual-braked.  81014 converted to Newspaper Van in 1982, design code NC501.

West Somerset Railway

Severn Valley Railway

Mid-Norfolk Railway

Lot no: 30224  
Builder: Cravens  
Ordered: 03/1955  
Completed: 06/1956  

Diagram: 711  
Design Code: NA501  
Bogies: BR1

81014 rebagged with CW's and Dual-braked.  81014 converted to Newspaper Van in 1982, design code NC501.
81020 84020 Midland Railway-Butterley
81025 84025 National Railway Museum, York
81031 84031 Northampton & Lamport Railway
81033 84033 North Norfolk Railway
81039 84039 Gloucestershire-Warwickshire Railway
81049 92350 Gloucestershire-Warwickshire Railway
81051 84051 92404

Diagram: 711 Design Code: NA501 Bogies: BR1
8127 rebogied with CW's and Dual-braked. 81039 was specially modified by the Southern Region and was dedicated for use in the Portsmouth & Southampton areas. 81025 restored with CW bogies, Air-braked and converted to Exhibition Van in 1998.

81011 84101 Rainhill Library Museum, St Helens
81107 84107 Llangollen Railway
81114 84107 024914 Churnet Valley Railway
81123 92033 92933 East Lancashire Railway
81144 84144 Midland Railway-Butterley
81150 84150

Lot no: 30234 Builder: Cravens Ordered: 05/1956 Completed: 03/1957
Diagram: 711 Design Code: NA501 Bogies: BR1
81123/50 rebogied with B4's and Air-braked. 81114 used as Internal User at Derby Etches Park Depot.

81101 84101 Mid-Hants Railway
81107 84107 Llangollen Railway
81123 92033 92933 Northampton & Lamport Railway
81144 84144 Midland Railway-Butterley
81150 84150

Lot no: 30234 Builder: Cravens Ordered: 05/1955 Completed: 03/1957
Diagram: 711 Design Code: NA501 Bogies: BR1
81123/50 rebogied with B4's and Air-braked. 81114 used as Internal User at Derby Etches Park Depot.

81186 92040 92940

Lot no: 30163 Builder: Pressed Steel Ordered: 04/1954 Completed: 08/1957
Diagram: 711 Design Code: NA501 Bogies: BR1

81214 92046 92946

Lot no: 30400 Builder: Pressed Steel Ordered: 05/1956 Completed: 01/1958
Diagram: 711 Design Code: NA501 Bogies: BR1

81269 84269 North Norfolk Railway
81271 84271 041904 Eden Valley Railway
81294 84294 92363 Rushden Station Museum, Northamptonshire
81295 84295 Keith & Dufftown Railway
81305 92090 92990 Yorkshire Wolds Railway
81308 92091 92991 DB977991 Suffolk Fire & Rescue Service Training Centre

Lot no: 30400 Builder: Pressed Steel Ordered: 05/1956 Completed: 01/1958
Diagram: 711 Design Code: NA501 Bogies: BR1
81294 rebogied with CW's and Dual-braked. 81305/08 rebogied with B4's and Air-braked. 81271 used as Internal User at York Leeman Road Engineer's Yard. 92991 converted to Tool Van.

81326 84326 92347

Diagram: 711 Design Code: NA501 Bogies: BR1
81512/17 rebogied with CW's and Dual-braked. 81498, 81533/53 rebogied with B4's and Air-braked. 81553 converted to Generator Van in 1992, design code AX501, Air-braked. 81507 used as Internal User at York Up Yard.

81409/51 rebogied with CW's and Dual-braked. 81039 was specially modified by the Southern Region and was dedicated for use in the Portsmouth & Southampton areas. 81025 restored with CW bogies, Air-braked and converted to Exhibition Van in 1998.

81465 92158

Diagram: 711 Design Code: NA501 Bogies: BR1
81512/17 rebogied with CW's and Dual-braked. 81498, 81533/53 rebogied with B4's and Air-braked. 81553 converted to Generator Van in 1992, design code AX501, Air-braked. 81507 used as Internal User at York Up Yard.

81498 92146 Barrow Hill Roundhouse
81507 84507 041974 Colne Valley Railway
81512 84512 92418 Gloucestershire-Warwickshire Railway
81517 84517 92355 Embassy & Bolton Abbey Railway
81533 92158

Diagram: 711 Design Code: NA501 Bogies: BR1
81512/17 rebogied with CW's and Dual-braked. 81498, 81533/53 rebogied with B4's and Air-braked. 81553 converted to Generator Van in 1992, design code AX501, Air-braked. 81507 used as Internal User at York Up Yard.

81554 84554 Peak Railway, Darley Dale

Diagram: 711 Design Code: NA501 Bogies: BR1
81512/17 rebogied with CW's and Dual-braked. 81498, 81533/53 rebogied with B4's and Air-braked. 81553 converted to Generator Van in 1992, design code AX501, Air-braked. 81507 used as Internal User at York Up Yard.

81606 92194 Cadeleigh Station, Devon

Lot no: 30725 Builder: GRCW Ordered: 10/1962 Completed: 02/1963
Diagram: 711 Design Code: NA501 Bogies: BR1
81606 rebogied with B4's and Air-braked.
DRIVING BRAKE VAN
 Design Code: NZ501
 Bogies: T4

Mark IIIb

NEWSPAPER VAN, GANGWAYED
 Design Code: NL501

NEUTRAL UTILITY VAN
 Lot no: 30417  Builder: Pressed Steel  Ordered: 03/1958  Completed: 01/1959
 Design Code: NI501

86549 rebogied with B4's and Dual-braked, design code NO513. 86648 rebogied with CW's and Dual-braked, and converted to Motorail Van, design code NX501. 93443 rebogied with B5's and Dual-braked. 90423 converted to Post Office Van in 1993, design code NP502.

GENERAL UTILITY VAN
 Lot no: 30418  Builder: York  Ordered: 08/1954  Completed: 02/1956
 Design Code: NI501

Prototype with two sets of doors each side. Converted to CM&EE Stores Van in 1986.

86550 rebogied with B4's, Dual-braked, design code NO513. 86606 rebogied with CW's and Dual-braked, design code NO513. 86647 rebogied with CW's, Air-braked and converted to Motorail Van, design code NX501. 93530/44 converted to Newspaper Van in 1985, design code NL502. 93350 converted to Stores Van in 1987 and subsequently used as an Internal User at Bristol Kingsland Road Yard. 93523 reboged with CW's, Air-braked and converted to High Security GUV, design code NK501. 93129/97 used as Internal User at Old Oak Common Depot.

86565 rebogied with B4's and Air-braked.
<table>
<thead>
<tr>
<th>86690</th>
<th>93690</th>
<th>Mid-Hants Railway</th>
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<td>86701</td>
<td>93701</td>
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<td>93748</td>
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<td>93830</td>
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<td>Diagram: 811</td>
<td>Design Code: N1501</td>
<td>Bogies: BR2</td>
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<tr>
<td>93875, 93910/37/49</td>
<td>Engine subjected to uprooting with CWs, Air-braked and converted to Motorail Vans, design code NX501. 93898 converted to a Stores Van in 1987 and later used as Internal User at Bristol Kingsland Road Yard. 93887 &amp; 93927 used as Internal Users at Plymouth Laira Depot.</td>
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<tr>
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<td>93847</td>
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<td>93887</td>
<td>Plymouth Railway</td>
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<td>86966</td>
<td>93966</td>
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**FISH VAN**

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<tr>
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<tr>
<td>87247</td>
<td>Converted to Staff Changing Room in 1977. 87249 used as Internal User at Ferme Park Carriage Sidings, in 1980 converted to Exmover Stores Van, later again became Internal User at Ferme Park Carriage Sidings.</td>
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<td>87249</td>
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<td>DB975961</td>
<td>The Old Post House, Blakemere</td>
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<tr>
<td>Lot no: 30344</td>
<td>Builder: Faverdale</td>
<td>Completed: 01/1961</td>
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<td>Diagram: 801</td>
<td>Design Code: NR502</td>
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<tr>
<td>87537</td>
<td>Mangapps Farm Railway Museum</td>
<td>Body only remains at Okehampton</td>
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<td>87554</td>
<td>Dartmoor Railway, Okehampton</td>
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<td>87558</td>
<td>DB975377</td>
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<td>Bluebell Railway</td>
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<td>87801</td>
<td>John Watts Farm, Rye Farm, Wishaw</td>
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<td>DB975419</td>
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<td>87989</td>
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<td>87905</td>
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<tr>
<td>87937</td>
<td>DB975306</td>
<td>Tanfield Railway</td>
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</table>
Gloucestershire-Warwickshire Railway

Flour Mill Workshop, Bream

West Somerset Railway

Dean Forest Railway

Peak Railway, Darley Dale

Llangollen Railway

Colne Valley Railway

South Devon Railway

Lot no: 30564  Builder: Earlestown  Ordered: 01/1959  Completed: 03/1961
Diagram: 816  Design Code: NP501
94600 converted to a CCE Staff Van in 1984 and 94691 to a CCE Stores Van in 1986. 94605 used as Internal User at Derby Etches Park Depot. 94630 used as Internal User at Wakefield Kirkgate S&T Depot.

Mid-Norfolk Railway

Lincolnshire Wolds Railway

Embsay & Bolton Abbey Railway

Great Central Railway

Peak Railway, Darley Dale

Llangollen Railway

Diagram: 816  Design Code: NP501
94732 converted to a CCE Tool Van in 1984, 94749 converted to a S&T Stores Van in 1983, 94772 to a Stores Van in 1982, 94824 to a Weedkilling train Stores Van in 1984. 94705 used as Internal User at Chester Depot. 94710 used as Internal User at March Station Yard. 94710 used as Internal User at Gloucester Engineers Yard. 94732 used as Internal User at St. Blazey Wagon Repair Depot. 94753 used as Internal User at Bounds Green Depot where chassis removed. 94798 used as Internal User at Bristol Marsh Junction Depot. 94824 used as Internal User at Crewe Greasy Road S&T Yard. 94852 used as Internal User at Plymouth Laira Depot.

East Lancashire Railway

Great Central Railway

Great Central Railway

East Somerset Railway

Bodmin Steam Railway

Colne Valley Railway

Eden Valley Railway

Diagram: 816  Design Code: NP501
94917  West Somerset Railway

GENERAL UTILITY VAN

Lot no: 30674  Builder: Doncaster  Ordered: 05/1960  Completed: 05/1960
Diagram: 817
Converted from LNER CK 88030, originally 32480, built 1930, LNER diagram 50, Gresley bogies. Used as Internal User at Basingstoke Down Yard and Eastleigh Yard.

Great Central Railway

HORSE BOX

Diagram: 751

Cambrid Railway Trust, Llynce

Ribble Steam Railway, Preston

The Old Post House, Blakemere

Colne Valley Railway

Locomotion: The NRM at Shildon

Gwili Railway

Buckinghamshire Railway Centre

Exhibition Van

Design Code: NY503
 Bogies: BR1
Rebuilt from BSK 34584, lot 30095, built Wolverton, ordered 04/53, completed 04/55, diagram 181, design code AB201.

Llangollen Railway

Buckinghamshire Railway Centre

Lot no: 30950  Builder: Evestarts Lane  Ordered: 07/1978  Completed: 05/1979
Design Code: NY515
 Bogies: BR1
Rebuilt from SK 25972, lot 30686, built Derby, ordered 06/1960, completed 05/1962, diagram 147, design code AA202, built with CW bogies but rebogied with BR1's by Southern Region.
Air-braked by Southern Region. Converted to Dining Car by Avon Valley Railway.

99629

Avon Valley Railway 'ROSE'
FERRY MOTOR CAR VAN
889000  Swannege Railway  UIC No. 2170-219-9-000-7
889006  Great Central Railway  UIC No. 2170-219-9-006-4
889007  Flour Mill Workshop, Bream  UIC No. 2170-219-9-007-2
889009  South Devon Railway  UIC No. 2170-219-9-009-8
889011  East Lancashire Railway  UIC No. 2170-219-9-011-4
889014  Dean Forest Railway  UIC No. 2170-219-9-014-8
889015  South Devon Railway  UIC No. 2170-219-9-015-5
889016  Gloucestershire-Warwickshire Railway  UIC No. 2170-219-9-016-3
889017  East Somerset Railway  UIC No. 2170-219-9-017-1
889018  Hardingham Station, Norfolk  UIC No. 2170-219-9-018-9
889019  The Old Post House, Blakemore  UIC No. 2170-219-9-019-7
889020  Eden Valley Railway  UIC No. 2170-219-9-020-5
889022  Dartmoor Railway, Okehampton  UIC No. 2170-219-9-022-1
889027  Exeter & Teign Valley Railway  UIC No. 2170-219-9-027-0
FERRY SCENERY VAN
889200  British Pullman, Stewarts Lane Depot  UIC No. 2170-239-7-000-7
889202  British Pullman, Stewarts Lane Depot  UIC No. 2170-239-7-002-3
BOGIE FLATROL WAGON
900402  Locomotion: The NRM at Shildon  NRMY95400
MOTORAIL LOADING WAGON
Lot no: 3102  Builder: Swindon  Converted from Weltrol wagons  Built: 1960  Design code: NG503
900912  96451  Midland Railway-Butterley
900920  96450  Bluebell Railway
INSPECTION SALOON
999501  Crewe Heritage Centre
999502  Bo'ness & Kinneil Railway
999503  Great Central Railway
999504  Ecclesbourne Valley Railway, Wirksworth
999509  Rowden Mill Station, Herefordshire
CAR FLAT
Lot no: ????  Builder: Swindon  Built: MAT CARFLAT
894123  Swindon & Cricklade Railway
BRITISH RAIL DESIGN CARRIAGES EXPORTED ABROAD FOR PRESERVATION

Several carriages have been exported for preservation whilst several others have been preserved abroad following use by overseas railway administrations. Only those considered to be preserved are included here with the last known location being shown. It should however be emphasised that there is no guarantee that the carriages are still located at the preservation sites shown.

For each country carriages are listed numerically in order of their British Rail numbers. Details then follow of their type, lot, builder and present owner/location.

CANADA

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<thead>
<tr>
<th>BR no.</th>
<th>Type</th>
<th>Lot</th>
<th>Builder</th>
<th>Location</th>
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<tbody>
<tr>
<td>3733</td>
<td>SO</td>
<td>30031</td>
<td>Derby</td>
<td>East Kootenay Railway, Fort Steele, British Columbia</td>
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ISRAEL

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<th>BR no(s).</th>
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IRISH REPUBLIC

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NORTHERN IRELAND

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<td>30021</td>
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<td>Downpatrick &amp; County Down Railway</td>
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U.S.A.

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<td>Harrods Creek &amp; Westport Railway, Louisville, Kentucky</td>
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<td>30424</td>
<td>Charles Roberts</td>
<td>Victoria Station Restaurant, Universal City, Los Angeles</td>
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<td>SK</td>
<td>30015</td>
<td>Doncaster</td>
<td>Standish Historical Depot, Standish, Michigan</td>
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<td>SK</td>
<td>30070</td>
<td>York</td>
<td>Standish Historical Depot, Standish, Michigan</td>
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<td>Use and Location</td>
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<td>BR</td>
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<td>86242</td>
<td>93242</td>
<td>Store shed at Archbank Farm, Moffat, Dumfries &amp; Galloway (part only remains)</td>
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<tr>
<td>FISH</td>
<td></td>
<td>87042</td>
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<td>Store shed at Upper Birches Farm, Ruげleye, Staffordshire</td>
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<tr>
<td></td>
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<td>87635</td>
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<td>Store shed at Alvaston &amp; Boulton Sports Club, Derby, Derbyshire</td>
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<td>Store shed at Broom House Farm, near Wessington, Derbyshire</td>
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<td>Store shed at Acres Farm, 15 Kilburn Lane, Cinder Hill, Kilburn, Derbyshire</td>
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<td>87702</td>
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<td>Cattle shed in field near to Fair Oaks (Tyn-y-pwll), Gwern-Y-Steeple, Peterson-Super-Ely, Vale of Glamorgan</td>
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<td>Store shed for Bowling Club, The Ridgeway Arms Inn, Station Road, Blackrod, Greater Manchester</td>
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<td>Store shed in field off Chadwick Nick Lane, near Fritchley, Crich, Derbyshire</td>
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<td>Store shed at Shaw's Metal Supplies, Haydock Park Road, Derby, Derbyshire</td>
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<td>Store shed in scrap yard, Mayer Parry Recycling, 111 Fordham Road, Snailwell, Cambridgeshire</td>
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<td>Store shed in haulage yard, Coton in the Clay, near Uttoxeter, Staffordshire</td>
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<td>88022</td>
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<td></td>
<td>???</td>
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<td>Store shed at RNLI Boat Yard, Barry, Vale of Glamorgan</td>
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<tr>
<td>FRUIT D</td>
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<td>92018</td>
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<td>Stable in field at Bubbenhall Bridge, Bubbenhall, Warwickshire</td>
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<td>92032</td>
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<td>Farm Workshop at Newstead Farm, Huntspil, near Highbridge, Somerset</td>
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<td>92037</td>
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<td>Store shed next to electricity sub-station, Junction A38/A390, Liskeard, Cornwall</td>
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<td>92047</td>
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<td>Pig Sty at Appletree Lodge, Chipping Warden, near Banbury, Northamptonshire</td>
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<tr>
<td></td>
<td>ADW201</td>
<td>92068</td>
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<td>Animal shed at Fair Orchard, St.Brides Wentloogo, Newport</td>
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<td>Store shed behind Fairview, Peterstone Wentloogo, Newport</td>
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<td>CCT</td>
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<td>Store shed at John Evans Motors, Dafen Road, Dafen, Llanelli, Carmarthenshire</td>
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<td>Store shed in barn, Ty Cwm Maes Yr Hat, Talerdig, Powys</td>
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<td>Store shed in scrap yard, Fox Covert Dismantlers, Gateford Road, Worksop, Nottinghamshire</td>
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<td>HB</td>
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<td>Store shed at Shortlands, Wilmington, Devon (behind bungalow)</td>
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</table>