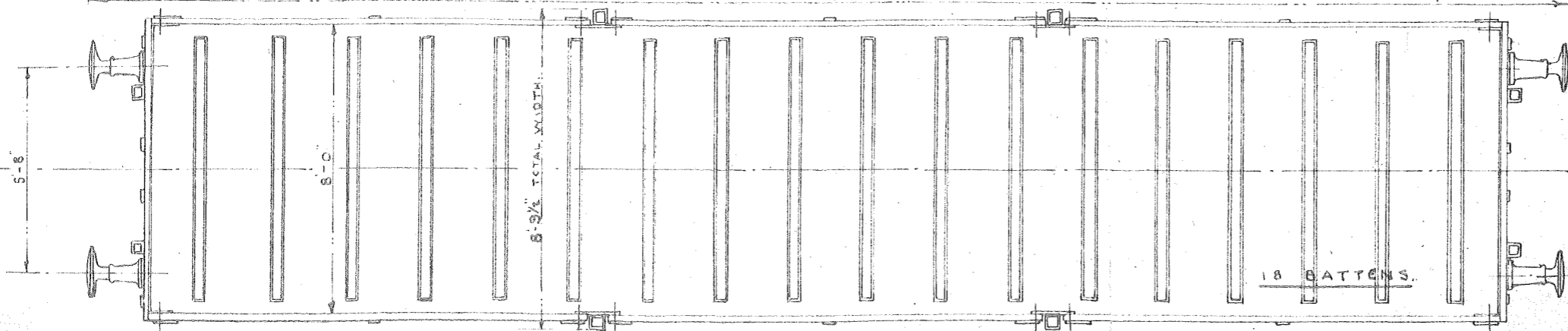
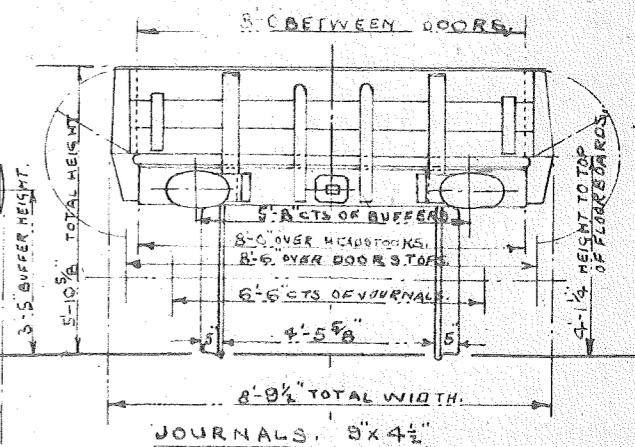
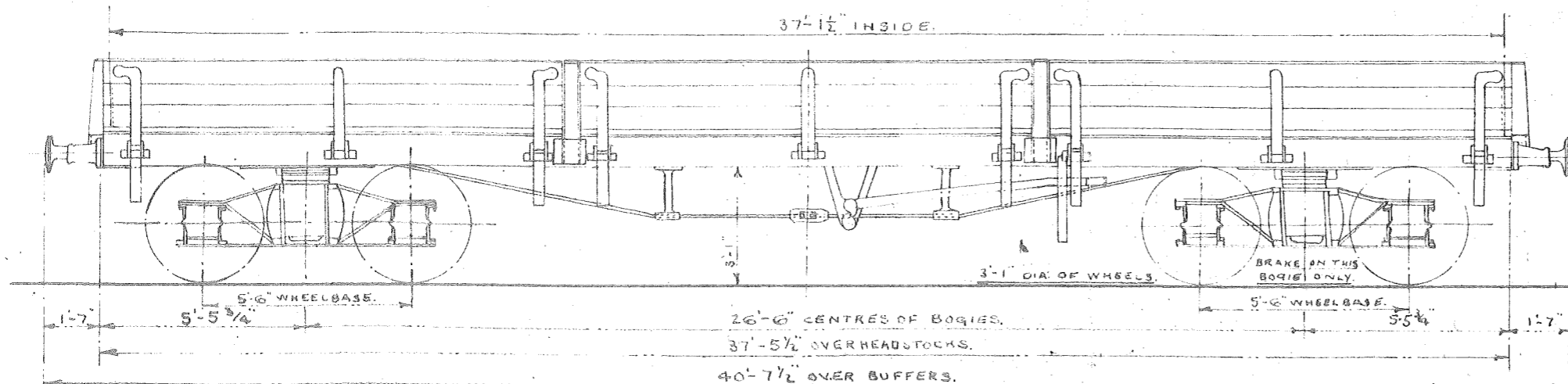


DRAWING N<sup>o</sup> 2788.Y.

30 TON BOGIE LOW SIDED PLATE WAGON.  
BUILT BY THE BIRMINGHAM RAILWAY CARR. & WAG. CO L<sup>td</sup> SMETHWICK. 1918.

DIAGRAM N<sup>o</sup> 2953647

37'-1 1/2" INSIDE.



NORTH EASTERN RAILWAY  
DRAWING OFFICE  
7 DEC. 1921  
YORK  
CARR. & WAGON DEPT.

TO CARRY. - 30 TONS.

TARE. 13. 15. 0.

GOVERNMENT POOL OF WAGONS,  
ALLOCATED TO THE N. E. RLY. 7-10-20.

## STOCK OF SPECIALLY CONSTRUCTED WAGONS -

(Wagons scheduled for withdrawal have been excluded) PAGE 17

Wagon Type & Diagram No.	Total Stock	Code	Capacity in	CARRIAGE	Main Dimensions			Bearings	Allocated to	STANOX	POOLMO	No. of Wagons	Individual Painted Number (All 'B' prefix except w shown)
					Length in well	Height from rail	Loading width over all						
<u>WELTROL</u> (Cont'd.)													
BR734/747	2	WW	35.5	XWP	41 0	1 1	8 0	Plain	BRB(CWA)		9104	1	901105*
				XWP	41 0	1 1	8 0	Roller	" "		9104	1	901106+
BR.748	3	MX	40.5	XWP	26 1	1 9 $\frac{3}{4}$	8 2 $\frac{1}{2}$	"	" "		9104	3	901018 901019 901021
BR.737	1	ENC	120	XZQ	19 0	1 8	7 9	Plain	" "		9104	1	901260

+ Fitted with baulks  
 \* Baulks available to be fitted as required.

22 TON PLATE WAGONS

All these lots have through longitudinals

<u>No. of Wagons</u>	<u>Lot Numbers</u>	<u>Series</u>
300	2132	B.930250 - 930549
540	2199	B.931050 - 931589
225	2476	B.931750 - 931974
850	2604	B.931975 - 932824
550	2734	B.932825 - 933374
500	2862	B.933375 - 933874

$\frac{1}{5}$   
59.

This information obtained from  
Mr. Lumley C & W. Dept Doncaster

Note There may be one or two very old  
lots that have through longitudinals  
but he cannot trace these lot numbers  
~~from~~ drawings.

WT.

FRIDAY 26TH 11 JUNE  
6Z29 04 55 UDDINGSTON TO DARLINGTON : SPECIAL FREIGHT

Uddingston	04 55
Millerhill	06C11
"	07L41
EG 402 Sig	08/45
Berwick	08/52
Belford	09/08
Alnmouth	09*41
Morpeth	09/56
Newcastle C. Yd	10C21
"	10*42
Durham	11/07
Ferryhill	11/19
Darlington Up S.S. (15860)	11 35

CONVEYS : Empty PCA's.

NOTE : THIS TRAIN WILL BE DRIVER ONLY OPERATED BETWEEN MILLERHILL AND DARLINGTON UP SS.

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DIAGRAMS

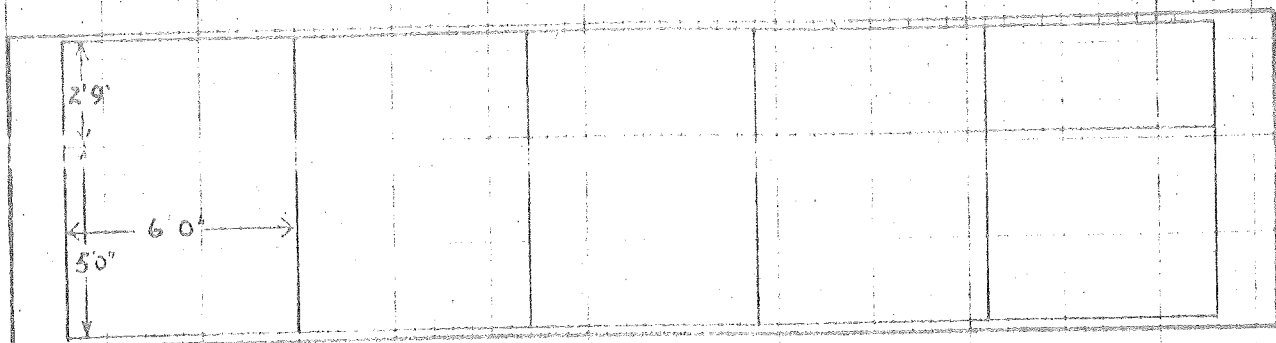
See STP NORTH 25B

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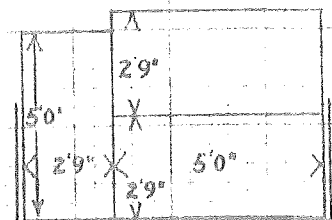
EASTERN REGION  
YORK  
23rd June 1987  
3307/4363M/1

C. MCKEEVER  
REGIONAL OPERATIONS MANAGER  
FREIGHT ADVICE NO.1633

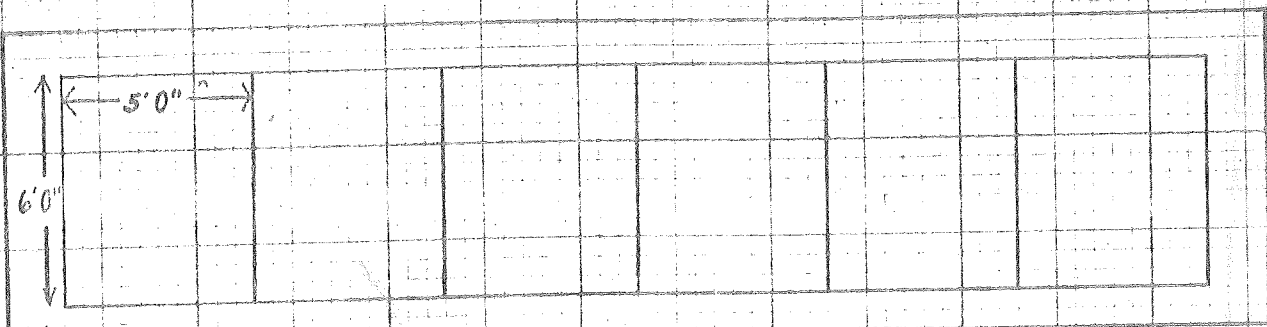
WOOD PULP EX HARTLEPOOL DOCKS - LOADING IN HIGH A/B WAGON.



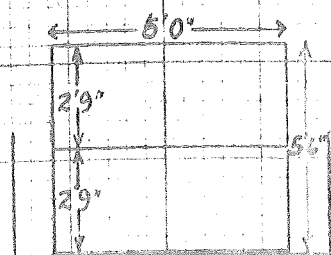
A



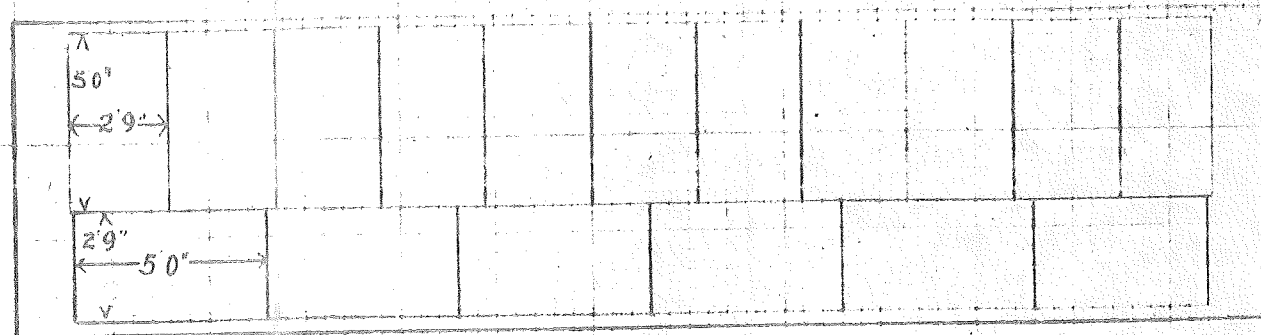
15 BALES = 26T 5CWT



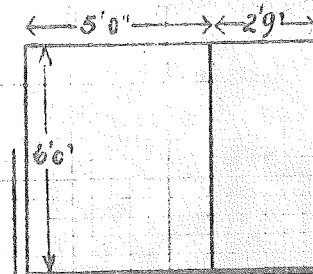
C



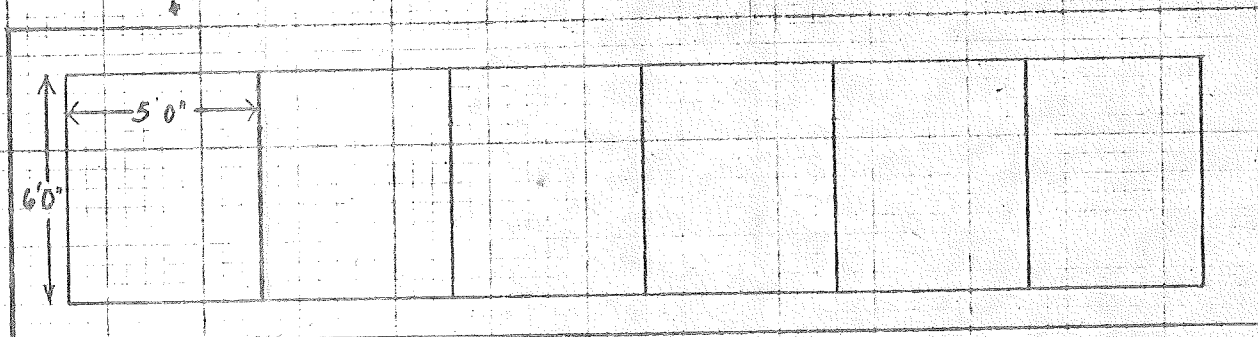
12 BALES = 21T 0CWT



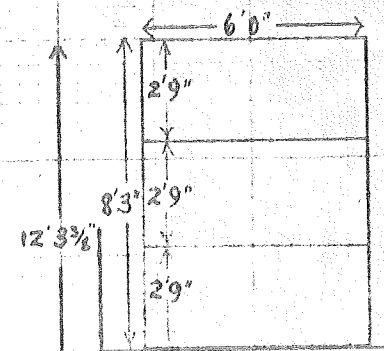
B



17 BALES = 29T 15CWT



D



18 BALES = 31T 10CWT

Outside Standard Gauge

This method is very close to gauge limits and is O.O.G on Midland lines. Stability problems could also be expected.

DISTANCE, FLOOR TO RAIL LEVEL = 4'0 3/8

RAIL LEVEL

W.T. / J. / B.S.P.  
British Railways

BR 412

y/r  
date

to Divisional Manager,  
NEWCASTLE  
MIDDLESBROUGH ←  
LEEDS  
HULL

District Manager,  
YORK

Copy to:  
FREIGHT MANAGER

o/r M42/001  
date 6.7.66

from Movements Department,  
Regional Headquarters,  
YORK

ext

### BOGIE BOLSTER 'E' WAGONS

It has been established that bogie bolster 'E' wagons can convey up to 32 tons of traffic without modification, provided the loads are evenly distributed, and instructions have accordingly been issued by the Chief Engineer (T. & R.S.) to the Workshops and Regional Chief Mechanical & Electrical Engineers for the wagons to be up-plated from 30 to 32 tons.

It is, of course, not the intention to withdraw wagons from traffic specifically for the purpose and the up-plating will be done as the vehicles pass through Shops for repair.

I shall be glad if you will kindly note, advise all concerned, and arrange for the matter to be brought to the notice of the various steel firms which normally load this type of vehicle.

Copies to Loads Inspectors.

Movements Operations Manager

