

Operational Coaches on The Gloucestershire Warwickshire Railway

Number	Type	Year Built	Details
W2232W	BSK	1949	Ex-GWR Converted to Mess Coach for P/way train
45048		1942 Derby	Engineers Inspection saloon LMS. Maroon. Rebuilt over 10 year period at the GWR and conveyed HRH The Princess Royal to open Cheltenham racecourse Station in 2003
1675	RBr	1961 Pressed Steel	Chocolate & Cream Commonwealth bogies. Refurbished with tables and 23 loose chairs R. 01/04
1808	RMB	1957 York	Carmine & Cream B1 bogies .Refurbished in 2000 after 15 years in store R.06/00
1811	RMB	1957 York	Chocolate & Cream. B1 bogies. Currently o.o.u awaiting refurbishment, after 16 years use. R.2/98
1876	RMB	1962 Wolverton	Maroon. Commonwealth bogies. Purchased privately from Old Oak Common in 1992 R.11/99
4772	TSO	1957 York	Chocolate & Cream. B1 bogies. Purchased from DVR in 2004 and refurbished that year R.10/04
4787	SO	1957 York	Chocolate & Cream B1 bogies R.04/02
4790	SO	1957 York	Carmine & Cream B1 bogies R.09/02
4798	SO	1957 York	Maroon B1 bogies. Refurbished in 2005 and fitted with full size replacement tables R.03/05
13326	FK	1961 Swindon	Maroon Commonwealth bogies. Purchased privately from Hull R.04/01
13329	FK	1961 Swindon	Carmine & Cream B1 bogies. Currently being refurbished to operational use (05/05)
13337	FK	1962 Swindon	Chocolate & Cream. Commonwealth bogies. Refurbished 1996 and named GILLIAN R.03/03
16195	CK	1961 Derby	Maroon B1 bogies. Refurbished in 1995 after purchase from Old Oak Common R.05/96
24949	SK	1956 Derby	Chocolate & Cream. B1 bogies. Purchased from the DVR in 1985 R.11/02
25341	SK	1957 Wolverton	Carmine & Cream B1 bogies. Purchased from the DVR in 1985 R.05/03
25451	SK	1957 Wolverton	Chocolate & Cream. B1 bogies. Purchased from the DVR in 1985 R.05/94
25743	SK	1961 Derby	Maroon Commonwealth bogies. Purchased from Old Oak Common in 1990 R.10/00
34676	BSK	1955 Wolverton	Chocolate & Cream B1 bogies. Has been operational on the GWR since 1986 R.03/04
34929	BSK	1957 Chas. Roberts	Carmine & cream B1 bogies. Purchased by the Stratford Area Group of the GWR in mid 1980's

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			R. 07/00
35308	BSK	1962 Wolverton	Maroon Commonwealth bogies. First refurbished in 1990, and has run continually. R.03/99
81039	BG	1956 Cravens	Carmine & Cream B1 bogies. Converted to use as a mobile Santa's Grotto in 2004. R. 05/04

The following coaches have all been restored and refurbished for use in the ELEGANT EXCURSIONS Dining Train. All are painted Chocolate & Cream. All are Vacuum braked, and Steam heated. (Electric heating where fitted is not in use)

Number	Type	Year Built	Details
3045	FO	1959 Doncaster	Named MARGUERITE Commonwealth bogies
3091	FO	1959 BRCW	Named VALERIE Commonwealth bogies
4331	TSO	1956 BRCW	Converted for use as a Kitchen Car, with addition of a full Kitchen. Numbered W300
5054	TSO	1963 York	Converted to a Bar Car, with a Full Bar
35201	BSK	1958 Wolverton	Converted for use as a Courier van by BR, and now fitted with a generator for the train
99202	BSK	1956 Metro Cammell	Was originally a BSK, but was converted to a High security Bullion Van by BR. Now used for storage / mobile discos.

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DESIGNATIONS.

Under the heading 'Type' above, the following appear. It is a designation used universally to identify the type of vehicle. It indicates to operational staff the make-up of a particular train.

SO Open Second. A Coach with 48 seats arranged on a 2+1 basis between a central gangway, in eight bays. When new, these coaches were often used as second class dining coaches.

TSO Tourist Open Second. A coach with 64 seats arranged on a 2+2 basis, between a central gangway in eight bays. There are two small toilets at one end.

RBr Restaurant Buffet Refurbished. A coach, half of which is a full kitchen, and half with 23 seats; also incorporating a buffet counter.

SK Corridor Second. A coach with eight individual compartments; each of which has seating for six people. The compartments are linked by a side corridor. There are two small toilets at one end.

BSK Brake Corridor Second. The Brake version of the SK. Half the coach contains a guards compartment with handbrake and emergency brake, and a large luggage area. There are four passenger compartments. There is one large toilet at the passenger end. The parcels area has two large double doors on each side; they often had grey chalkboard panels on the outside so that the destinations of parcels could be chalked on.

RMB Restaurant Miniature Buffet. A coach which is identical to a TSO except that five seating bays were omitted and a small Buffet Counter was installed instead. It accommodates 44 passengers in 11 bays on a 2+2 basis.

FO Open First. This is a First Class coach with 42 armchair seats arranged on a 2+1 basis between a central gangway. This type of coaches were often used for dining trains by B R, and are so used in the Elegant Excursions train. There is a large toilet at each end.

FK Corridor First. This coach has seven compartments linked by a side corridor. Each of the compartments seats six people. There is one compartment less than the SK to give more leg room in each compartment, together with a toilet at each end.

CK Corridor Composite This coach is half first / half second class. It has three first class compartments and four second class ones, all linked by a side corridor (but separated from each other by an internal hinged door)

BG Gangwayed Brake. This is the full parcels version of the B R Mark 1 Coach. It has a normal Guards compartment centrally, but each end is left completely empty for parcels traffic. Four large double doors give access to the parcels area on each side. It is seven feet shorter than a Mk 1 passenger coach.

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Note: All B R Mark 1 coaches are built to be able to be coupled to each other in any desired configuration. They were all built with a central flexible gangway, so that passengers and staff could move from one to the other. Note that the term 'corridor' in the designation of certain coaches above, refers to the side corridor, and not the end gangway.