

PARK ROYAL RAIL PRODUCTION FROM 1948

BODY NUMBERS (all prefixed B)	QUANTITY	CUSTOMER	DETAILS (see Note 1 below)	ORDER DATE	DELIVERED (see Note 2 below)	DESIGN NUMBER	DRAWING SCHEDULE	CHASSIS	FLEET NUMBERS	NOTES	NOTES	NOTES	NOTES	NOTES
34183-34202	20	Great Northern Railway of Ireland GNR(I)	AEC-engined diesel railcars	1948	June 1950 - April 1951	6443	164	AEC	600-619 #	Vertical engines mounted outside chassis rails.	Partly constructed by GNR(I) at their Dundalk Works	12 First Class seats, 32 Third Class seats, Guards Compartment and Lavatory.	Even numbered cars had a Vapor-Clarkson steam boiler for train heating.	614 destroyed by fire September 1952
34485	1	AEC	Motor Brake Third 32 seats	Around June 1950	Probably January 1952	6931	296	AEC	No.1 (later M79742M) #	Four-wheel ACV Demonstration Railcar.	Sold to British Railways in March 1954.	Third Class later became Second Class		BR Lot Number 30128
34486	1	AEC	Motor Third 45 seats	Around June 1950	Probably January 1952	6931	296	AEC	No.2 (later M79740M) #	Four-wheel ACV Demonstration Railcar	Sold to British Railways in March 1954.	Third Class later became Second Class		BR Lot Number 30128
34487	1	AEC	Trailer Third 52 seats	Around June 1950	Probably January 1952	6931	296	AEC	No.3 (later M79741M) #	Four-wheel ACV Demonstration Railcar	Sold to British Railways in March 1954.	Third Class later became Second Class		BR Lot Number 30128
34812-34831	20	CIE (Irish Railways)	Composite Railcar	Around November 1951	March 1952 - March 1953	6967	211	AEC	2600-2619 #	Vertical engines mounted outside chassis rails.	Very similar to the GNR(I) railcars.	12 First Class seats, 32 Third Class seats, Guards Compartment and Lavatory.	Even numbered cars had a Spanner Swirlyflo steam boiler for train heating.	
35167-35194	28	CIE (Irish Railways)	Composite Railcar	December 1951	April 1953 - February 1954	6967	211	AEC	2620-2647 #	Vertical engines mounted outside chassis rails.	Very similar to the GNR(I) railcars.	12 First Class seats, 32 Third Class seats, Guards Compartment and Lavatory.	Even numbered cars had a Spanner Swirlyflo steam boiler for train heating.	
35195 -35204	10	CIE (Irish Railways)	Composite Railcar	December 1951	March 1954 - July 1954	6967	211	AEC	2648 - 2657 #	Vertical engines mounted outside chassis rails.	Very similar to the GNR(I) railcars.	12 First Class seats, 36 Third Class seats, Guards Compartment for suburban use.	Even numbered cars had a Spanner Swirlyflo steam boiler for train heating.	
35205	1	CIE (Irish Railways)	Composite Railcar	December 1951	September 1954	6967	211	AEC	2658 #	Vertical engines mounted outside chassis rails.	Very similar to the GNR(I) railcars.	80 Third Class seats and Guards compartment for Waterford-Tramore line.	Spanner Swirlyflo steam boiler for train heating.	
35206	1	CIE (Irish Railways)	Composite Railcar	December 1951	September 1954	6967	211	AEC	2659 #	Vertical engines mounted outside chassis rails.	Very similar to the GNR(I) railcars.	96 Third Class seats for Waterford-Tramore line.		
36042-36061	20	CIE (Irish Railways)	All Metal Framed Third Class Railcar Carriages	June 1952	1955-1956				1379-1428 and 1941-1948, plus others #	Earlier coaches may have been supplied as bodies. Certainly later examples were kits of parts supplied to CIE and erected at Inchcore Works.	There were various designs,, including Standard Opens and Brake Standard Opens, with a variety of main line and suburban seating configurations. Some later converted to refreshment cars.			
36062-36091	30	CIE (Irish Railways)	Railway Carriages All Metal	June 1952										
36317-36366	50	CIE (Irish Railways)	Integral All Metal Railway Carriages	September 1952			294							
36892	1	Great Northern Railway of Ireland GNR(I)	Composite Railcar Body	April 1953	Autumn 1953	Presumably 6443	Presumably 164	AEC	614	Vertical engines mounted outside chassis rails.	Partly constructed by GNR(I) at their Dundalk Works	12 First Class seats, 32 Third Class seats, Guards Compartment	Vapor-Clarkson steam boiler for train heating.	Replacement for the original 614
37267-37268	2	British Railways (ACV)	Power Car bodies with 28 seats and luggage compartment	15 March 1954	July 1955	7831	254	AEC	M79743, M79744	Four-wheel ACV Railcar.	Motor Brake Third	Third Class later became Second Class		BR Lot Number 30174
37269	1	British Railways (ACV)	Power Car body with 34 seats	15 March 1954	July 1955	7831	254	AEC	M79745	Four-wheel ACV Railcar.	Motor Third	Third Class later became Second Class		BR Lot Number 30175
37270-37271	2	British Railways (ACV)	Trailer Car bodies with 48 seats	15 March 1954	August 1955	7831	254	AEC	M79746, M79747	Four-wheel ACV Railcar.	Trailer Third	Third Class later became Second Class		BR Lot Number 30176
38683-38690	8	Great Northern Railway of Ireland GNR(I)	All Metal Railcars (First and Third Class) Detail Parts CKD	March 1955	July 1958 - October 1958		293	AEC	901-908 #	Vertical engines mounted outside chassis rails.	Partly constructed by GNR(I) at their Dundalk Works	12 First Class seats, 44 Third Class seats, Guards Compartment and Lavatory.	Steam boiler for train heating (make not known).	
38691-38706	16	Great Northern Railway of Ireland GNR(I)	All Metal Railcars (Third Class) Detail Parts CKD	March 1955	June 1957 - May 1958		293	AEC	701-716 #	Vertical engines mounted outside chassis rails.	Partly constructed by GNR(I) at their Dundalk Works	Driving Cab at both ends. 56 Third Class seats. Two lavatories.		
38784	1	ACV Sales (BR)	Trailer Car body with 48 seats	18 April 1955	August 1957	7831	254	AEC	M79749 (see note \$\$)	Four-wheel ACV Railcar.	Trailer Third	Third Class later became Second Class	AEC Chassis Number 8032 010	BR Lot Number 30215
38785	1	ACV Sales (BR)	Power Car body with 34 seats	18 April 1955	August 1957	7831	254	AEC	M79748 (see note \$\$)	Four-wheel ACV Railcar.	Motor Third	Third Class later became Second Class	AEC Chassis Number 8032 011	BR Lot Number 30214
38786	1	ACV Sales (BR)	Power Car body with 28 seats and luggage compartment	18 April 1955	August 1957	7831	254	AEC	M79750 (see note \$\$)	Four-wheel ACV Railcar.	Motor Brake Third	Third Class later became Second Class	AEC Chassis Number 8032 009	BR Lot Number 30216
38830-38869	40	British Transport Commission (account British Railways)	20 Power Cars and 20 Trailers complete in pairs	June 1955	November 1957 - October 1958	8730	298		M50395-M50414 (DMBS) # M56150-M56169 (DTCL) #	Park Royal records confirm as built by Crossley at Errwood Park, Stockport	Driving Motor Brake Second - 52 seats	Driving Trailer Composite Lavatory - 16 First Class and 48 Second Class seats		DMBS - BR Lot Number 30286 DTCL - BR Lot Number 30287
40134-40333	200	British Transport Commission (account British Railways)	Insulated containers of composite construction Type A.F.	April 1956										
41054-41058	5	British Railways	Metal Railbus 56-seats	January 1957	July 1958-February 1959	8724 (ACTUAL 8795/4 AS BUILT)	387	BUT running units	M79971, M79972, M79973, SC79974, SC79970 in that order	Four-wheel railbus				BR Lot Number 30480

1 - Details are as shown in the Park Royal records. These are not always consistent. For example the first 20 GNR(I) and 60 CIE railcars were almost identicall but are described differently. Similarly the three batches of CIE carriages have different descriptions.

2 - Dates are generally the date of entry into service with the operator. In most cases the vehicles or bodies will have left the factory a few months earlier.

= Body Numbers are not matched to Fleet Numbers in the Park Royal records. The assumed matches are shown, but the actual numbers might be in a different order from that shown.

\$\$ = As ordered on 18 April 1955 the bodies were 38784 - Motor Brake Third, 38785 - Motor Third, 38786 - Trailer Third.

However on 25 April 1955 the numbering instructions show 38784 - Trailer Third, 38785 - Motor Third, 38786 - Motor Brake Third. This is what is shown in the table above. Similarly the AEC chassis numbers may be in the wrong order.

The BR numbers are known to match the 25 April list in the order 79749, 79748, 79750.