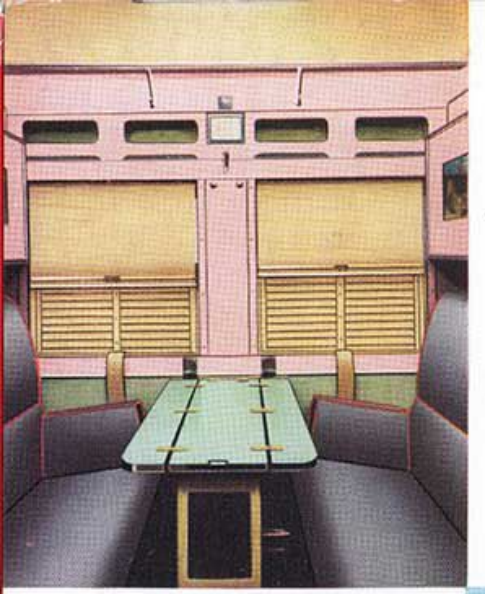
GLOUCESTER

GLOUCESTER RAILWAY CARRIAGE & WAGON CO LTD

ENGLAND



1st class day and night coaches built for Rhodesia Railways
have luxury accommodation for 39 seated or 26 sleeping passengers.

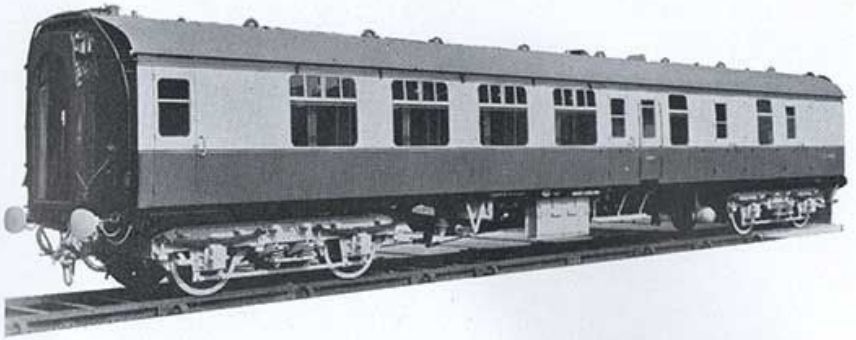
GLOUCESTER

build for the Railways of the World

For a century rolling stock designed and built by Gloucester has been serving railways all over the world. Passenger carrying vehicles include diesel railcars, electric cars and all the conventional types of passenger cars, in both steel and light alloy. Freight vehicles include hopper wagons, covered goods wagons, open wagons, ore and cement carriers, refrigerator cars, rail tank wagons, etc.

(Aerial view of the Gloucester Works overleaf)

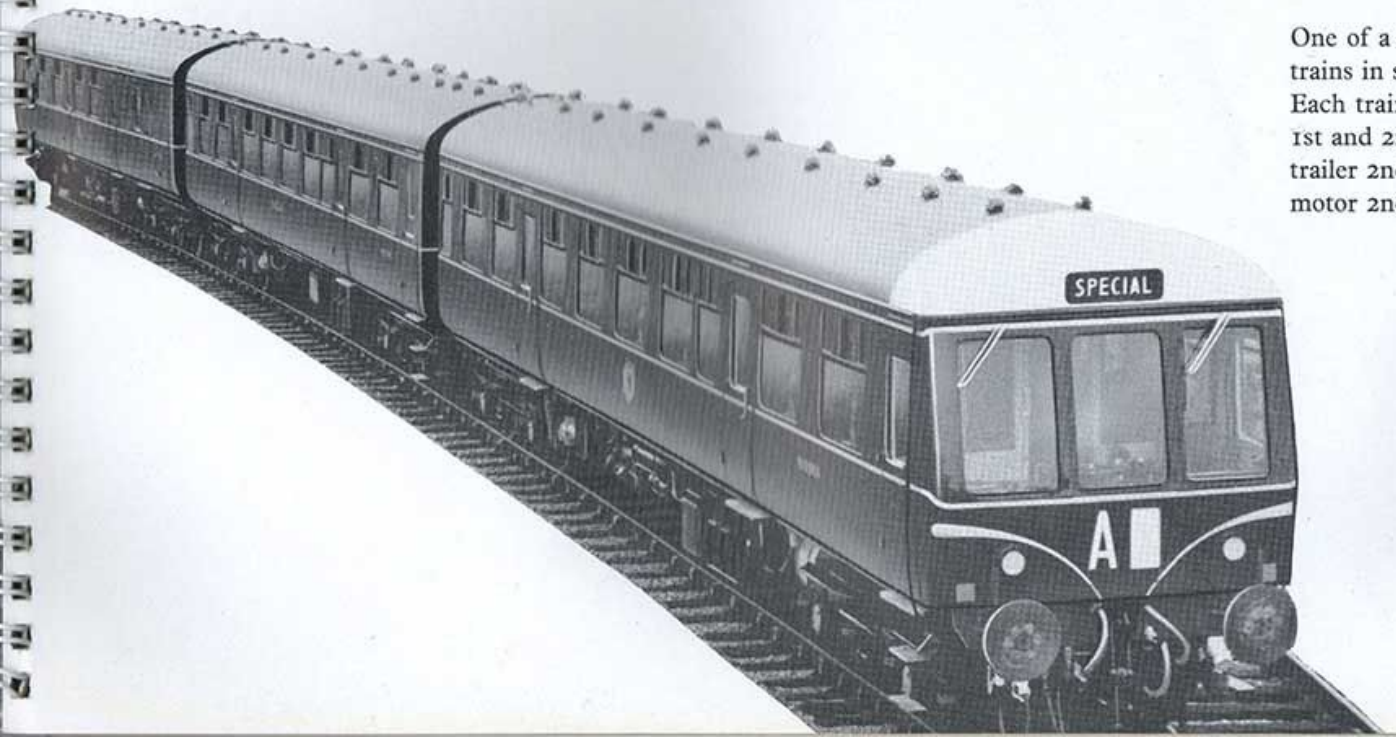
2nd class all-steel corridor brake for London Midland Region.



passenger coaches and diesel railcars for the

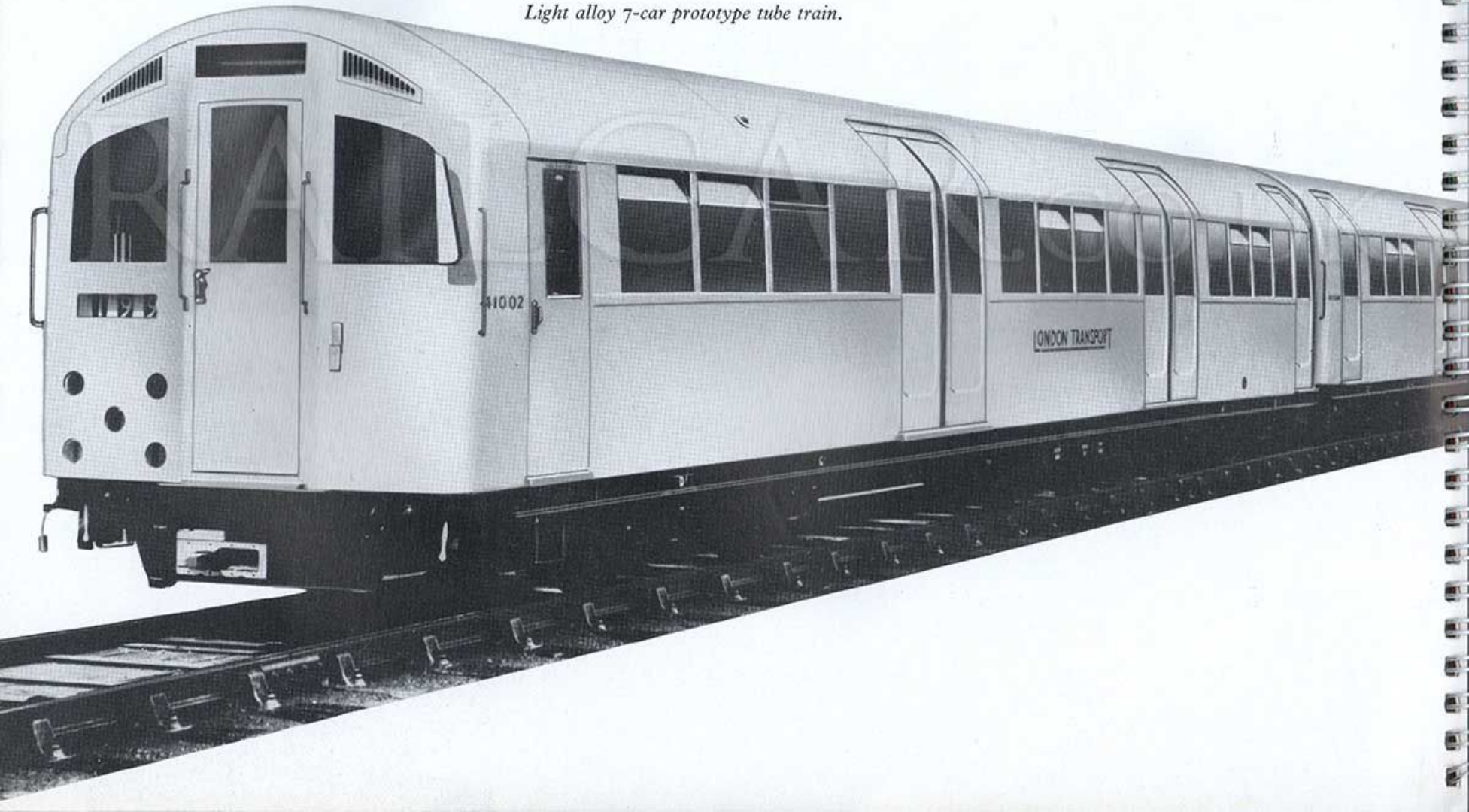
British Transport Commission

BTC

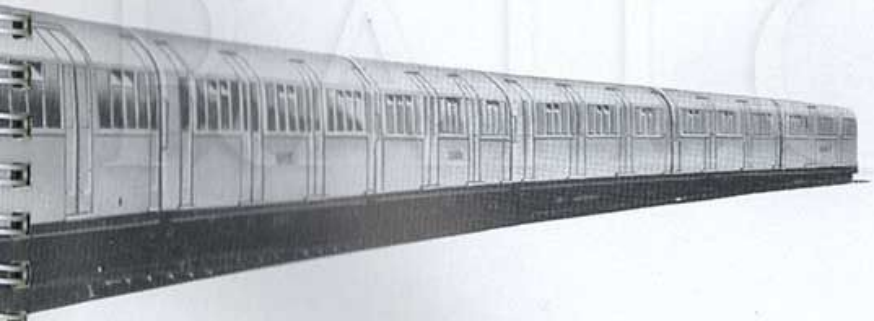


One of a number of three-car diesel trains in service on the Western Region. Each train comprises one motor brake 1st and 2nd composite car, one trailer 2nd class with buffet and one motor 2nd class.

Light alloy 7-car prototype tube train.

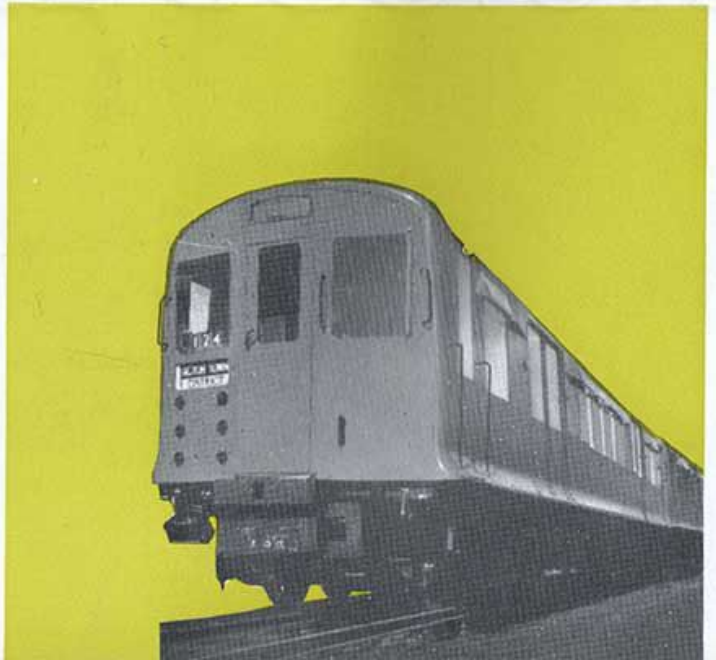


rolling stock for London Transport Executive



7-car prototype tube train. Roof sheets and body panels are in heat-treated unpainted aluminium. The bogies are fitted with rubber suspension.

Illustrated below is a surface car, one of several hundred that have been supplied to L.T.E.



diesel railcars of tubular construction for the

British Transport Commission

Lightweight diesel mechanical railcars of tubular steel integral design, designed and built by Gloucester for the British Transport Commission. They consist of two coaches, the motor coach, weight 30 tons, and the trailer coach, weight 25 tons. Overall length 57′ 6″ each.

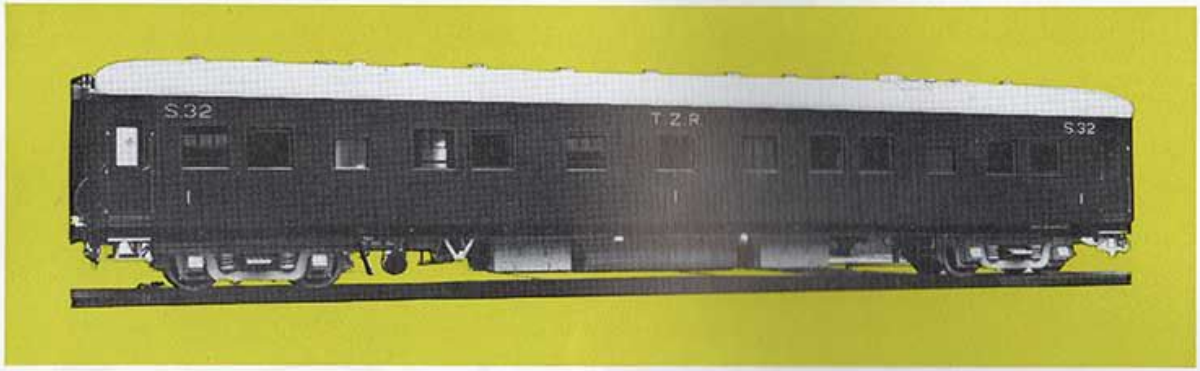
rolling stock for the Toronto Transit Commission

When Toronto built its new subway—the first in Canada—Gloucester supplied the passenger cars both in light alloy and in steel. Illustrated above is a car in light alloy, an interesting feature of which is the underframe structure which is also constructed of light alloy.

Illustrated on the left is an all steel train for the T.T.C.

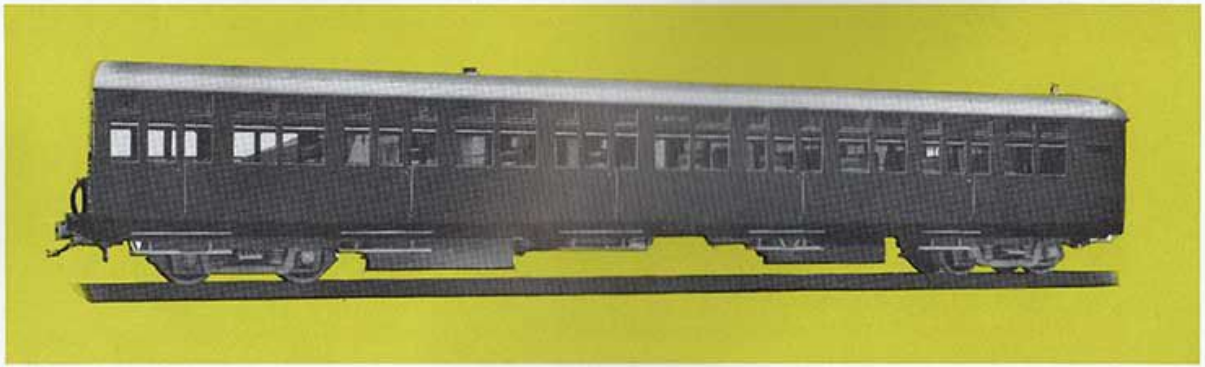
1st class coaches for Trans-Zambesia Railways

All steel car of integral construction.



2nd class coaches for South African Railways

Designed and built for service on suburban lines.
The bodies and underframes are of integral steel construction.



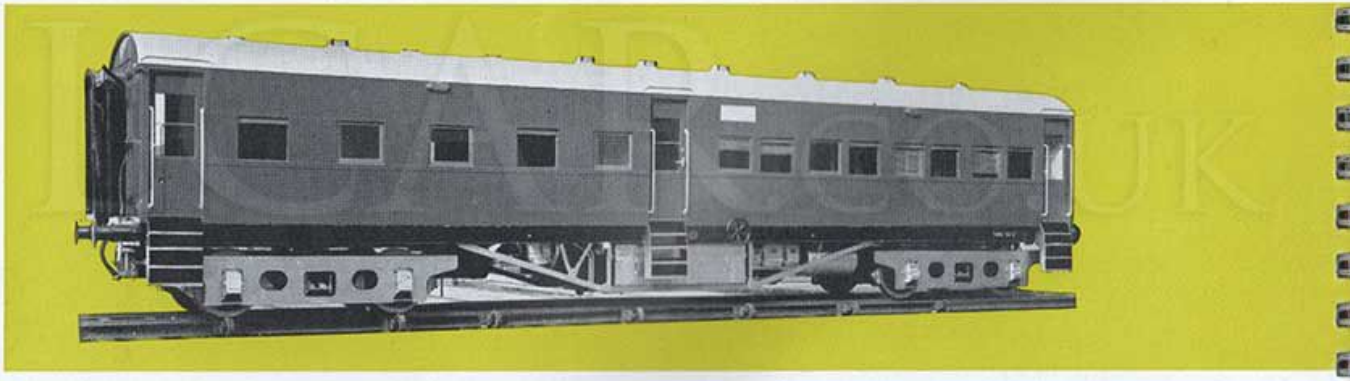
diesel railcars for

Commonwealth Government Railways of Australia

High standards of performance and comfort were demanded of these diesel cars built by Gloucester. The superstructure is of welded steel with an aluminium skin. Fully air conditioned. Each coach carries 34 1st class and 16 2nd class passengers.

1st and 2nd class coaches for the

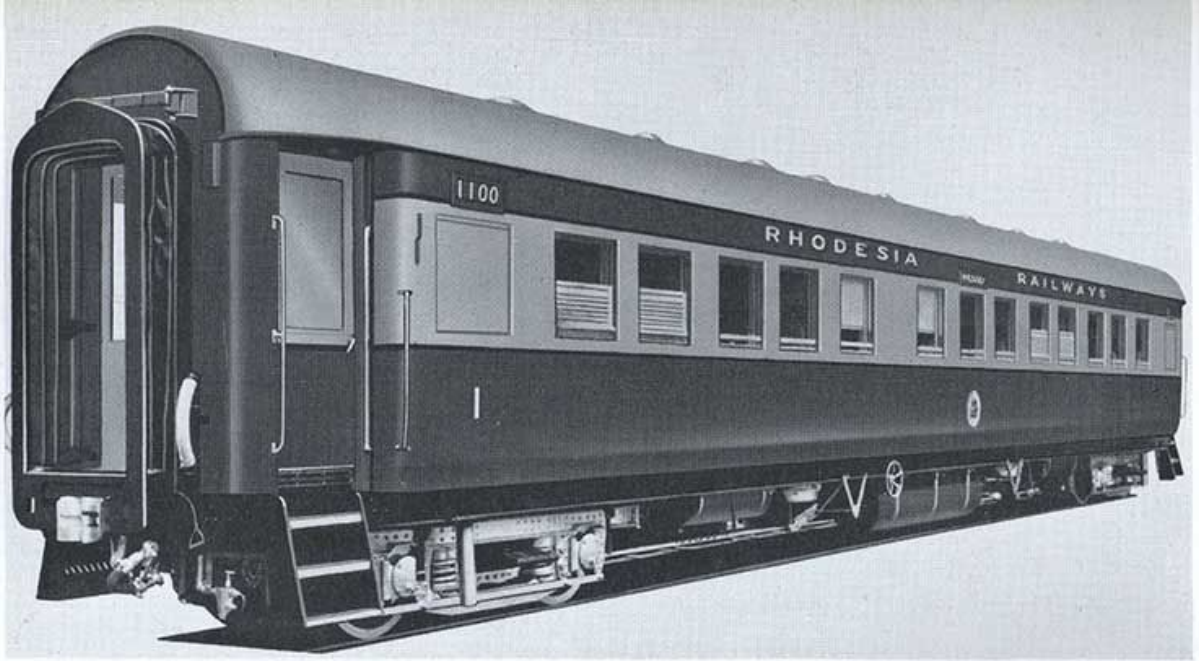
Ceylon Government Railways



The cars which are designed for long distance service, have modern plastic interior finishes. The bodies are of timber construction with exterior steel panelling.

electric cars for Victorian Government Railways

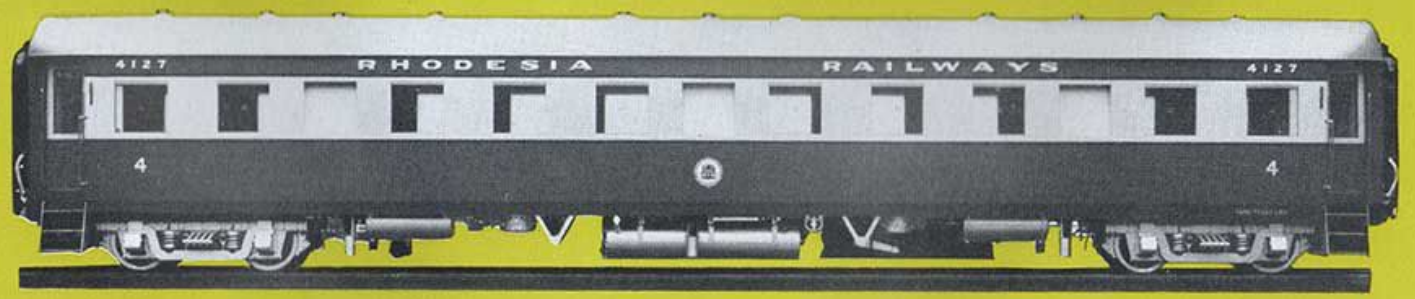
In use on the Melbourne Suburban electrified system. Design includes integral steel construction with manually operated doors and cast steel bogies with all coil spring suspension.



These 1st class day and night coaches built for Rhodesia Railways have luxury accommodation for 39 seated or 26 sleeping passengers.

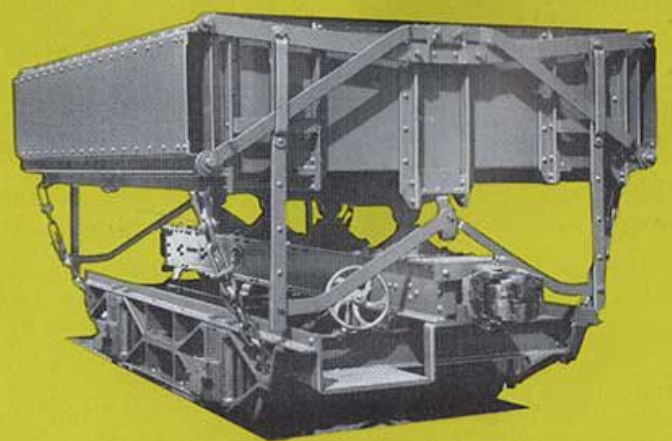
1st and 4th class coaches for Rhodesia Railways

A large number of 2nd class, 1st and 2nd class composite, and 4th class cars, has also been supplied to Rhodesia Railways.

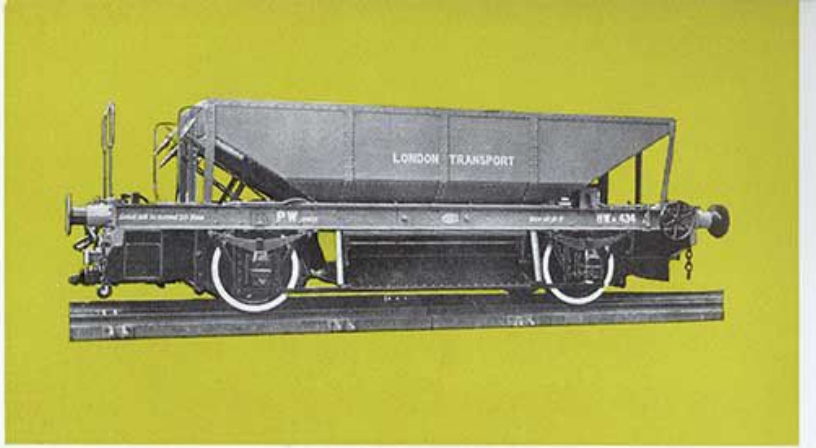


Cement wagon, one of a large contract for 20-ton cement wagons built for the B.T.C. Fitted with air discharge equipment and SKF roller bearings.

wagons for the British Transport Commission

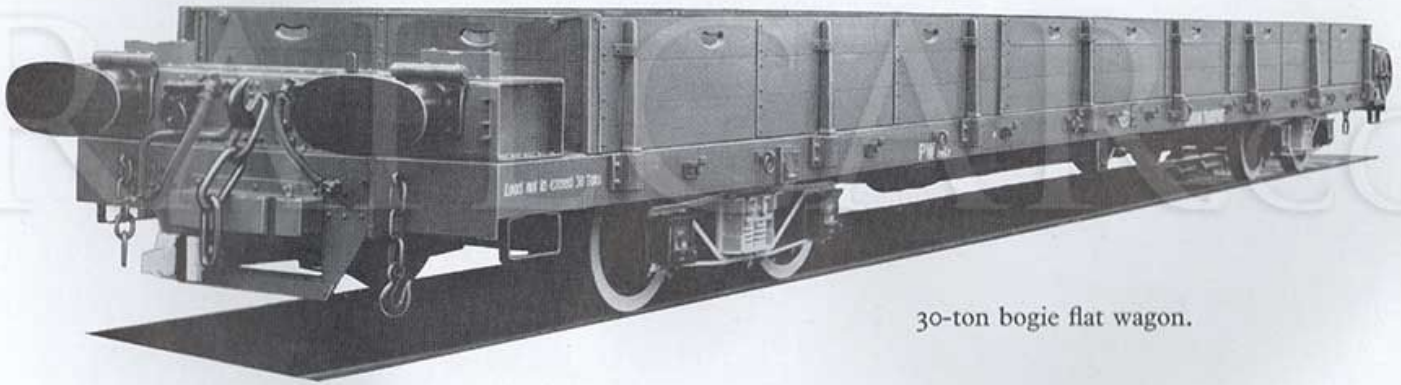


15-ton side dump steel wagon built for a private owner.

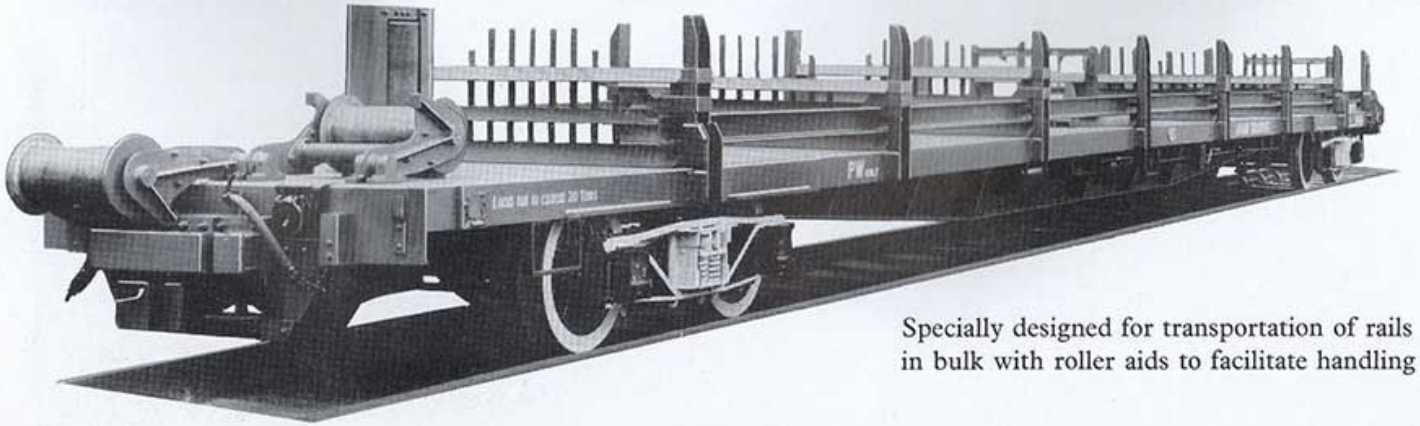


Four-wheeled 20-ton hopper wagon with centre and side discharge.

wagons for London Transport *Executive*

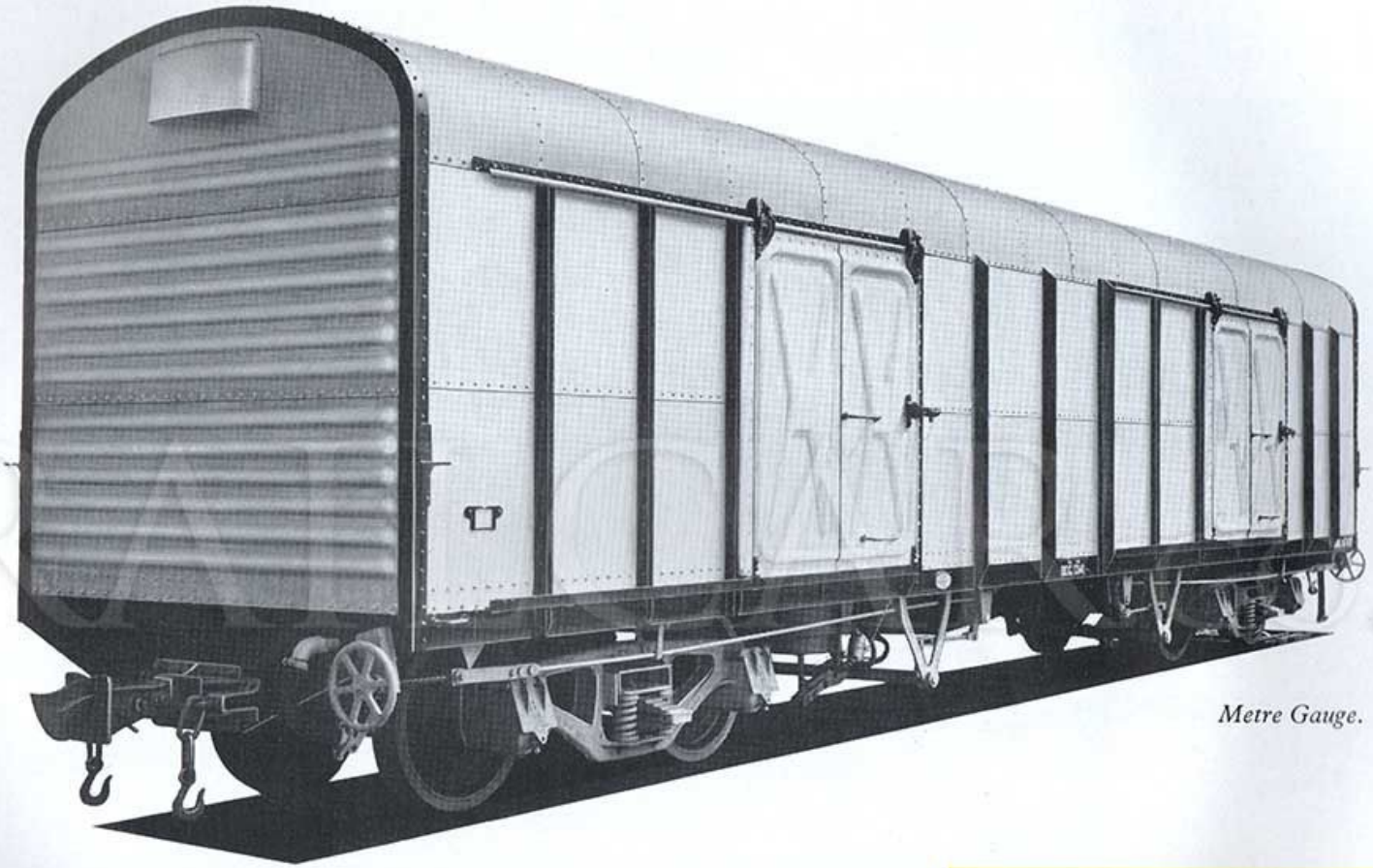


30-ton bogie flat wagon.



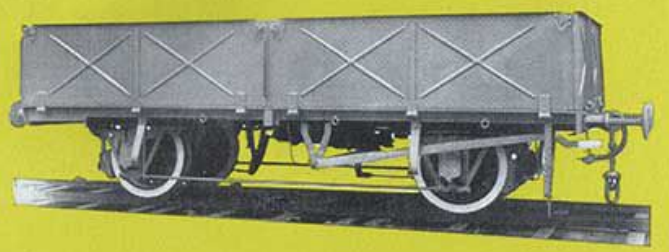
Specially designed for transportation of rails
in bulk with roller aids to facilitate handling on repair sites.

bogie covered goods wagons for Malayan Railways



Metre Gauge.

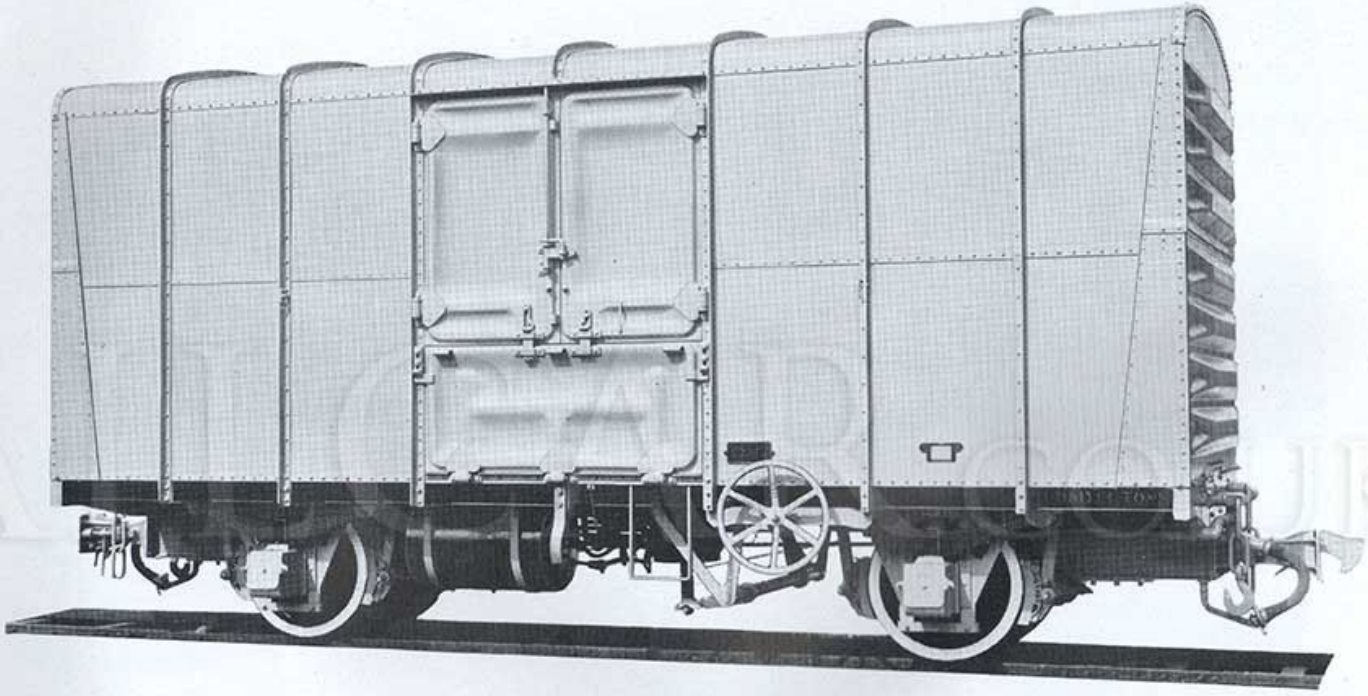
4-wheeled open wagons for Queensland Railways



All welded construction.

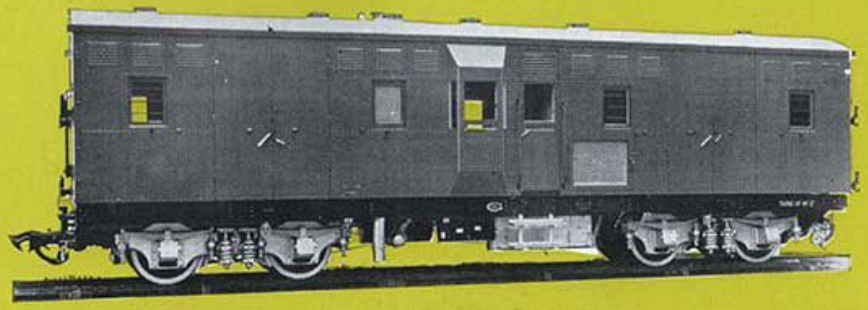
covered goods wagons for

East African Railways and Harbours



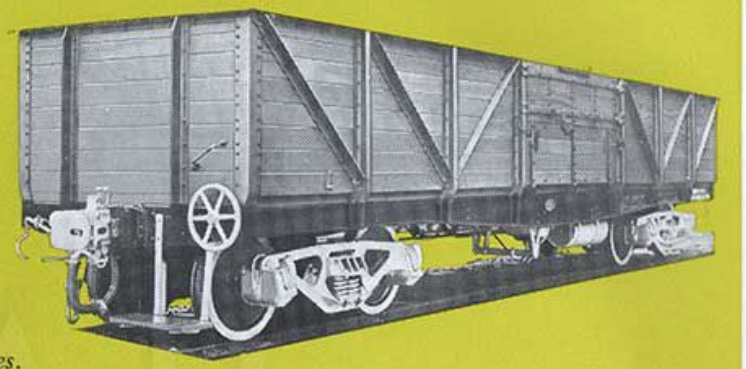
These 4-wheeled covered goods wagons for the Tanganyika section are fitted with vacuum brakes. Metre gauge.

Bogie Goods Brake Vans. Metre gauge.



35-ton wagons for

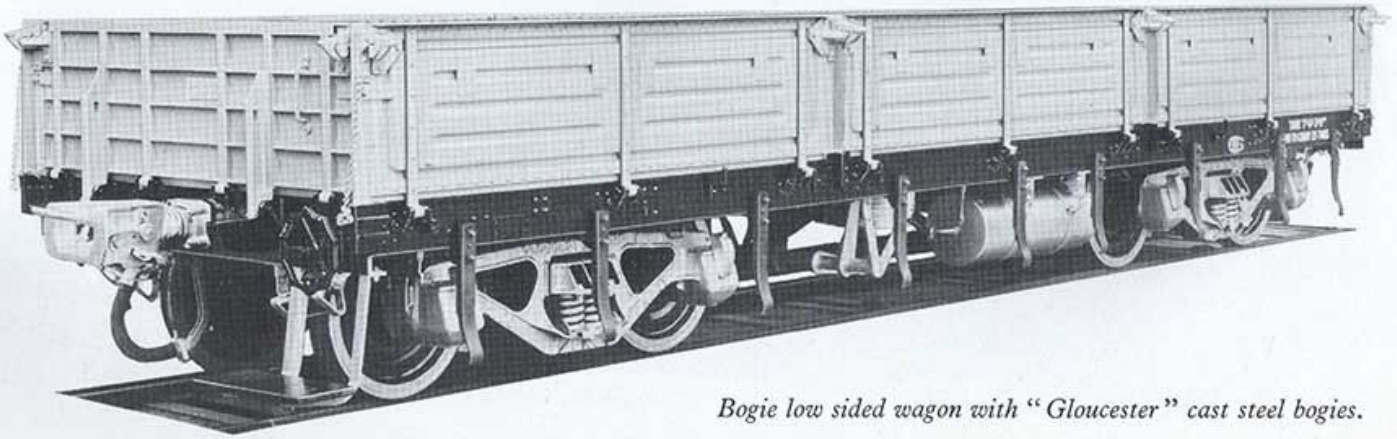
Ghana Railway and Harbour Administration



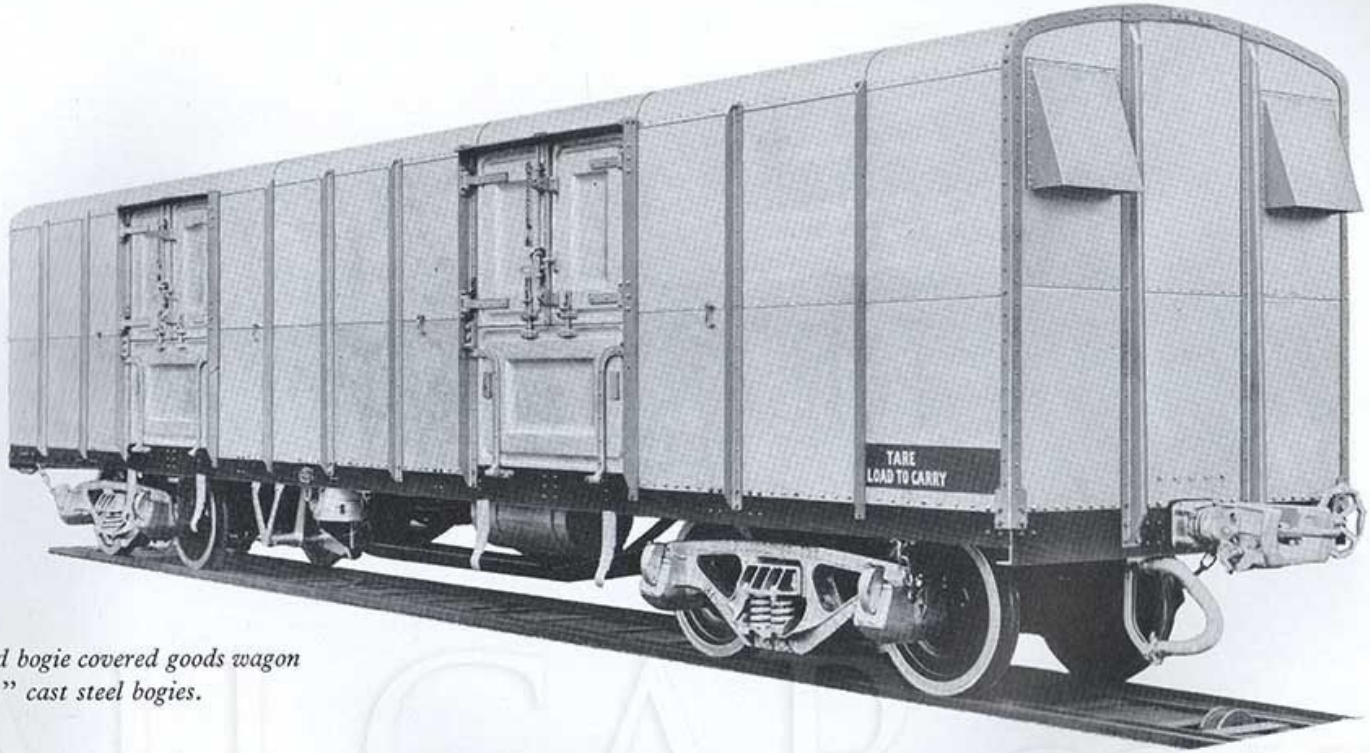
Bogie high sided wagon with " Gloucester " cast steel bogies.

25-ton bogie wagons Type DG for

Nigerian Railways Corporation

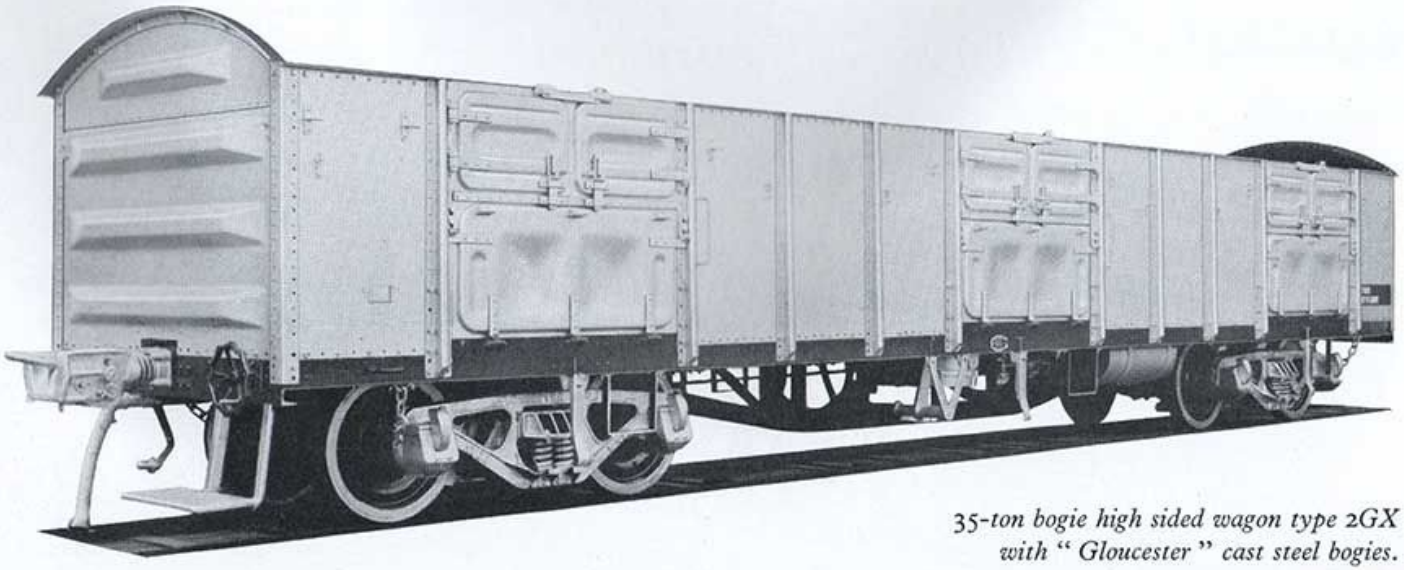


Bogie low sided wagon with " Gloucester " cast steel bogies.

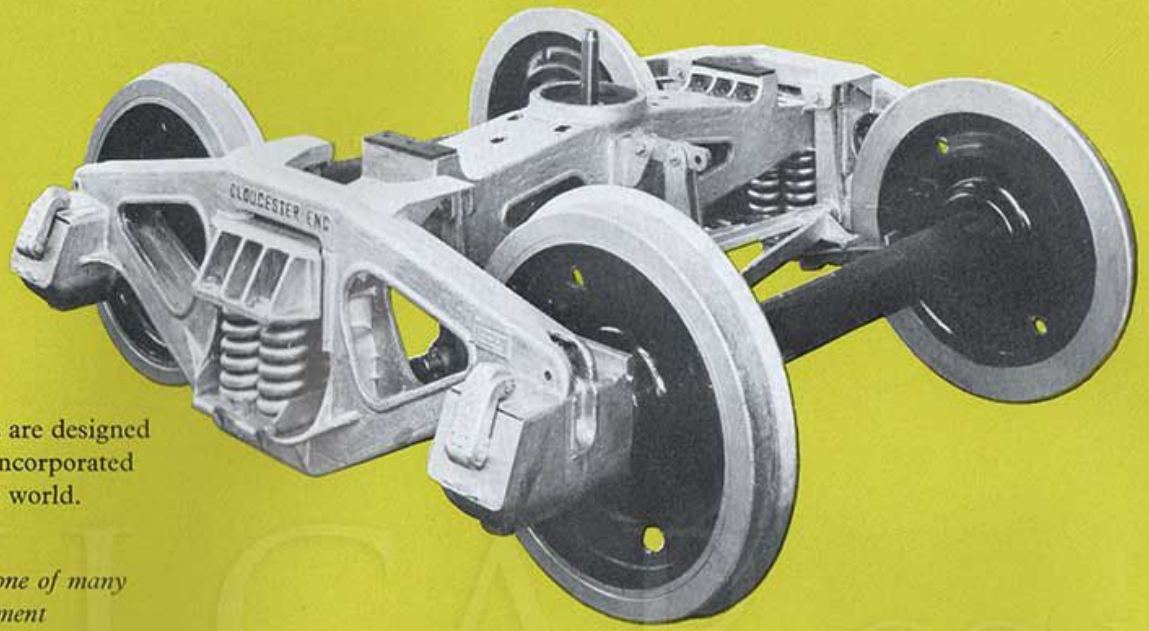


35-ton steel bodied bogie covered goods wagon with " Gloucester " cast steel bogies.

35-ton wagons for Nigerian Railways Corporation



35-ton bogie high sided wagon type 2GX with " Gloucester " cast steel bogies.

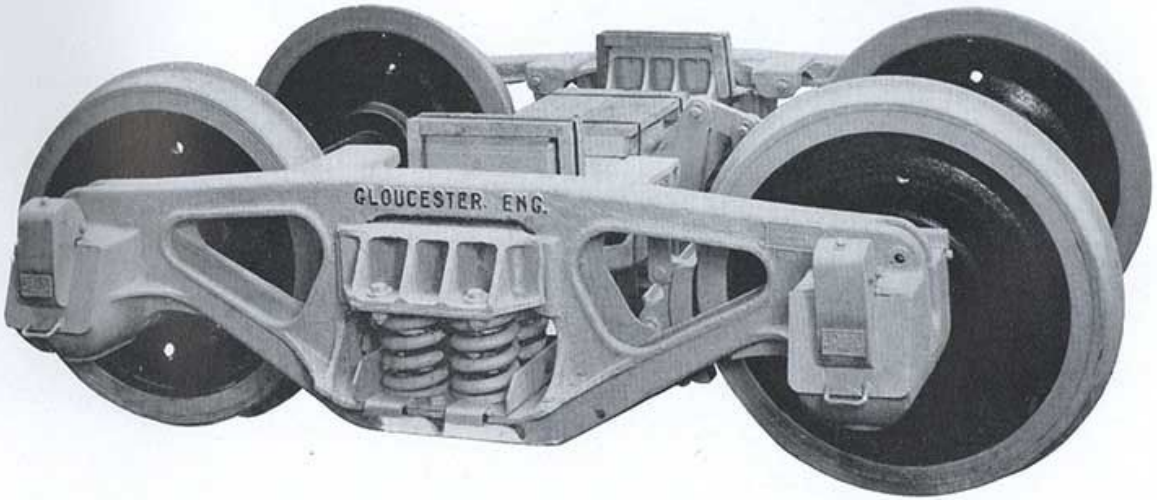


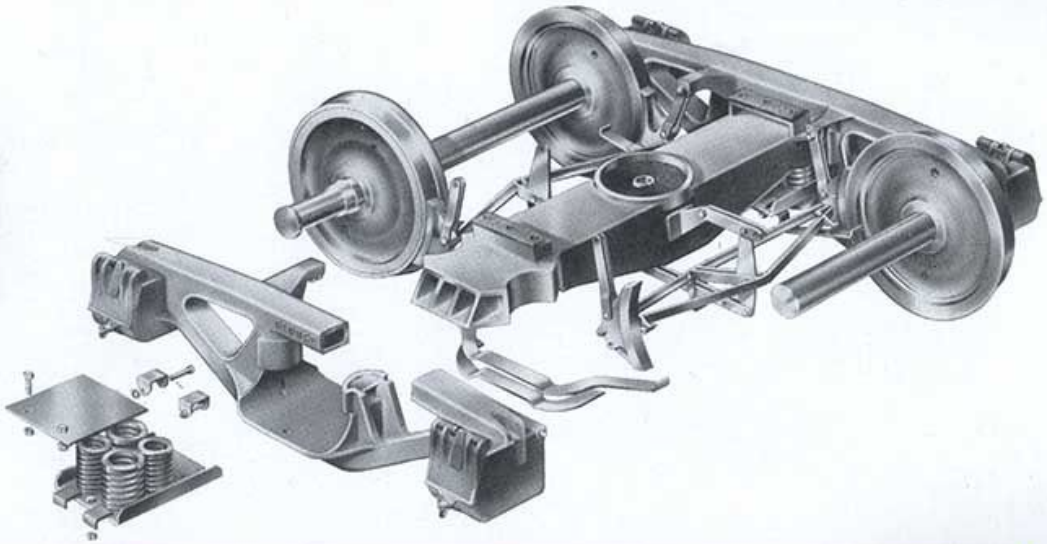
Gloucester cast steel bogies are designed for all rail gauges and are incorporated in rolling stock all over the world.

Illustrated is a 5′ 6″ bogie, one of many operating on Ceylon Government Railways.

Gloucester cast-steel bogies

Illustrated on right is a 3′ 6″ gauge bogie supplied to Ghana Railways, the Nigerian Railways Corporation, Sudan Railways and Railways in South America.

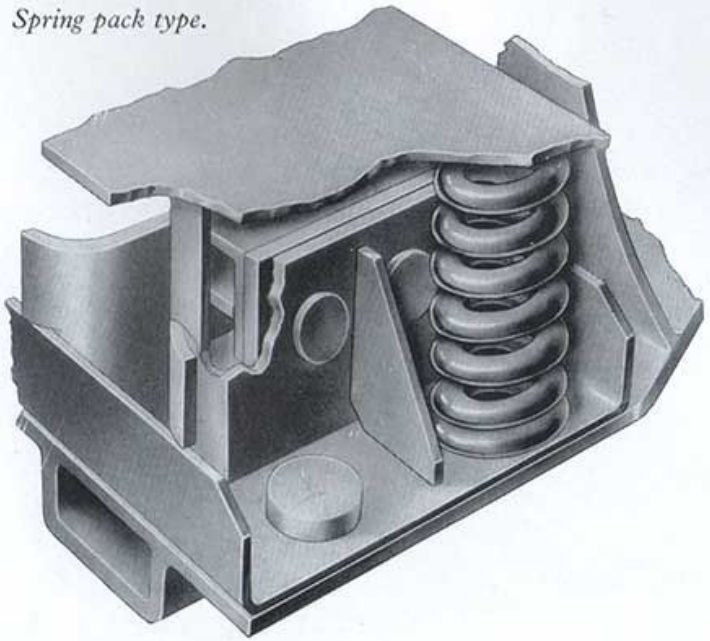




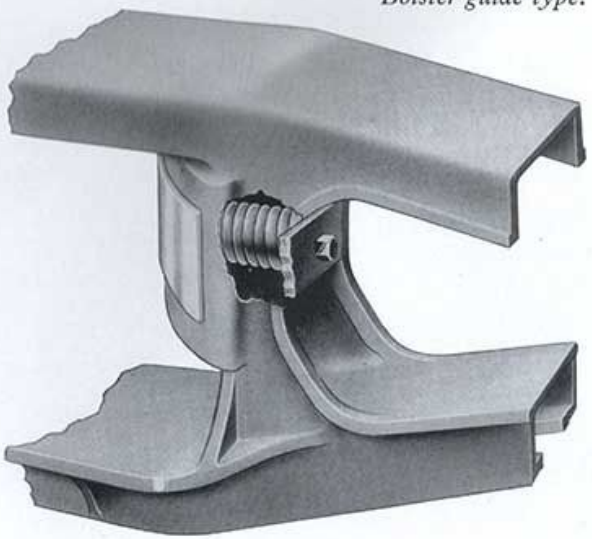
Exploded view of bogie showing arcuate guides with springs withdrawn for examination.

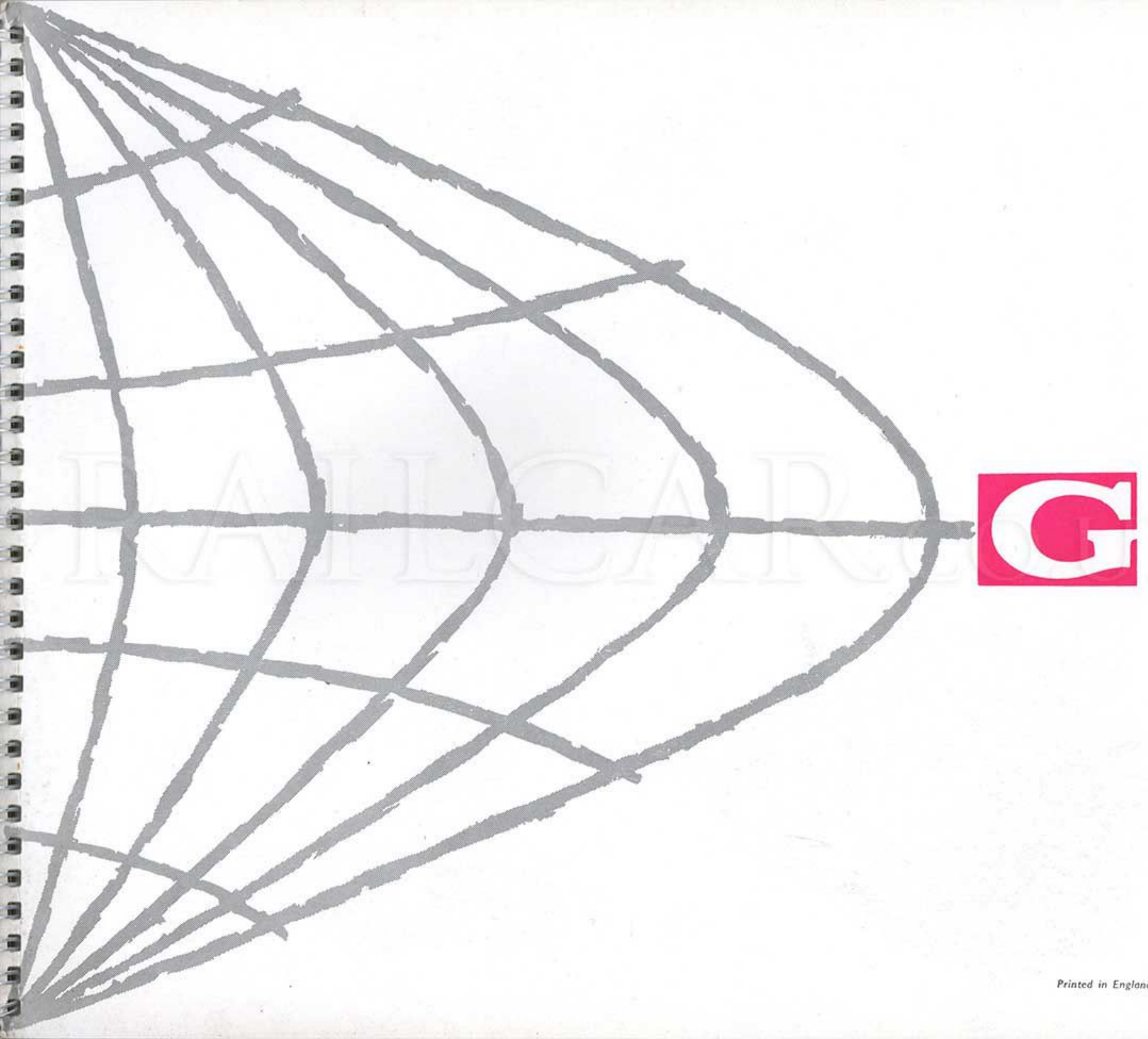
constant friction spring-damping units

Spring pack type.



Bolster guide type.





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