

Push-Pull gear and electric lighting equipment, still in 374
7/56: WDN @ Lancing

↓	(R6) LSWR Steam 'Railmotor' Driving Position & Vertical Boiler / 1st (Saloon 8) / "Gate" / 4Bays-3rd / Luggage + Guard + Driving Position			
	5/04: BUILT as LSWR Class H12 Steam Railcar ^R 1 (incorporating carriage Body ^W 4201). For service on the Basingstoke & Alton Light Railway			
	9/04: Bournemouth area 10/04: Bishops Waltham branch			
	5/06: Loaned to the Somerset & Dorset Joint Railway for trials between Highbridge and Burnham, returned to LSWR early Autumn			
post	-/12: Body RENUMBERED for LSWR to ^W 4258 still in same Steam Railcar ^R 1			
	9/13: Taken out of service and STORED 3/14: Bishops Waltham branch			
	6/14: Southampton Town / West - Royal Pier services 9/14: Early morning Winchester - Southampton services			
	6/15: Taken out of service and STORED 11/16: WDN			
↓	R6 LSWR "Gate" 48' 3" GOTrail3rd {8} 3Bays-3rd / "Gate" / 5Bays-3rd Diag: 28			
	-/20: Body Only REBUILT with 3-wire cable-operated Push-Pull gear and electric lighting (the steam propulsion equipment - boiler and power bogie - being removed), retaining the same carriage Body number as ^W 4201 for LOOSE			
°740 post	-/23: RENUMBERED for SR to °740 still as LOOSE			
	R6 LSWR "Gate" 48' 3" GO3rd {8} 3Bays-3rd / "Gate" / 5Bays-3rd Diag: 28			
	c.-/24: Push-Pull gear removed, still for LOOSE			
	c.-/36: 371 6/41: DAMAGED by Enemy Action (Luftwaffe) in the Portland area 7/41: WDN @ New Cross Gate			
↓	(R6) LSWR Steam 'Railmotor' Driving Position & Vertical Boiler / 1st (Saloon 8) / "Gate" / 4Bays-3rd / Luggage + Guard + Driving Position			
	5/04: BUILT as LSWR Class H12 Steam Railcar ^R 2 (incorporating carriage Body ^W 4202). For service on the Basingstoke & Alton Light Railway			
	9/04: Bournemouth area 10/04: Bishops Waltham branch			
	11/04: Turnchapel branch 2/07: Bournemouth- New Milton services			
	12/12: Southampton Town / West - Royal Pier services			
post	-/12: Body RENUMBERED for LSWR to ^W 4259 still in same Steam Railcar ^R 2			
	9/13: Taken out of service and STORED 3/14: Southampton Town / West - Royal Pier services			
	6/14: Bishops Waltham branch 9/14: At Wadebridge (very little employed)			
	6/15: Taken out of service and STORED 11/16: WDN			
↓	R6 LSWR "Gate" 48' 3" GOTrail3rd {8} 3Bays-3rd / "Gate" / 5Bays-3rd Diag: 28			
	-/20: Body Only REBUILT with 3-wire cable-operated Push-Pull gear and electric lighting (the steam propulsion equipment - boiler and power bogie - being removed), retaining the same carriage Body number as ^W 4202 for LOOSE			
°741 post	-/23: RENUMBERED for SR to °741 still as LOOSE			
	R6 LSWR "Gate" 48' 3" GO3rd {8} 3Bays-3rd / "Gate" / 5Bays-3rd Diag: 28			
	c.-/24: Push-Pull gear removed, still for LOOSE 10/37: 361 3/56: WDN @ Lancing			
↓	(R6) LSWR Steam 'Railmotor' Driving Position (with "Gate") & Vertical Boiler / 4Bays-3rd / "Gate" / 1BayLongitudinalSaloon-1st / Luggage + Guard + Driving Position			
	3/06: BUILT as LSWR Class H13 Steam Railcar ^R 10 (incorporating carriage Body ^W 4210)			
	3/06: Bournemouth Central - New Milton 9/09: Lee-on-Solent branch			
	6/14: Southampton Town / West - Royal Pier services			
post	-/12: Body RENUMBERED for LSWR to ^W 4210 still in same Steam Railcar ^R 10			
by	12/13: Taken out of service and STORED 6/14: Southampton Town / West - Royal Pier services			
	9/14: Lymington branch 6/15: Wadebridge area services			
	5/18: Taken out of service and STORED 7/19: WDN			
↓	R6 LSWR "Gate" 50' 0" GOTrail3rd {8} 6Bays-3rd / "Gate" / 2BayLongitudinalSaloon-3rd Diag: 29			
	-/20: Body Only REBUILT with 3-wire cable-operated Push-Pull gear and electric lighting (the steam propulsion equipment - boiler and power bogie - being removed), retaining the same carriage Body number as ^W 4210 for LOOSE			
°742 post	-/23: RENUMBERED for SR to °742 still as LOOSE			
	R6 LSWR "Gate" 50' 0" GO3rd {8} 6Bays-3rd / "Gate" / 2BayLongitudinalSaloon-3rd Diag: 29			
	c.-/32: Push-Pull gear removed, still for LOOSE			
	c.-/36: 371 6/41: DAMAGED by Enemy Action (Luftwaffe) in the Portland area 7/41: WDN @ New Cross Gate			
↓	(R6) LSWR/LBSCR Joint Steam 'Railmotor' (Engine unit LSWR, Carriage unit LBSCR, carried on the same underframe) Vertical (later Horizontal) Boiler & Driving Position / Luggage / "Gate" / 4Bays-3rd / 2BayLongitudinalSaloon-1st / Driving Position			
	4/03: BUILT as LSWR Class K11 LSWR & LBSCR Joint Service Steam Railcar ^J 1 (unlike all the other LSWR Steam Railcars, no separate carriage Body number was initially allocated) with a vertical boiler. For service on the Fratton - East Southsea branch.			
	6/04: REBUILT with a horizontal boiler and modified cab, remaining on the Fratton - East Southsea branch.			
	late/14: Taken out of service and STORED 9/19: WDN			

↓	R6	LSWR "Gate" 53' 10"	GOTrail3rd {8 ¹ / ₂ } 2BayLongitudinalSaloon-3rd /"Gate"/ 4Bays+2 ¹ / ₂ BayLongitudinalSaloon-3rd	Diag: 30

2/22: Body Only REBUILT with 3-wire cable-operated Push-Pull gear and electric lighting (the steam propulsion equipment - boiler and power bogie - being removed) as LSWR ^w 4261, running with ^w 4261 (SemiGODrivBkeCompo {2x1st + 5x3rd})				
°743	post -/23:	RENUMBERED for SR to °743, Set Numbered to SR 372		

	R6	LSWR "Gate" 53' 10"	GO3rd {8 ¹ / ₂ } 2BayLongitudinalSaloon-3rd /"Gate"/ 4Bays+2 ¹ / ₂ BayLongitudinalSaloon-3rd	Diag: 30

c./-33: Push-Pull gear removed, to 370				
6/41: DAMAGED by Enemy Action (Luftwaffe) in the Portland area 7/41: WDN @ New Cross Gate				

LSWR/SR "Gate" Stock continues at °2622

SR "Gate" Semi-Gangwayed Open Driving Brake Thirds

SemiGODrivBke3rd = Semi-Gangwayed Open Driving Brake 3rd

LSWR/SR "Gate" Stock continued from °743

°2622	R6	LSWR "Gate" 56' 0"	SemiGODrivBke3rd {7} Gangway/ 5Bays-3rd /"Gate"/ 2BayLongitudinalSaloon-3rd /Bke/Driv	Diag: 414

-/39: RENUMBERED from °6545 (which see), after being REDESIGNATED as OPEN DRIVING BRAKE THIRD from OPEN DRIVING BRAKE COMPOSITE First/Third (Diag: 414 SemiGODrivBkeCompo), remaining in 373				
6/60: WDN				

°2623	R6	LSWR "Gate" 56' 0"	SemiGODrivBke3rd {7} Gangway/ 5Bays-3rd /"Gate"/ 2BayLongitudinalSaloon-3rd /Bke/Driv	Diag: 414

-/39: RENUMBERED from °6546 (which see), after being REDESIGNATED as OPEN DRIVING BRAKE THIRD from OPEN DRIVING BRAKE COMPOSITE First/Third (Diag: 414 SemiGODrivBkeCompo), remaining in 363				
11/58: WDN				

°2624	R6	LSWR "Gate" 56' 0"	SemiGODrivBke3rd {7} Gangway/ 5Bays-3rd /"Gate"/ 2BayLongitudinalSaloon-3rd /Bke/Driv	Diag: 414

-/39: RENUMBERED from °6547 (which see), after being REDESIGNATED as OPEN DRIVING BRAKE THIRD from OPEN DRIVING BRAKE COMPOSITE First/Third (Diag: 414 SemiGODrivBkeCompo), remaining in 374				
7/56: WDN				

LSWR/SR "Gate" Stock continues at °3200

LSWR "Gate" Semi-Gangwayed Open Driving Brake Thirds

SemiGODrivBke3rd = Semi-Gangwayed Open Driving Brake 3rd

LSWR/SR "Gate" Stock continued from °2624

↓	R6	LSWR "Gate" 48' 0"	SemiGODrivBke3rd {6} Gangway/ 4Bays-3rd /"Gate"/ 2Bays-3rd /Bke/Driv	Diag: 136

-/06: BUILT as LSWR ^w 2 for LSWR 'Plymouth Area' Set, running with ^w 3 (SemiGOTrail3rd {8})				
post -/12: RENUMBERED for LSWR to ^w 4276 still in same 'Plymouth Area' Set				
°3200	post -/23:	RENUMBERED for SR to °3200, Set Numbered to SR 368		
c./-27: REBUILT with original 3-wire cable-operated Push-Pull gear and gas lighting equipment replaced by air-operated Push-Pull gear and electric lighting equipment, plus new SR-style driving end fitted, still in 368				
12/39: WDN @ Grosvenor Road				

↓	R6	LSWR "Gate" 48' 0"	SemiGODrivBke3rd {6} Gangway/ 4Bays-3rd /"Gate"/ 2Bays-3rd /Bke/Driv	Diag: 136

-/06: BUILT as LSWR ^w 4 for LSWR 'Plymouth Area' Set, running with ^w 1 (SemiGOTrail3rd {8})				
post -/12: RENUMBERED for LSWR to ^w 4277 still in same 'Plymouth Area' Set				
°3201	post -/23:	RENUMBERED for SR to °3201, Set Numbered to SR 367		
c./-27: REBUILT with original 3-wire cable-operated Push-Pull gear and gas lighting equipment replaced by air-operated Push-Pull gear and electric lighting equipment, plus new SR-style driving end fitted, still in 367				
6/39: WDN				

↓	R6	LSWR "Gate" 48' 0"	SemiGODrivBke3rd {6} Gangway/ 4Bays-3rd /"Gate"/ 2Bays-3rd /Bke/Driv	Diag: 136

-/06: BUILT as LSWR ^W 6 for LSWR 'Plymouth Area' Set, running with ^W 5 (SemiGOTrail3rd {8})
 post -/12: RENUMBERED for LSWR to ^W 4278 still in same 'Plymouth Area' Set
 *3202 post -/23: RENUMBERED for SR to *3202, Set Numbered to SR 369
 c.-/27: REBUILT with original 3-wire cable-operated Push-Pull gear and gas lighting equipment replaced by air-operated
 Push-Pull gear and electric lighting equipment, plus new SR-style driving end fitted, still in 369
 4/40: WDN

LSWR/SR "Gate" Stock continues at *6543

LSWR "Gate" Semi-Gangwayed Open Driving Brake Composites First/Third +
 SR "Gate" Semi-Gangwayed Open Brake Composites First/Third
 SemiGODrivBkeCompo = Semi-Gangwayed Open Driving Brake Composite
 SemiGOBkeCompo = Semi-Gangwayed Open Brake Composite

LSWR/SR "Gate" Stock continued from *3202

↓	R6	LSWR "Gate" 56' 0"	SemiGODrivBkeCompo {2x1st + 5x3rd} Gangway/ 5Bays-3rd /"Gate"/ 2BayLongitudinalSaloon-1st /Bke/Driv	Diag: 413

-/09: BUILT as LSWR ^W 7 for LSWR 'Portland Area' LOOSE				
post -/12: RENUMBERED for LSWR to ^W 4301 still as 'Portland Area' LOOSE				
*6543	post -/23: RENUMBERED for SR to *6543 still as 'Portland Area' LOOSE			
	c.-/20's: 370			

	R6	LSWR "Gate" 56' 0"	SemiGOBkeCompo {2x1st + 5x3rd} Gangway/ 5Bays-3rd /"Gate"/ 2BayLongitudinalSaloon-1st /Bke	Diag: 413

c.-/33: REBUILT with original 3-wire cable-operated Push-Pull gear and gas lighting equipment removed, now fitted with electric lighting equipment and no Push-Pull Gear, remaining in 370 10/37: WDN				
↓	R6	LSWR "Gate" 56' 0"	SemiGODrivBkeCompo {2x1st + 5x3rd} Gangway/ 5Bays-3rd /"Gate"/ 2BayLongitudinalSaloon-1st /Bke/Driv	Diag: 413

-/09: BUILT as LSWR ^W 9 for LSWR 'Portland Area' LOOSE				
post -/12: RENUMBERED for LSWR to ^W 4302 still as 'Portland Area' LOOSE				
*6544	post -/23: RENUMBERED for SR to *6544 still as 'Portland Area' LOOSE			
	c.-/20's: 372 c.-/20's: 370			
	6/41: DAMAGED by Enemy Action (Luftwaffe) in the Portland area 7/41: WDN			

	R6	LSWR "Gate" 56' 0"	SemiGOBkeCompo {2x1st + 5x3rd} Gangway/ 5Bays-3rd /"Gate"/ 2BayLongitudinalSaloon-1st /Bke	Diag: 413

c.-/33: REBUILT with original 3-wire cable-operated Push-Pull gear and gas lighting equipment removed, now fitted with electric lighting equipment and no Push-Pull Gear, remaining in 370 10/37: WDN				
↓	R6	LSWR "Gate" 56' 0"	SemiGODrivBkeCompo {2x1st + 5x3rd} Gangway/ 5Bays-3rd /"Gate"/ 2BayLongitudinalSaloon-1st /Bke/Driv	Diag: 414

-/14: BUILT as LSWR ^W 4303 for LSWR Set, running with ^W 4256 (SemiGOTrail3rd {9})				
*6545	post -/23: RENUMBERED for SR to *6545, Set Numbered to SR 373			
	c.-/27: REBUILT with original 3-wire cable-operated Push-Pull gear and gas lighting equipment replaced by air-operated Push-Pull gear and electric lighting equipment, plus new SR-style driving end fitted, still in 373			
	-/39: RENUMBERED to *2622 (which see) & REDESIGNATED as OPEN DRIVING BRAKE THIRD (Diag: 414 SemiGODrivBke3rd)			
↓	R6	LSWR "Gate" 56' 0"	SemiGODrivBkeCompo {2x1st + 5x3rd} Gangway/ 5Bays-3rd /"Gate"/ 2BayLongitudinalSaloon-1st /Bke/Driv	Diag: 414

-/14: BUILT as LSWR ^W 4304 for LSWR Set, running with ^W 4255 (SemiGOTrail3rd {9})				
*6546	post -/23: RENUMBERED for SR to *6546, Set Numbered to SR 363			
	c.-/27: REBUILT with original 3-wire cable-operated Push-Pull gear and gas lighting equipment replaced by air-operated Push-Pull gear and electric lighting equipment, plus new SR-style driving end fitted, still in 363			
	-/39: RENUMBERED to *2623 (which see) & REDESIGNATED as OPEN DRIVING BRAKE THIRD (Diag: 414 SemiGODrivBke3rd)			
↓	R6	LSWR "Gate" 56' 0"	SemiGODrivBkeCompo {2x1st + 5x3rd} Gangway/ 5Bays-3rd /"Gate"/ 2BayLongitudinalSaloon-1st /Bke/Driv	Diag: 414

-/14: BUILT as LSWR ^W 4305 for LSWR Set, running with ^W 4257 (SemiGOTrail3rd {9})				
*6547	post -/23: RENUMBERED for SR to *6547, Set Numbered to SR 374			
	c.-/27: REBUILT with original 3-wire cable-operated Push-Pull gear and gas lighting equipment replaced by air-operated Push-Pull gear and electric lighting equipment, plus new SR-style driving end fitted, still in 374			
	-/39: RENUMBERED to *2624 (which see) & REDESIGNATED as OPEN DRIVING BRAKE THIRD (Diag: 414 SemiGODrivBke3rd)			
↓	(R6)	LSWR Steam 'Railmotor' Driving Position (with "Gate") & Vertical Boiler / 4Bays-3rd /"Gate"/ 1BayLongitudinalSaloon-1st / Luggage + Guard + Driving Position		

	12/05: BUILT as LSWR Class H13 Steam Railcar ^R 5 (incorporating carriage Body ^W 4205) 12/05: Basingstoke & Alton Light Railway for 'running in' trials 1/06: Exeter - Honiton 5/08: Exeter - Topsham post -/12: Body RENUMBERED for LSWR to ^W 4306 still in same Steam Railcar ^R 5 6/14: Bodmin, Wadebridge & Padstow services 6/15: Taken out of service and STORED 11/16: WDN
↓	R6 LSWR "Gate" 50' 0" SemiGODrivBkeCompo {1x1st + 6x3rd} Gangway/ 6Bays-3rd /"Gate"/ 1BayLongitudinalSaloon-1st /Bke/Driv Diag: 415
	10/19: Body Only REBUILT with 3-wire cable-operated Push-Pull gear and electric lighting (the steam propulsion equipment - boiler and power bogie - being removed), retaining the same carriage Body number as ^W 4306 for LSWR Set 14P *6548 post -/23: RENUMBERED for SR to *6548, Set Numbered to SR 361
	R6 LSWR "Gate" 50' 0" SemiGOBkeCompo {1x1st + 6x3rd} Gangway/ 6Bays-3rd /"Gate"/ 1BayLongitudinalSaloon-1st /Bke Diag: 415
	c.-/30's: Push-Pull gear removed, remaining in 361 3/56: WDN @ Lancing
↓	(R6) LSWR Steam 'Railmotor' Driving Position (with "Gate") & Vertical Boiler / 4Bays-3rd /"Gate"/ 1BayLongitudinalSaloon-1st / Luggage + Guard + Driving Position
	12/05: BUILT as LSWR Class H13 Steam Railcar ^R 6 (incorporating carriage Body ^W 4206) 12/05: Basingstoke & Alton Light Railway for 'running in' trials 1/06: Exeter - Honiton 5/08: Exeter - Topsham post -/12: Body RENUMBERED for LSWR to ^W 4307 still in same Steam Railcar ^R 6 6/15: Taken out of service and STORED 11/16: WDN
↓	R6 LSWR "Gate" 50' 0" SemiGODrivBkeCompo {1x1st + 6x3rd} Gangway/ 6Bays-3rd /"Gate"/ 1BayLongitudinalSaloon-1st /Bke/Driv Diag: 415
	-/19: Body Only REBUILT with 3-wire cable-operated Push-Pull gear and electric lighting (the steam propulsion equipment - boiler and power bogie - being removed), retaining the same carriage Body number as ^W 4307 for LSWR Set 11P *6549 post -/23: RENUMBERED for SR to *6549, Set Numbered to SR 362
	R6 LSWR "Gate" 50' 0" SemiGOBkeCompo {1x1st + 6x3rd} Gangway/ 6Bays-3rd /"Gate"/ 1BayLongitudinalSaloon-1st /Bke Diag: 415
	c.-/30's: Push-Pull gear removed, remaining in 362 4/48: WDN 5/48: CUT UP @ London Bridge
↓	(R6) LSWR Steam 'Railmotor' Driving Position (with "Gate") & Vertical Boiler / 4Bays-3rd /"Gate"/ 1BayLongitudinalSaloon-1st / Luggage + Guard + Driving Position
	1/06: BUILT as LSWR Class H13 Steam Railcar ^R 7 (incorporating carriage Body ^W 4207) 1/06: Basingstoke & Alton Light Railway for 'running in' trials 2/06: Plymouth Friary - Turnchapel 2/07: Bournemouth local 12/12: Southampton Town / West - Royal Pier services post -/12: Body RENUMBERED for LSWR to ^W 4308 still in same Steam Railcar ^R 7 6/15: Southampton Town - Royal Pier services 11/16: WDN
↓	R6 LSWR "Gate" 50' 0" SemiGODrivBkeCompo {1x1st + 6x3rd} Gangway/ 6Bays-3rd /"Gate"/ 1BayLongitudinalSaloon-1st /Bke/Driv Diag: 415
	3/19: Body Only REBUILT with 3-wire cable-operated Push-Pull gear and electric lighting (the steam propulsion equipment - boiler and power bogie - being removed), retaining the same carriage Body number as ^W 4308 for LSWR Set 12P *6550 post -/23: RENUMBERED for SR to *6550, Set Numbered to SR 364
	R6 LSWR "Gate" 50' 0" SemiGOBkeCompo {1x1st + 6x3rd} Gangway/ 6Bays-3rd /"Gate"/ 1BayLongitudinalSaloon-1st /Bke Diag: 415
	c.-/30's: Push-Pull gear removed, remaining in 364 c.-/36 362 10/42: WDN @ New Cross Gate
↓	(R6) LSWR Steam 'Railmotor' Driving Position (with "Gate") & Vertical Boiler / 4Bays-3rd /"Gate"/ 1BayLongitudinalSaloon-1st / Luggage + Guard + Driving Position
	1/06: BUILT as LSWR Class H13 Steam Railcar ^R 8 (incorporating carriage Body ^W 4208) 1/06: Basingstoke & Alton Light Railway for 'running in' trials 2/06: Plymouth Friary - Turnchapel later: Wadebridge - Padstow post -/12: Body RENUMBERED for LSWR to ^W 4309 still in same Steam Railcar ^R 8 6/14: New Milton - Bournemouth Central & Christchurch - Bournemouth West services 6/15: Taken out of service and STORED 11/16: WDN
↓	R6 LSWR "Gate" 50' 0" SemiGODrivBkeCompo {1x1st + 6x3rd} Gangway/ 6Bays-3rd /"Gate"/ 1BayLongitudinalSaloon-1st /Bke/Driv Diag: 415
	3/19: Body Only REBUILT with 3-wire cable-operated Push-Pull gear and electric lighting (the steam propulsion equipment - boiler and power bogie - being removed), retaining the same carriage Body number as ^W 4309 for LSWR Set 11P *6551 post -/23: RENUMBERED for SR to *6551, Set Numbered to SR 362
	R6 LSWR "Gate" 50' 0" SemiGOBkeCompo {1x1st + 6x3rd} Gangway/ 6Bays-3rd /"Gate"/ 1BayLongitudinalSaloon-1st /Bke/Driv Diag: 415

Gangway/ 6Bays-3rd /"Gate"/ 1BayLongitudinalSaloon-1st /Bke	
c./30's: Push-Pull gear removed, remaining in 362	4/48: WDN and CUT UP @ Mitcham
↓ (R6) LSWR Steam 'Railmotor' Driving Position (with "Gate") & Vertical Boiler / 4Bays-3rd /"Gate"/ 1BayLongitudinalSaloon-1st / Luggage + Guard + Driving Position	
2/06: BUILT as LSWR Class H13 Steam Railcar ^R 9 (incorporating carriage Body ^W 4209)	
2/06: Basingstoke & Alton Light Railway for 'running in' trials 3/06: Plymouth Friary - Tavistock for (unsuccessful) trials	
3/06 Bournemouth Central - New Milton 1/07: Guildford - Aldershot - Farnham	
later: Lee-on-Solent branch	
post -/12: Body RENUMBERED for LSWR to ^W 4310 still in same Steam Railcar ^R 9	
by12/13: Taken out of service and STORED 6/14: Lee-on-Solent branch	
6/15: Christchurch -Bournemouth West services 11/16: WDN	
↓ R6 LSWR "Gate" 50' 0"	SemiGODrivBkeCompo {1x1st + 6x3rd} Diag: 415 Gangway/ 6Bays-3rd /"Gate"/ 1BayLongitudinalSaloon-1st /Bke/Driv
3/19: Body Only REBUILT with 3-wire cable-operated Push-Pull gear and electric lighting (the steam propulsion equipment - boiler and power bogie - being removed), retaining the same carriage Body number as ^W 4310 for LSWR Set 12P	
*6552 post -/23: RENUMBERED for SR to *6552, Set Numbered to SR 364	
R6 LSWR "Gate" 50' 0"	SemiGOBkeCompo {1x1st + 6x3rd} Diag: 415 Gangway/ 6Bays-3rd /"Gate"/ 1BayLongitudinalSaloon-1st /Bke
c./30's: REBUILT with original 3-wire cable-operated Push-Pull gear and gas lighting equipment removed, now fitted with electric lighting equipment and no Push-Pull Gear, remaining in 364	
c./36: 362 10/42: WDN @ New Cross Gate	
↓ (R6) LSWR Steam 'Railmotor' Driving Position (with "Gate") & Vertical Boiler / 4Bays-3rd /"Gate"/ 1BayLongitudinalSaloon-1st / Luggage + Guard + Driving Position	
5/06: BUILT as LSWR Class H13 Steam Railcar ^R 12 (incorporating carriage Body ^W 4212)	
5/06: 'Running in' 6/06:Hurstbourne - Fullerton 2/10: Portland branch	
post -/12: Body RENUMBERED for LSWR to ^W 4311 still in same Steam Railcar ^R 12	
6/15: Christchurch -Bournemouth West services	
8/16: Loaned to the War Department for (unsuccessful) prior-to-potential-sale trials over the Winchester - Alton line	
11/16: WDN	
↓ R6 LSWR "Gate" 50' 0"	SemiGODrivBkeCompo {1x1st + 6x3rd} Diag: 415 Gangway/ 6Bays-3rd /"Gate"/ 1BayLongitudinalSaloon-1st /Bke/Driv
10/19: Body Only REBUILT with 3-wire cable-operated Push-Pull gear and electric lighting (the steam propulsion equipment - boiler and power bogie - being removed), retaining the same carriage Body number as ^W 4311 for LSWR Set 14P	
*6553 post -/23: RENUMBERED for SR to *6553, Set Numbered to SR 361	
R6 LSWR "Gate" 50' 0"	SemiGOBkeCompo {1x1st + 6x3rd} Diag: 415 Gangway/ 6Bays-3rd /"Gate"/ 1BayLongitudinalSaloon-1st /Bke
c./30's: Push-Pull gear removed, remaining in 361	
10/37: 370 6/41: DESTROYED by Enemy Action (Luftwaffe) in the Portland area	
↓ (R6) LSWR Steam 'Railmotor' Driving Position (with "Gate") & Vertical Boiler / 4Bays-3rd /"Gate"/ 1BayLongitudinalSaloon-1st / Luggage + Guard + Driving Position	
5/06: BUILT as LSWR Class H13 Steam Railcar ^R 13 (incorporating carriage Body ^W 4213)	
5/06: 'Running in' 6/06:Bodmin - Wadebridge 3/10: Portland branch	
post -/12: Body RENUMBERED for LSWR to ^W 4312 still in same Steam Railcar ^R 13	
by12/13: Occasional use only	
6/14: New Milton - Bournemouth Central & Christchurch - Bournemouth West services	
6/15: Christchurch -Bournemouth West services 11/16: WDN	
↓ R6 LSWR "Gate" 50' 0"	SemiGODrivBkeCompo {1x1st + 6x3rd} Diag: 415 Gangway/ 6Bays-3rd /"Gate"/ 1BayLongitudinalSaloon-1st /Bke/Driv
5/19: Body Only REBUILT with 3-wire cable-operated Push-Pull gear and electric lighting (the steam propulsion equipment - boiler and power bogie - being removed), retaining the same carriage Body number as ^W 4312 for LSWR Set 13P	
*6554 post -/23: RENUMBERED for SR to *6554, Set Numbered to SR 371	
R6 LSWR "Gate" 50' 0"	SemiGOBkeCompo {1x1st + 6x3rd} Diag: 415 Gangway/ 6Bays-3rd /"Gate"/ 1BayLongitudinalSaloon-1st /Bke
c./30's: Push-Pull gear removed, remaining in 371	
6/41: WDN and CUT UP as a result of Enemy Action (Luftwaffe) in the Portland area	
↓ (R6) LSWR Steam 'Railmotor' Driving Position (with "Gate") & Vertical Boiler / 4Bays-3rd /"Gate"/ 1BayLongitudinalSaloon-1st / Luggage + Guard + Driving Position	
6/06: BUILT as LSWR Class H13 Steam Railcar ^R 14 (incorporating carriage Body ^W 4214)	
6/06: Bodmin - Wadebridge 3/10: Twickham - Gunnersbury - Feltham	

post -/12: Body RENUMBERED for LSWR to ^W4313 still in same Steam Railcar ^R14
 1/14: Fratton - East Southsea branch 6/14: Exeter - Topsham services
 6/15: Taken out of service and STORED 11/16: WDN

↓ R6 LSWR "Gate" 50' 0" SemiGODrivBkeCompo {1x1st + 6x3rd} Diag: 415
 Gangway/ 6Bays-3rd /"Gate"/ 1BayLongitudinalSaloon-1st /Bke/Driv

-/19: Body Only REBUILT with 3-wire cable-operated Push-Pull gear and electric lighting (the steam propulsion equipment - boiler and power bogie - being removed), retaining the same carriage Body number as ^W4313 for LSWR Set 13P

*6555 post -/23: RENUMBERED for SR to *6555, Set Numbered to SR 371

R6 LSWR "Gate" 50' 0" SemiGOBkeCompo {1x1st + 6x3rd} Diag: 415
 Gangway/ 6Bays-3rd /"Gate"/ 1BayLongitudinalSaloon-1st /Bke

c.-/30's: Push-Pull gear removed, remaining in 371

6/41: DAMAGED by Enemy Action (Luftwaffe) in the Portland area 7/41: WDN

↓ (R6) LSWR Steam 'Railmotor'
 Driving Position (with "Gate") & Vertical Boiler / 4Bays-3rd /"Gate"/ 1BayLongitudinalSaloon-1st / Luggage + Guard + Driving Position

11/05: BUILT as LSWR **Class H13** Steam Railcar ^R3 (incorporating carriage Body ^W4203)

11/05: Basingstoke & Alton Light Railway for 'running in' trials 11/05: Poole, Bournemouth & Christchurch

post -/12: Body RENUMBERED for LSWR to ^W4314 still in same Steam Railcar ^R3

by 12/13: Occasional use only

6/14: New Milton - Bournemouth Central & Christchurch - Bournemouth West services

6/15: Wadebridge area services

5/18: Taken out of service and STORED

7/19: WDN

↓ R6 LSWR "Gate" 50' 0" SemiGODrivBkeCompo {1x1st + 6x3rd} Diag: 415
 Gangway/ 6Bays-3rd /"Gate"/ 1BayLongitudinalSaloon-1st /Bke/Driv

-/20: Body Only REBUILT with 3-wire cable-operated Push-Pull gear and electric lighting (the steam propulsion equipment - boiler and power bogie - being removed), retaining the same carriage Body number as ^W4314 for LSWR Set 16P

*6556 post -/23: RENUMBERED for SR to *6556, Set Numbered to SR 366

R6 LSWR "Gate" 50' 0" SemiGOBkeCompo {1x1st + 6x3rd} Diag: 415
 Gangway/ 6Bays-3rd /"Gate"/ 1BayLongitudinalSaloon-1st /Bke

c.-/30's: Push-Pull gear removed, remaining in 366

1/40: WDN @ New Cross Gate

↓ (R6) LSWR Steam 'Railmotor'
 Driving Position (with "Gate") & Vertical Boiler / 4Bays-3rd /"Gate"/ 1BayLongitudinalSaloon-1st / Luggage + Guard + Driving Position

12/05: BUILT as LSWR **Class H13** Steam Railcar ^R4 (incorporating carriage Body ^W4204)

12/05: Basingstoke & Alton Light Railway for 'running in' trials 12/05: Poole, Bournemouth & Christchurch

1/07: Guildford - Aldershot - Farnham

1/10: Off of Guildford - Aldershot - Farnham

post -/12: Body RENUMBERED for LSWR to ^W4315 still in same Steam Railcar ^R4

by 12/13: Taken out of service and STORED

6/14: Bodmin, Wadebridge & Padstow services

6/15: Wadebridge area services

5/18: Taken out of service and STORED

7/19: WDN

↓ R6 LSWR "Gate" 50' 0" SemiGODrivBkeCompo {1x1st + 6x3rd} Diag: 415
 Gangway/ 6Bays-3rd /"Gate"/ 1BayLongitudinalSaloon-1st /Bke/Driv

-/20: Body Only REBUILT with 3-wire cable-operated Push-Pull gear and electric lighting (the steam propulsion equipment - boiler and power bogie - being removed), retaining the same carriage Body number as ^W4315 for LSWR Set 16P

*6557 post -/23: RENUMBERED for SR to *6557, Set Numbered to SR 366

R6 LSWR "Gate" 50' 0" SemiGOBkeCompo {1x1st + 6x3rd} Diag: 415
 Gangway/ 6Bays-3rd /"Gate"/ 1BayLongitudinalSaloon-1st /Bke

c.-/30's: Push-Pull gear removed, remaining in 366

12/39: LOOSE

c.-/50: Un-Numbered 'Callington Branch' Set with *6558

4/56: WDN @ Lancing

↓ (R6) LSWR Steam 'Railmotor'
 Driving Position (with "Gate") & Vertical Boiler / 4Bays-3rd /"Gate"/ 1BayLongitudinalSaloon-1st / Luggage + Guard + Driving Position

3/06: BUILT as LSWR **Class H13** Steam Railcar ^R11 (incorporating carriage Body ^W4211)

3/06: Bordon branch 9/09: Plymouth Friary - St. Budeaux

post -/12: Body RENUMBERED for LSWR to ^W4316 still in same Steam Railcar ^R11

6/15: Taken out of service and STORED

11/16: WDN

↓ R6 LSWR "Gate" 50' 0" SemiGODrivBkeCompo {1x1st + 6x3rd} Diag: 415
 Gangway/ 6Bays-3rd /"Gate"/ 1BayLongitudinalSaloon-1st /Bke/Driv

-/20: Body Only REBUILT with 3-wire cable-operated Push-Pull gear and electric lighting (the steam propulsion equipment - boiler and power bogie - being removed), retaining the same carriage Body number as ^W4316 for LSWR Set 15P

*6558 post -/23: RENUMBERED for SR to *6558, Set Numbered to SR 365

R6 LSWR "Gate" 50' 0" SemiGOBkeCompo {1x1st + 6x3rd} Diag: 415
 Gangway/ 6Bays-3rd /"Gate"/ 1BayLongitudinalSaloon-1st /Bke

c./-30's: Push-Pull gear removed, remaining in 365 -/41: LOOSE
 c./-50: Un-Numbered 'Callington Branch' Set with °6557 4/56: WDN @ Lancing

↓

(R6) LSWR Steam 'Railmotor'
 Driving Position (with "Gate") & Vertical Boiler / 4Bays-3rd /"Gate"/ 1BayLongitudinalSaloon-1st / Luggage + Guard + Driving Position

6/06: BUILT as LSWR **Class H13** Steam Railcar ^R 15 (incorporating carriage Body ^W 4215)
 6/06: Bordon branch 9/06: Plymouth Friary - St. Budeaux later: Exeter - Topsham
 post -/12: Body RENUMBERED for LSWR to ^W 4317 still in same Steam Railcar ^R 15
 by 12/13: Taken out of service and STORED 6/14: Plymouth Friary - St. Budeaux
 6/15: Taken out of service and STORED 11/16: WDN

↓

R6 LSWR "Gate" 50' 0" SemiGODrivBkeCompo {1x1st + 6x3rd} Diag: 415
 Gangway/ 6Bays-3rd /"Gate"/ 1BayLongitudinalSaloon-1st /Bke/Driv

-/20: Body Only REBUILT with 3-wire cable-operated Push-Pull gear and electric lighting (the steam propulsion equipment - boiler and power bogie - being removed), retaining the same carriage Body number as ^W 4317 for LSWR Set 15P

°6559 post -/23: RENUMBERED for SR to °6559, Set Numbered to SR 365

R6 LSWR "Gate" 50' 0" SemiGOBkeCompo {1x1st + 6x3rd} Diag: 415
 Gangway/ 6Bays-3rd /"Gate"/ 1BayLongitudinalSaloon-1st /Bke

c./-30's: Push-Pull gear removed, remaining in 365 -/41: LOOSE 12/46: WDN @ Lancing