

## WAGONS

### SR

*Alphabetical by company and then the group.*

### LBSC

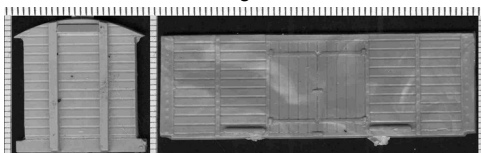
Open LB&SCR No details yet Alen Doherty production in white metal Oos

BAX Van LB&SCR Oos

Resin Basingstoke resin LB&SCR van



SP008 Van 18' 4" LB&SCR 8 (or 10) ton van. Wants a 9' 9" wood or steel under frame. Southern diagram 1433, 8 ton wood, diagram 1434, 8 ton steel, and diagram 1436, 10 ton wood. Each 5.00



### LSWR

3001 Brake 18' L&SWR 20 ton brake van SR diagram 1543 Stretched from 20' with 13' wheel base to 21' 6" to fit the Triang 12' 4" long wheel base wagon under frame. The kit was advertised in October 1960 Railway Modeller and Model Railway News, then reviewed in December. Ratio Each Oos

RV4 Brake 18' L&SWR Road brake van, SR diagram 1541 Each Oos  
[Chivers  
RC113] Etched brass

Brake 18' LSWR/WD 20T Brake Van (used by LSWR/SR (D1545 & 1549), GE (D87) /LNER, GN, LNWR, Met Rly, etc)

SR / L&SWR / WD / GER/ LNER 20 ton guards van on an 18' wooden under frame with a 10' 6" wheel base, this is an ex War Department van built to a Surrey Warner L&SWR design. The kit is supplied with alternative panelled and plain duckets. The sides are double sided to save on mould costs, each side has both (asymmetric) sides of the van moulded and you should end up with both duckets and the stove chimney at the same end of the van. Holes are provided in the sides for wire handrails, something like 1/64" silver steel is preferred but straight brass or nickel silver wire will do. The holes in the sides of the end had to be omitted to get them out of the mould but there should be a vertical handrail on each end pillar to match that on the van side. Doors are hinged from the end pillars with the narrow plank at the top. The under frame is available separately which is why there is a pair of buffer beams on the sprue. The clasp brakes have pegs to locate in



Code	Description	Unit	Price	Picture
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holes on the back of the solebar, and as the brake shoes are vulnerable, there are spares on the sprue to allow for losses in transit. The footsteps are delicate. The W irons are separate from the axleboxes to facilitate use of etched W irons. Drawings show buffers that look like ABS L&SWR buffers (U15A). The L&SWR and SR painted brake vans chocolate brown with venetian red ends, including buffer beams and partitions above waist height (and sometimes completely). The LNER painted brake vans red oxide. The L&SWR built 35 of theirs between 1907 and 1909. The WD repatriated about 250 of theirs. The WD vans were 'allocated' to the CR, GCR, GER, GNoSR, LNWR, NER, MET, NBR, and L&SWR. The GER bought 155 just before grouping and put them on diagram 87 numbered 1750-1904, renumbered to LNER 601750-601904. Intriguingly, Essery et al. reckoned that the LMS should have inherited 60 and LNER should have inherited just 142; I suspect that there is a distinction between 'bought', and 'allocated'. Neither the NBR nor the NER seem to have allocated diagrams. Model Railways for June 1989 has an Ian Huntley drawing of the Metropolitan's and Volume 11 of the HMRS journal has a drawing and a photo of Met 28, essentially still in WD livery. Wild Swan's book of Metropolitan Railway Rolling Stock has the same picture. It says that the MET bought six in 1921, numbered 26-31 and a further three in 1926 numbered 32-34. Their guards complained about the draught from side doors which were removed after about 5 years, followed later by removal of the duckets. When the Met handed over freight working to the LNER in 1937, they acquired GE section numbers 634256 - 634264. The Southern bought 20, (SR diagram 1549) numbered 55100-55119, and eventually plated over the panelling on the duckets of both variants. The L&SWR (SR diagram 1545) vans were renumbered by the Southern as 54954-6, 54958, 54959, 54963-75, 54977-86, 54988-93, and 54995. They survived to run behind a Q1, a photograph of 33007 with the unicycling Lion on its tender appearing in at least two books, one of which is D&C 'Great Days of the Southern Railway' on p134. The same picture is in August 1995 'Steam Days' on p474 where the caption says that it is at Herne Bay on 11 March 1953. The same picture is in Bulleid Locomotives by Brian Haresnape on p41. One appears in pictures of an RCTS outing to Wadebridge circa 1962.

Further details are to be found in:

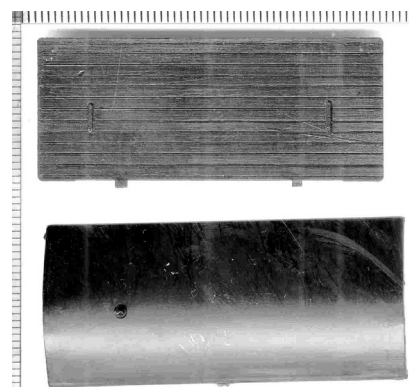
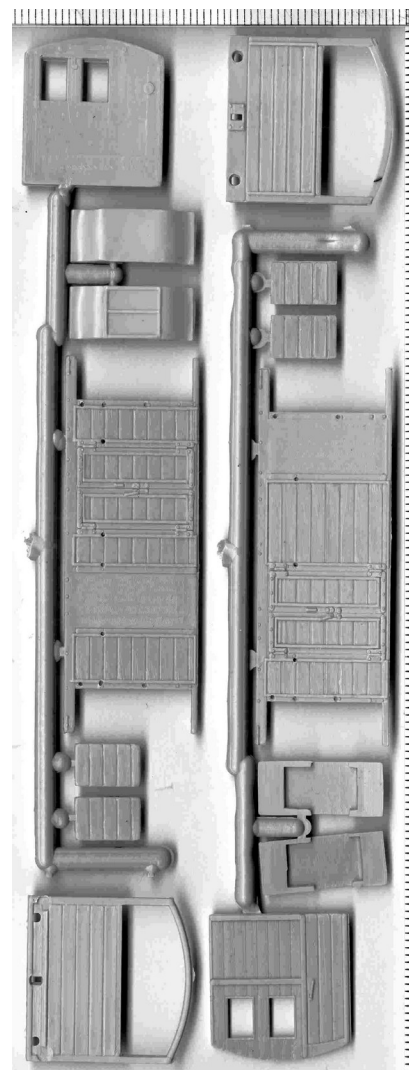
D&C 'British Goods Wagons' by Essery, Rowland and Steel, P122 has a photograph of WD 71729 minus foot boards and branded as allocated to the GWR. The same photograph appears on p58 in Modellers Backtrack No 2 of Volume 2 (1992).

OPC 'An illustrated history of Southern Wagons' Volume 1, L&SWR by Bixley, Blackburn, Chorley, King and Newton. P60 has a composite drawing of the original L&SWR van (SR diagram 1545) and the 2" narrower WD variety (SR diagram 1549). There are two pictures of ex L&SWR vans and one of an ex WD van plus a builder's photograph of WD 71701 built by Midland Carriage and Wagon. This is available as HMRS Y727. The ex L&SWR vans are 54981 (ex 6991) at Lyme Regis in 1952, and 54977 (ex 6987) at Lyme Regis in 1958. The ex WD is 55104 at Exeter in 1948.

MORILL 2/10 June 1995 has on P523 a photograph, NRM E1625 taken at Bishopsgate in 1926, with a caption that asks about a road van; this is it.

Great Eastern Railway Journal No 71 has a drawing by D. J. Sheldrake with an article on pp18/19, and 73 has a follow up on p30 with a copy of the NRM photograph used in MORILL.

HMRS photographs, both of LNER vehicles are H0709 of 601770 (GERJ photo credit lists this as H0712), and H0806. HMRS drawing ref. 1417 is listed as GWR drawing 21759, ex WD brake van body to L&SWR design, although none of the GWR wagon books seem to have any details.

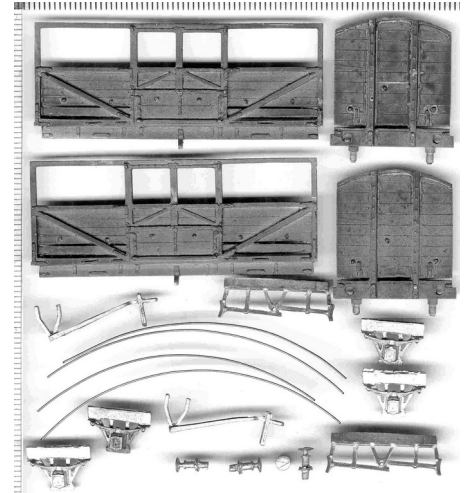


Code	Description
3SMR F/GH5	Cattle 18' 6" L&SWR large cattle wagon to SR diagram 1506.



Unit Price Picture

3SMR

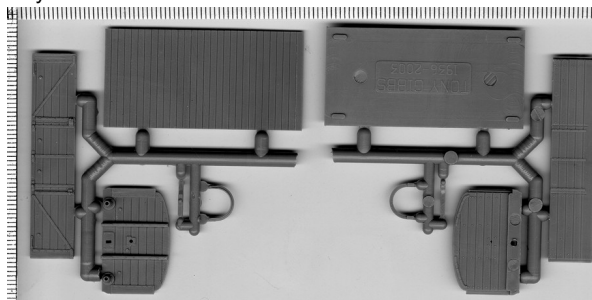


MSE C	Cattle 18' 8" L&SWR large cattle wagon, L&SWR diagram 2360, SR 1506 Brass
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Oos

PP066	Open 15' 4" LSWR elliptically-ended 5-plank open merchandise wagon with tarpaulin bar, with PP030 9' wood (& steel though this better suits the similar 1310, 100 of them with Dean-Churchward brakes & 1312) under frame and PP014 buffers. SR diagram 1309. The raised curved ends were cut square in later life, and the very similar diagram 1311 started that way. This kit is a memorial to Tony Gibbs.
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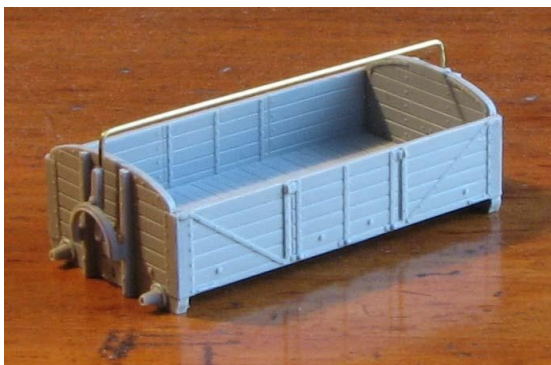
Each 5.00



Tony Seal's D.1309



Tony Seal's D.1311



3SMR F/T.899/A, now F/210	Open 16' L&SWR 5 plank open wagon with raised curved ends. The only 16' L&SWR open wagon was SR diagram 1313 with square ends on a wood under frame. The original kit was stretched from 15' 4" to fit the Peco under frame and is based on SR diagram 1310. Most of these had 9' steel under frames, 100 of them with Dean-Churchward brakes. A few had 9' wood under frames. The raised curved ends were cut square in later life, and the very similar diagram 1312 started that way. Kit now supplied by 3SMR on an ABS underframe.
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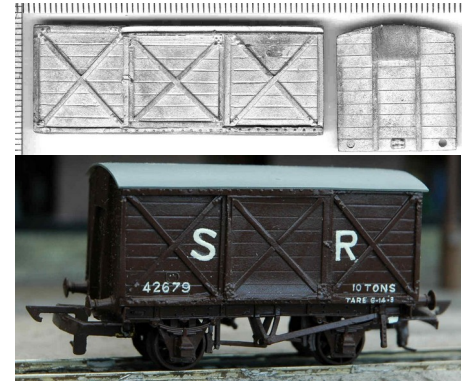
3SMR



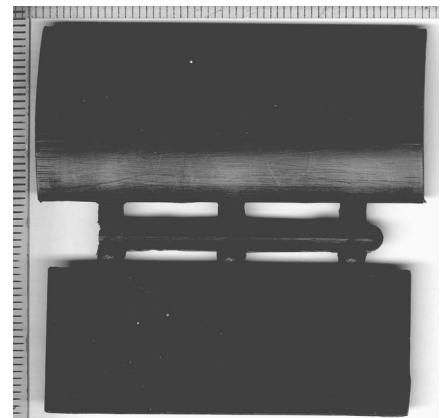
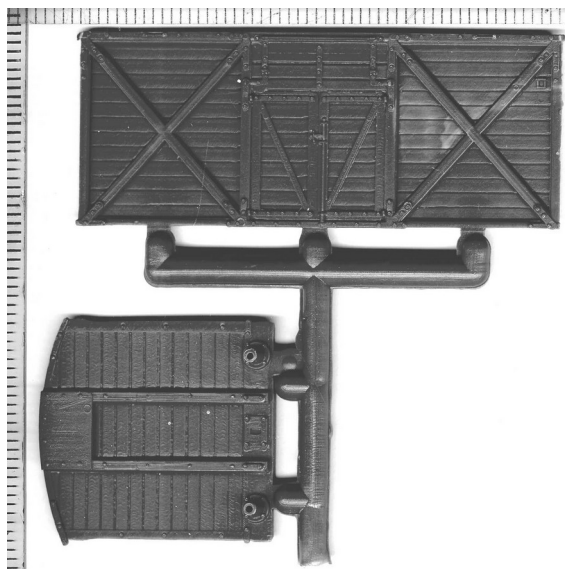


Code	Description	Unit	Price	Picture
3SMR	Van 16' Gunpowder GWR Iron Mink/P.O. Gunpowder Van with three different doors styles and 2 different end vents [leave off the GPV] with Parkside 9' U/F, steel solebars with a single sprue of PP30 or PP18 plus PP14 buffers Gunpowder vans (GWR Z1 Cone, L&SWR, NBR, GNR, LNER, LNWR, L&Y and probably others L&SWR (Vermillion) 1296, 1350, 1361, 1904, 2154, 6157, SR (Brown) 61201-12		3SMR	

KB1	Van 17' 6" L&SWR 10 ton van with sliding X braced door. Masters	Oos
Recoded	by Len White. Intended to fit Peco 10' steel under frame. Early kits	
SM1	came with the under frame, and are sometimes labelled 8 ton. It should be 18' long with a 10' 6" under frame in wood or steel. Southern diagram 1410. It is easy to put the sides on upside down, the door catch should be on the right. Kit introduced 1978. In 1980 the master was altered and the door runners improved.	



PP007	Van 18' LSWR 10 ton van with 3 part door (hinged and flap) complete with PP009 10' 6" under frame and PP014 [13?] buffers. SR diagram 1408 on steel under frame and diagram 1409 on wood under frame.	Each	5.70
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### SECR

K4	Open 15' 6" SE&CR 5 plank open wagon with raised curved ends (K's called it a tarpaulin wagon). It has a 9' wood under frame with 1 brake shoe per side. K4 in the 3 mm Society's range when it got	3SMR
3SMR	labelled as L&SWR. I've yet to find out what it was based on.	
F/224 ex		
F/324/K		



Code	Description	Unit	Price
BA1	Open Basingstoke resin SE&CR / LC&DR 4 plank open wagon, rounded ends	Oos	
Resin			



BA2	Van 16' Basingstoke resin SE&CR / LC&DR 10 ton van	Oos
resin		



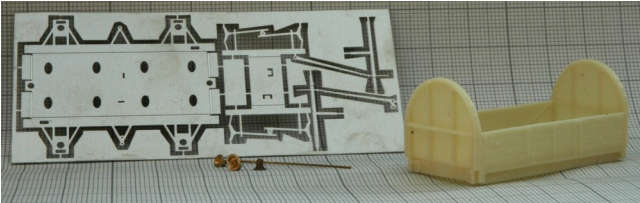
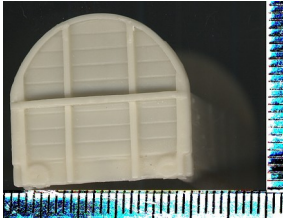
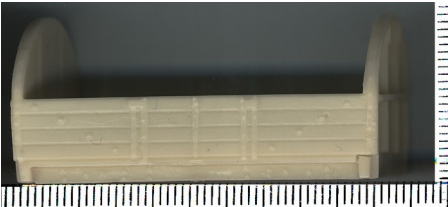
CK1	Van 16' LC&DR / SE&CR ' 10 ton van, SR diagram 1423	Oos
Chatham	Etched brass	
O1C3		



**SER**

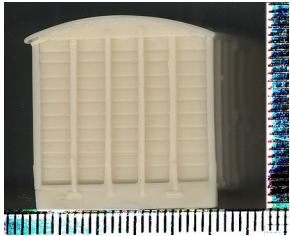

Code	Description	Unit	Price	Picture
WH01	Open 15' 5" SER 15' 5" (plus 10" of end framing) round ended 4 plank 8 ton open 'tilt' wagon with inside strapping, SR D1327, SE&CR Ds1069. (SER and LC&DR were jointly managed as SE&CR from 1899, SER wagons retaining Nos while LC&DR were renumbered between 9900-11980)		Oos	
Resin				

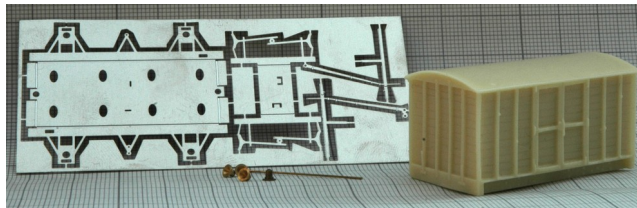
The SER painted wagons 'red' described both as Venetian and later as red oxide. The SE&CR painted them grey, or very dark brown on the few brake fitted (The SER was vacuum but the LC&DR was Westinghouse, as was the LB&SCR so dual fitting was relatively common), and those the SR repainted were brown. About 2,500 to this diagram were built between 1863 and 1896, with further (10 ton) batches 'reconstructed' by the SE&CR 1902-1914 with metal corner plates, in 7, 8 (mostly inside diagonals as per the kit, almost all 8 ton) and 10 ton (mostly or entirely outside diagonals, built from 1876) with variants on 9' 4" or 9' 6" underframes, wood. SE&CR Ds1069 also covers wagons that were not SR D1327. Round ends started to disappear in 1912 and most of the 1021 that reached the SR had lost them, or soon did, and only 943 were allocated SR numbers. The steel underframe wagons were withdrawn 1934-1948 outlasting the reconstructions by about 2 years and the others by a decade. Photos show short round based 4 ribbed buffers, often on wooden pads -like WBR218, with thick wooden heads, but from 1885 most were built with 3' 6" Mansell wheels, oil axleboxes (rather than grease WBR241), screw couplings and long buffers for use with passenger rated 'express' trains. Brakes evolved from a single shoe on one side with a long lever to 'normal' 4 shoe via some with Stones either side with one lever left handed. Late survivors had to acquire brakes on the previously empty side. The Colonel Stephens' East Kent acquired some second hand (the LC&DR was originally the East Kent too). The majority had 3' Mansell pattern wood centred wheels in SER and (from 1899) SE&CR days, (Richard Mansell was C&W superintendent on the SER, his teak centred wheel was introduced in 1848 and he retired early in 1882; they liked using his patent). Spoked wheels implies SR livery.



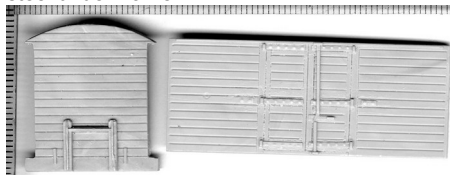



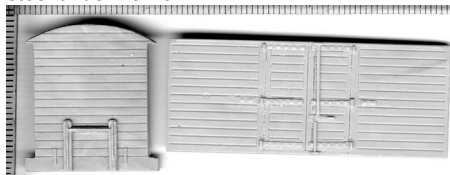
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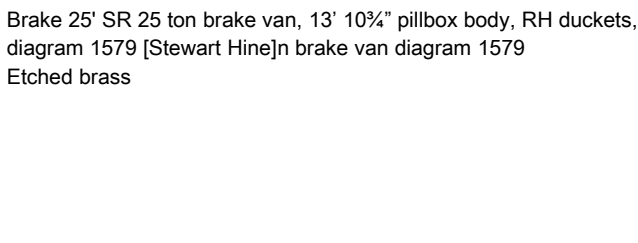

WH02	Van 15' 7" SER outside framed, sides and ends, horizontally planked 8 ton van, SR D1421, SE&CR Ds1086		Oos	 
Resin	110 built 1877-1881 on 9' 0" underframe, lasted until 1933. The SER painted wagons 'red' described both as Venetian and later as red oxide. The SE&CR painted them grey and those the SR repainted were brown. Some of the vans acquired four torpedo vents of a standard appearance late in life. Some acquired diagonal bracing to the lower door panels pre-grouping. A white X filling the top right door panel was to prevent them being used for Gunpowder in WW1. Photos show short round based 4 ribbed buffers, often on wooden pads, with thick wooden heads –like WBR218. They had primitive hand brakes, and grease axleboxes like WBR241. They had 3' Mansell pattern wood centred wheels in SER and (from 1899) SE&CR day. Spoked wheels implies SR livery. The Colonel Stephens' East Kent acquired one second hand SE&CR 8 ton SER Nos 6141-6150 SR 45013-45017 b.1877 SE&CR 8 ton SER Nos 5857-5906 SR 44990-45012 b.1878 SE&CR 8 ton SER Nos 7075-7124 SR 45018-45039 b.1880			

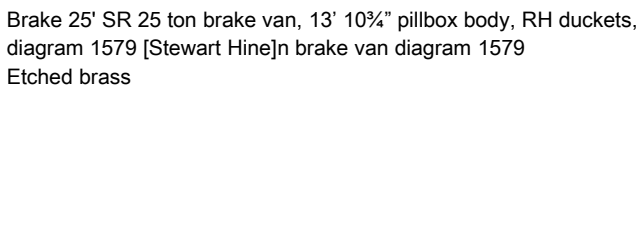


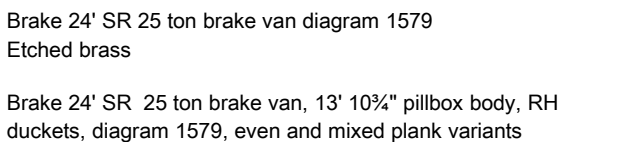

### SR

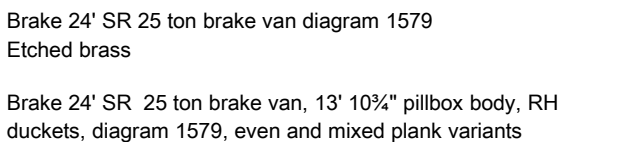
GM011	Banana 17' 6" SR 10 ton Banana van diagram 1478. Wants a 10' steel under frame.		Oos	 
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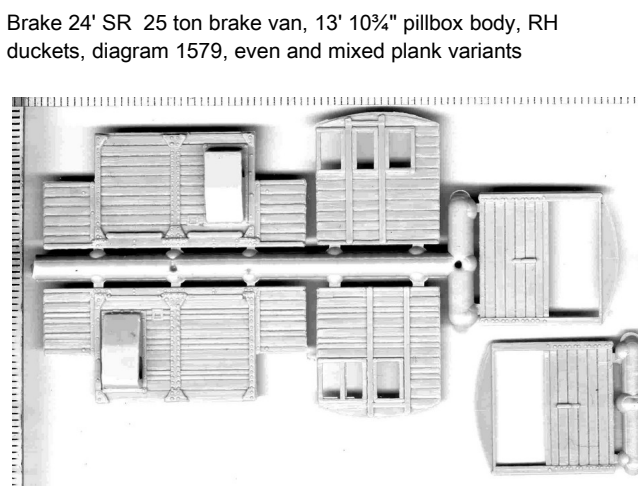
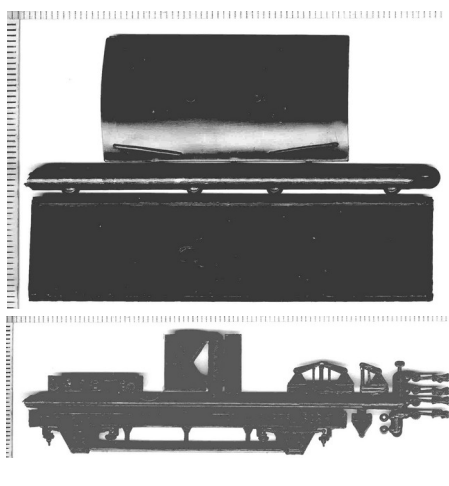


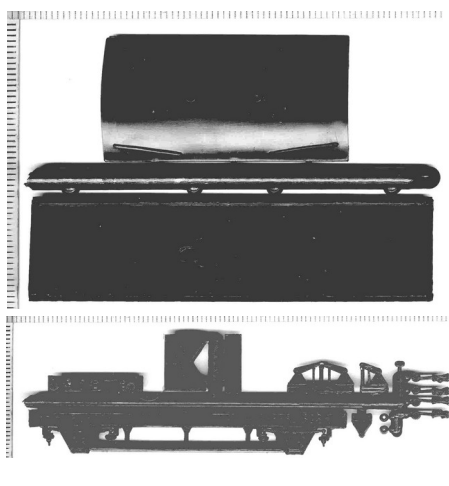
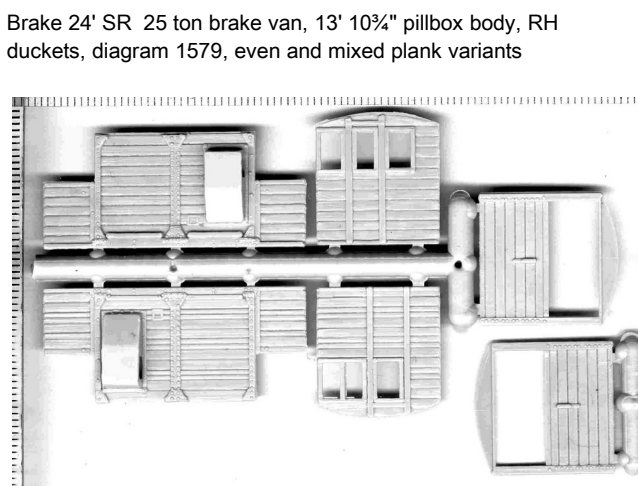
R1B	Brake 25' SR 25 ton brake van, 13' 10 3/4" pillbox body, RH duckets, diagram 1579 [Stewart Hine]n brake van diagram 1579 Etched brass		Oos	 
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MSE BV	Brake 24' SR 25 ton brake van diagram 1579 Etched brass		Oos	 
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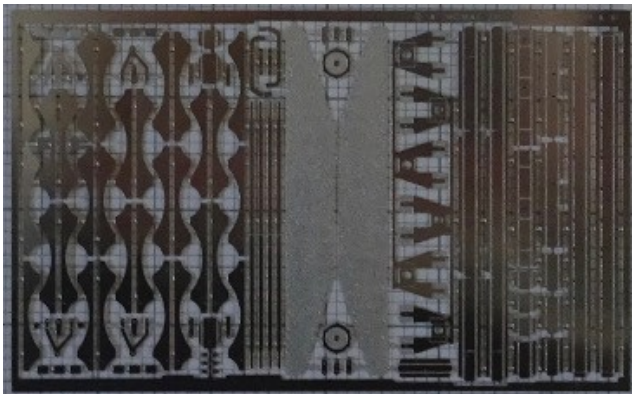
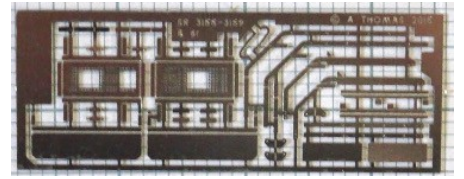
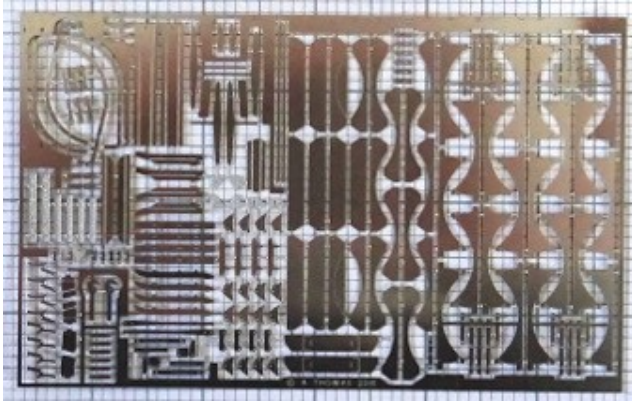
CA008	Brake 24' SR 25 ton brake van, 13' 10 3/4" pillbox body, RH duckets, diagram 1579, even and mixed plank variants		Each 8.70	 
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Code	Description	Unit	Price	Picture
JD1	Brake 36' SR' 25 ton bogie brake van		3SMR	
3SMR	Now available from 3 SMR			
E525	Etched brass			

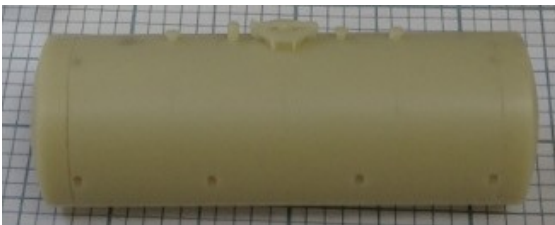
MTS001 Milk tank SR 6 wheel; Early Tank

20.00



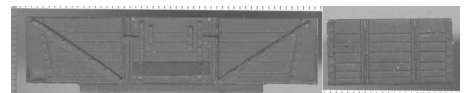
MTS002 Milk tank SR 6 wheel milk tank; Late Tank Chassis as above

20.00



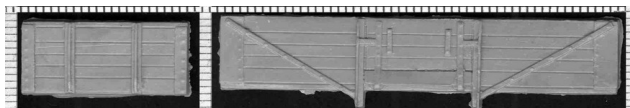
SP006 Open 17' 6" SR 13 ton 5 plank shock absorbing open wagon with sack door, body only 16' 8", diagram 1376/1392. The wide plank on the end goes at the top. The lower body side projection is a plate to keep fingers out of the shock absorbing springs; It was an early retrofit. Wants a 10' steel under frame.

Each 5.00



GM004 Open 17' 6" SR 13 ton 5 plank open wagon with sack door. SR diagram 1375. Ashford also built wagons to this diagram for the MoS, LMS and LNER. Wants a 10' steel chassis

Each Oos

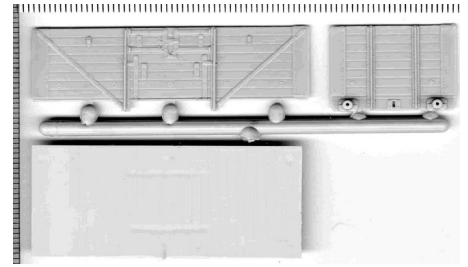




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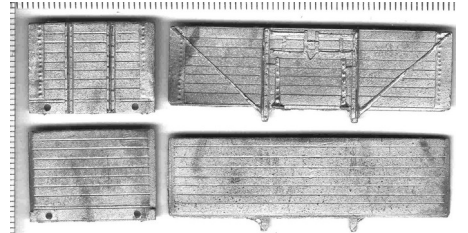
Picture

- CA001 Open 17' 6" SR 8 plank merchandise wagon with side doors and cupboard doors-with 9' underframe PP018 or PP030 and PP014 buffers, though some wagons had 10' steel  
Diagram 1379, 12 ton, 9' wheel base, Morton 2 shoe brakes, later batches similar SR Freightier brakes.  
Diagram 1381, 10 ton, 9' wheel base, 2 shoe brakes, ex LSWR or SE&CR metalwork, some with sheet rails.  
Diagram 1385, 10/12 ton, 9' wheel base, 4 shoe vacuum brakes, ex LSWR or SE&CR metalwork, with sheet rails.  
Diagram 1387, 12 ton, 9' wheel base, ex 1379 vacuum fitted (4 shoe) and air piped for Ferry traffic. Sheet rails from 1947/8.  
Diagram 1398, 12 ton, 10' wheel base, 4 shoe vacuum brakes, with sheet rails.  
Diagram 1400, 10/12 ton, 10' wheel base, 2 shoe brakes. Second hand wheels originally.  
Diagram 1377, 12 ton, 10' wheel base, 2 shoe brakes, some with sack doors.



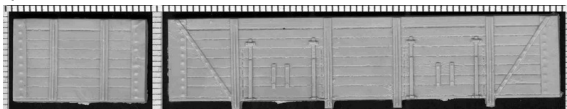
- G2C Open 17' 6" SR 8 plank merchandise open wagon to fit 9 or 10' steel under frame. Side drop doors with cupboard doors above.  
Diagram 1379, 12 ton, 9' wheel base, Morton 2 shoe brakes, later batches similar SR Freightier brakes.  
Diagram 1381, 10 ton, 9' wheel base, 2 shoe brakes, ex LSWR or SE&CR metalwork, some with sheet rails.  
Diagram 1385, 10/12 ton, 9' wheel base, 4 shoe vacuum brakes, ex LSWR or SE&CR metalwork, with sheet rails.  
Diagram 1387, 12 ton, 9' wheel base, ex 1379 vacuum fitted (4 shoe) and air piped for Ferry traffic. Sheet rails from 1947/8.  
Diagram 1398, 12 ton, 10' wheel base, 4 shoe vacuum brakes, with sheet rails.  
Diagram 1400, 10/12 ton, 10' wheel base, 2 shoe brakes. Second hand wheels originally.  
Diagram 1377, 12 ton, 10' wheel base, 2 shoe brakes, some with sack doors.

Each Oos



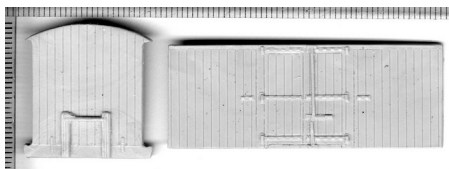
- GM007 Open 21' 6" SR 20 ton 8 plank open mineral wagon with twin drop doors, diagram 1386. Wants a 12' steel under frame with open W irons.

Each Oos

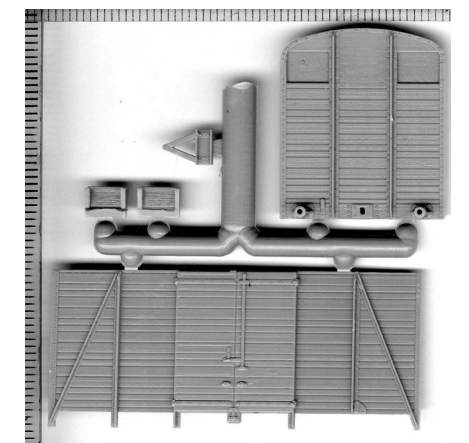
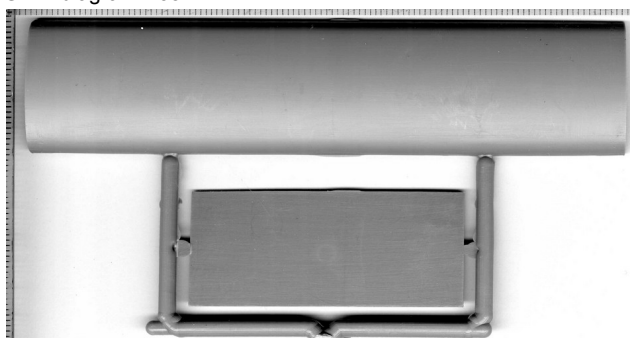
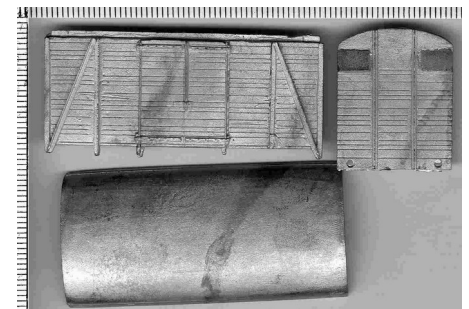
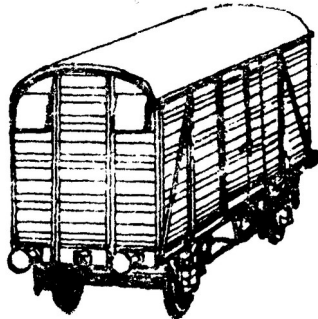


- SP010 Van 17' 6" SR 10 ton 17' 6" insulated meat van diagram 1477. Identical to the diagram 1476 refrigerated van except that has roof ice hatches and an end ladder to reach them; the roof is not in the kit anyway. Some of the refrigerated vans ran as Banana vans with the ice tanks removed. Wants a 9' steel under frame.

Each 5.00



Code	Description	Unit	Price	Picture
KS4 3SMR F/314, Now F/220.	<p>Van 17' 6" SR even plank Maunsell van to fit Peco 10' under frame, supplied with early kits. The kit includes headstocks. Masters by Alan Searle.</p> <p>Southern diagram 1428 9' 4 shoe brakes unfitted</p> <p>Southern diagram 1428, 9' clasp brakes, single cylinder</p> <p>Southern diagram 1429, 9' 4 shoe brakes, unfitted, longer s/h axles</p> <p>Southern diagram 1429, 9' clasp brakes, single cylinder, longer s/h axles - solebars 2" further apart</p> <p>Southern diagram 1428A, 9' clasp brakes, single cylinder s/h axles</p> <p>Southern diagram 1430, Ferry van 9' 4 shoe brakes, single cylinder, air piped, extra side vents</p> <p>Southern diagram 1458, 10' 4 shoe brakes, one cylinder</p> <p>Southern diagram 1458, 10' 4 shoe brakes, two cylinders</p> <p>Southern diagram 1459, 10' 4 shoe brakes, one or two cylinders, Parto for biscuits</p> <p>Southern diagram 1460, 10' 4 shoe brakes, one cylinder, Dark Blue Egg vans</p> <p>White metal</p>		3SMR	
HB68	<p>Van 17' 6" SR Maunsell uneven planked (also built for WD, LMS [400 to diagram 2078] and GWR diagram V35 during the war). With roof, wants a 10' steel chassis. <i>An Alan Searle product</i></p>	Each	Oos	
PP038	<p>Van 17' 6" SR ventilated van Maunsell uneven planked with PP039 roof (over length) and floor. PP031 10' under frame and PP014 buffers. Also built for WD, LMS [400 to diagram 2078] and GWR diagram V35.</p>	Each	5.70	
RV3 Chivers RC105	<p>Van 19' SR 10 ton Meat Van, diagram 1486</p> <p>Brass</p>	Each	Oos	



Code	Description
SP009	Van 19' SR 10 ton ventilated meat van, diagram 1486, Wants a 10' 6" steel under frame. PP039 SR van roof may help.

Unit	Price
Each	5.00

Picture



THE END