

I thought it would be interesting to see just how the BR 16T mineral fleet broke down into different types. The wagons are arranged by body and brake type rather than diagram number as these are the most obvious differences for us modellers. I cannot guarantee the complete accuracy of the figures. The lists from which I got the numbers do have some errors in them and the figures themselves have been rounded slightly (as well as there being the possibility of errors in my adding) but they will at least give a flavour of how things were and how your model 16T mineral fleet should roughly break down.

I have assumed the 'standard' mineral wagon was a welded body with top doors and Morton 2 shoe brake vehicle. Wagons are assumed to have top doors unless noted. The figures include wagons built for LMS and LNER orders as well as the Ministry of Transport (M.O.T.).

The following gives the situation in 1959 at the completion of the building program. The 'standard' mineral dominates but not perhaps by as much as you would think. The figures are for the total number built and percentage of the total fleet.

M.O.T, independent, slope sided	1/100	7900	2.55%
M.O.T, independent, straight sided	1/101 & 1/113	900	0.29%
French type, independent	1/112	7000	2.26%
Welded, independent, no top door	1/102	21600	6.98%
Welded, independent	1/104, 1/106, 1/108, 1/111	20550	6.63%
Welded, Morton ('standard')	1/106, 1/108, 1/111, 1/114 1/116, 1/117	200900	64.88%
Welded, unfitted clasp	1/108, 1/117	1900	0.61%
Welded, vacuum fitted clasp	1/108, 1/117	11350	3.67%
Riveted, independent, no top door	1/103	7850	2.54%
Riveted, independent	1/105, 1/109	5200	1.68%
Riveted, Morton	1/109	24300	7.85%
Riveted, vacuum fitted clasp	1/109	200	0.06%
Total		309650	

Obviously these figures will have varied over time. The earlier you go the less 'standard' and clasp braked minerals there would be as we will see in a moment. The later you go the less independent braked types there would have been. The M.O.T. and French types for example had all but gone by the mid-sixties. The four shoe vacuum brake conversions would also need to be added in from 1966.

The following gives the rough situation around the start of 1955. There were of course orders in progress at the time so the figures for the 'standard' and riveted Morton wagons are a best guess.

M.O.T, independent, slope sided	1/100	7900	4.58%
M.O.T, independent, straight sided	1/101 & 1/113	900	0.52%
French type, independent	1/112	7000	4.06%
Welded, independent, no top door	1/102	21600	12.52%
Welded, independent	1/104, 1/106, 1/108, 1/111	20550	11.91%
Welded, Morton ('standard')	1/106, 1/108, 1/111, 1/114 1/116, 1/117	86500	50.13%
Riveted, independent, no top door	1/103	7850	4.55%
Riveted, independent	1/105, 1/109	5200	3.01%
Riveted, Morton	1/109	15050	8.72%
Total		172550	

So what does this all mean? Well if you model circa 1960 and have 30 steel minerals on your layout then roughly 10 of them should be non-'standard' types with perhaps 2 welded, independent, no top door; 2 welded, independent and 2 riveted types. If you model circa 1955 then roughly half of your steel mineral fleet should be non-'standard' types. Perhaps 'standard' wasn't quite so standard...