

3000 Gallon Milk Tank Diagrams

Operation

Milk tanks were unusual in railway circles in that the underframe was owned by the railway companies but the tank was owned by the dairy. Despite the fact that the underframe was owned by the railway company they were operated as private owner wagons. Thus a United Dairies milk tank worked between United Dairies creameries and bottling plants etc. Pre-Nationalisation milk tanks were restricted to the lines of the railway company that built the underframe so that LMS built milk tanks worked on LMS lines etc. This restriction however was lifted upon nationalisation and so GWR built milk tanks could be seen in Cumbria, SR built milk tanks in Yorkshire, LNER built milk tanks in Southern England and LMS built milk tank in Cornwall. It all depended on the dairy company who owned the tank.

Notes

West Park Dairy Co. and Independent Milk Supplies (I.M.S.) became part of Express Dairies

Nestle/Anglo Swiss became part of the Milk Marketing Board (M.M.B.)

London Co-Op was part of the Co-operative Wholesale Society Ltd (C.W.S. Ltd)

Mutual Dairies became part of United Dairies

In 1959 United Dairies, Cow & Gate Ltd and Aplin & Barrett merged to form Unigate Creameries Ltd

All vehicles are 6 wheeled, 13'0" wheel base and are 20'6" over headstocks unless stated.

The following lists are not totally complete. There are still a few details that need to be added which will be done as I find them! What is here is, to the best of my knowledge, accurate.

GWR Milk Tank Diagrams

O.35	1473	2019-2022	5/31	West Park Dairy Co.	
O.36	1483	2071-73	11/31	C.W.S. Ltd	
O.38	1387	2011/2	3/36	United Dairies	Converted from O.23
	1486	2504-9	2/32		
	1488	2510/1	6/32	West Park Dairy Co.	
	1515	2528-30	9/33	C.W.S. Ltd	
	1543	2540-43	11/34		
	1549	2254-60	4/35	Nestle/Anglo Swiss	
	1565	2568-70&73	3/36	I.M.S	
O.39	1497	2512-17	12/32	United Dairies	Central Platform
	1517	2531-36	12/33		
	1585	2587-92	3/36		
O.41		2547-58		London Co-Op	21'6" Twin 1500 gallon tanks

O.42	1561	2561-3	9/35	Express Dairies	
	1607	2593/4	5/37		
	1613	2595-8	8/37		
O.43	1565	2567 & 2571/2 & 2574-6	6/36	I.M.S Ltd	
O.44	1387	2001-10	3/36	United Dairies	Converted from O.23
O.45	1470	2013-8	2/36	United Dairies	Converted from O.34
O.47	1583	2581-6	7/36	Mutual Dairies	
O.50	1613	2932-5		London Co-Op	21'6" Twin 1500 gallon tanks
O.51	1619	2833-8	11/37	United Dairies	Central Platforms
	1668	2947-52	11/41		
	1671	2958-63	9/42		
O.52		2553-6 2995-3000 1958-60&63-5		Express Dairies Cow & Gate M.M.B	
Lot numbers	1669	1672	1676	1677	1679 1680
O.53		1951-4 1955-7		Aplin & Barrett C.W.S. Ltd	Partial Platforms
Lot numbers	1678				
O.54	1696	1968-77		Express Dairies	Walkways
O.55	1697	1978-83	1/46	Cow & Gate	Walkways
	1698	1984/5		Aplin & Barrett	
	1699	1986-95		M.M.B	
O.56	1725	3055-60		I.M.S.	
	1733	3108-19		I.M.S	
	1741	3073-6		Aplin & Barrett	
	1760	3186-95		I.M.S	
O.57		3001-22&33		United Dairies	End Platform
Lot numbers	1700	1716			
O.58	1717	3023-8	7/47	Cow & Gate Ltd	21'6" Twin compartment - 1000 gallon and 2000 gallon
	1742	3120-3			
O.60	1727	3061-72	1/50	United Dairies	End Platforms
	1743	3121-47			
O.61	1761	3196-3205	6/50	C.W.S. Ltd	Partial Platforms
O.63	1756	3154-8		Nestle/Anglo Swiss	
	1757	3159-65		Cow & Gate Ltd	
O.64	1759	3166-85	9/50	Express Dairies	Walkways
O.65	1758	3148-53	4/51	M.M.B.	Walkways

Dean Churchward brake gear up to and including O.47 and maybe O.51 lot 1619 numbers 2833-8. Lever brakes thereafter.

Diagrams O.23 and O.34 were originally 4 wheeled vehicles, later rebuilt.

All built at Swindon

SR Milk Tank Diagrams

3153	4410-3	6/32	Express Dairies	
3155	4419-24	10/32	United Dairies	Central Platforms
3156	4427-8	6/33	Express Dairies	
3157	4429-32	9/33(?)	United Dairies	Central Platforms
	4455-60	1943-4		
	4461-6	1944		
3158	4433/4	4/35	Express Dairies	
3159	4404-9	1937	United Dairies	Converted from 3152(?)
3161	4435-8	1937/8	Express Dairies	Walkways
	4439-42	1942		
	4443-54	1943/4		

Diagram 3152(?) was originally 4 wheeled, built 1931

Diagrams 3153-6 built at Lancing

Diagram 3157 numbers 4429-32 and 4455-60 built at Lancing, 4461-6 at Ashford

Diagram 3158?

Diagram 3159 built at Ashford

Diagram 3161 numbers 4435-8 and 4439-42 built at Ashford, 4443-6 at Eastleigh

LNER Milk Tank Diagrams

184	70357-9	1934	United Dairies	(E1)
	70347-53	1936		(E2) Converted from 122
	70354-6	1937		(E3) Converted from 122
220	70400-8	1935	Express Dairies	(E4)
323	70568-71	1943	Express Dairies	(E5)
325	70572-7	1944	M.M.B.	
333	70578-83	1946	United Dairies	

(E1) Original Numbers: 4315-7

(E2) Original Numbers: 4304-10

(E3) Original Numbers: 4312-4

(E4) Original Numbers: 2415-23

(E5) Original Numbers: 2444-7

Diagram 122 was 4 wheeled

LMS Milk Tank Diagrams

1991	613	44091/2 & 6	31	
1993	1077	44000-5	37/8	Converted from 4 wheel
		44012-5		
		44021-31		
		44075-7		
1994	596	44087-9	31	
	599	44090 & 171/2 & 174/5	31	
	615	44093-5 & 97/8	31	
	631	44180/1	31	
	632	44170-3	31	
	633	44036-41	32	
	640	44099-104	32	
	651	44105-7	32	
	656	44176-9	32	
	668	44250-2	32	
	705	44182-93	33	
	727	44042/3	33	
	781	44194-6	34	
	782	44197	34	
	791	44253-5	34	
	812	44044-9	34	
	874	44276-80	35	
	875	44281-4	35	
	881	44198-200	35	
	882	44201	35	
	893	44050-2	35	
	936	44285	35	
		44078-86 & 150-2	37	Converted from 4 wheel
	1067	44053-7	37	
	1068	44058	37	
	1129	44059/60	37	
	1172	44061-3	38	
	1232	44256/7	39	
	1306	44064-9	41	
	1328	44258-61	42	
	1378	44562-5	44	For MOT, to stock 1951
	1434	44230-5	46	Walkways on one at least
2173	1580	44500-9	50	
	1614	44510/1	50	
	1640	44512-61	50/1	
2174	1641	44263-8	50	
44000-69		United Dairies		

44500-62
44075-107 Nestle/Anglo Swiss
44150-2 C.W.S. Ltd
44170-201 Express Dairies
44230-5 M.M.B.
44250-2 Cow & Gate Ltd

There were two different types of underframe bracing used by the LMS. The changes were in accordance with RCH recommendations on the matter (interestingly Swindon decided not to change the underframe bracing on the vehicles it built, retaining the earlier style) and were implemented at some point in the 1940s. Last batch of D1994, lot 1434, certainly had later chassis as this is shown on the works drawings at the NRM. Earlier lots may also have been fitted.

The later underframes ended up under at least one 2000 gallon type in the 1970s which would have had the earlier type from new. It is possible that this also happened with other vehicles from the 1991/2/3/4 diagrams.

The diagram 2173 vehicles all had filler points at the end with sloping tanks. Some of the tanks from these ended up on earlier underframes from diagram 1994 examples.

These examples suggest that the two types of underframes were swapped around during overhaul. How widespread this was or when it happened I don't know. The only evidence comes from the 1970s so perhaps this was something that only happened late in their lives?