

12T General Merchandise Van Fleet Survey

17'6" over headstock, 10' wheelbase. 101933 Wagons in total.

This is not intended as definitive and authoritative list of general merchandise wagons with a 10' wheelbase. It is meant merely as a guide to the general merchandise van fleet to see what types you are more likely to see in a random sample of wagons and in what sort of quantities.

It probably contains errors, and some information is not readily available. Not all of the percentages add up to 100 due to rounding errors. I have excluded specialist types (Palvan, Shocvans, Fruit, Banana, etc) from the list as they were generally built in much smaller quantities but it does include the GWR partitioned vans. It is limited to 10' wheelbase wagons. All have steel underframes except for the LNER diagram 94 vans.

A resourceful person could expand on it if they wish to include specialist or 9' wheelbase wagons. It does not take into account wagons lost during the war or those from this list that were allocated to specific duties.

Wagons are grouped by general body style. There may be differences between lots included in that group.

Almost all unfitted wagons in this list would have been vacuum braked between 1955 and 1960 as part of the modernisation program.

BR

Body Type	Brake Type	Diagrams	Number Built	Percentage	Models
Planked	Morton VB	1/208	13064	47	Parkside (PC.07A), Bachmann, Dapol (Airfix)
Planked with Ply Door	Morton VB	1/208	2099	7.5	Parkside (PC.07A)
	BR Clasp VB	1/208	2050	7.5	
Ply	Morton VB	1/213	5420	19.5	Parkside (PC.08A)
	BR Clasp VB	1/213, 1/224	3200	11.5	
Vanwide	Derby Clasp VB	1/217	2000	7	Parkside (PC.76), Bachmann
Total			27833		

Sources: Paul Bartlett

GWR

Body Type	Brake Type	Diagrams	Number Built	Percentage	Models
Planked	Morton VB	V23, V26	3363	40	Ratio (565), Bachmann
	Morton UF	V24, V34	3589	43	Ratio (565), Bachmann
Ply	Morton VB	V36, 1/203	800	9.5	
	Morton UF	V37, 1/205	580	7	
Total			8332		

Sources: GWR Goods Wagons (Atkins, Beard & Turret)

SR

Body Type	Brake Type	Diagrams	Number Built	Percentage	Models
Planked (equal)	Mix of SR Lifting Link VB & Morton VB. Mix of 1 x 18" & 2 x 15" Vacuum Cylinders (*)	1458	1085	14.5	Ratio (594), Bachmann
Planked (2+2)	Independent ("freighter") UF	1455, GWR V35, LMS 2078	2833	37.5	Ratio (591), Bachmann, Dapol (Airfix)
	As (*)	1458	1800	24	
Ply	Independent ("freighter") UF	152, 1/202	1243	16.5	Ratio (593), Bachmann
	SR Lifting Link VB	1452, 1/202	560	7.5	
Total			7571		

Source: An Illustrated History Southern Wagons Volume 4 (Bixley, Blackburn, Chorley, King)

LNER

Body Type	Brake Type	Diagrams	Number Built	Percentage	Models
Planked (including ends, wide body)	LNER Clasp VB	94 (~)	2167	8.5	Parkside (PC.64)
Planked (wide body, no vents)	LNER Clasp VB	25	3200	12.5	
Planked (wide body)	LNER Clasp VB	102	1550	6	
Planked	LNER Clasp VB	116	7750	30.5	Parkside (PC.26), Bachmann
	Morton UF	171	2350	9	
Planked (including ends)	LNER Clasp	161	2000	8	Parkside (PC.05), Bachmann
	Morton UF	170, LMS 2079	1150	4.5	
Planked (including ends, narrow planking)	Morton UF	176	600	2.5	
Ply	Morton UF	172	1200	4.5	
	LNER Clasp VB	195	3250	13	Parkside (PC.06A)
Total			25217		

Notes: (~) Wooden underframe.

All wagons had narrow 8' bodies except where noted.

Source: LNER Wagons Volume 4A (Tatlow)

LMS

Body Type	Brake Type	Diagrams	Number Built	Percentage	Models
Planked (Vertical) with early corrugated ends	LMS Clasp VB	1812, 1830 (#)	3050	9	
	Morton UF	1830 (#)	405	1	
	Mix of LMS Clasp, Through Piped & Morton UF	1808 (#)	1100	3	
Planked (Horizontal) with early corrugated ends	LMS Clasp VB	1814	999	3	
Planked (Horizontal) with late corrugated ends	LMS Clasp VB	1891, 1897,1978, 2039, BR 1/204 (+)	6550	20	Ratio (572), Dapol (BR 1/204)
	Morton UF	1891, 1897,1978, 2039	14842	45	
Plywood with late corrugated ends	LMS Clasp VB	2108, BR 1/200	2650	8	Parkside (PC42 - d.2108)
	Morton UF	2097	440	1	
Planked (including ends)	Morton UF	2088	850	2.5	
Plywood (including ends)	LMS Clasp VB	2103	1594	5	
	Morton UF	2103	500	1.5	
Total			32980		

Notes: (#) Diagrams state 3'6" diameter wheels for LMS clasp VB brake fitted wagons. There were 2000 wagons built with LMS clasp VB brakes to diagram 1830. No breakdown between fitted and unfitted wagons seems to exist for diagram 1808.

(+) BR built wagons to diagram 1/204 (2050 wagons) had different pattern bodywork to the LMS built wagons with horizontal planking and late corrugated ends.

Sources: The LMS Wagon (Essery & Morgan), LMS Wagons Volume 1 (Essery)

Summary

Total

Overall number built: 101933

Percentage of fleet breakdown

The following lists give a breakdown of the fleet by company at various points:

1951 - Before the BR standard vans started appearing.

BR (0%) GWR (11%) SR (10%) LNER (34%) LMS (44.5%)

1955 - At the start of the modernisation program.

BR (13%) GWR (10%) SR (9%) LNER (29.5%) LMS (38.5%)

1962 - At the end of the BR building program.

BR (27.5%) GWR (8%) SR (7.5%) LNER (24.5%) LMS (32.5%)

My original question before compiling these lists was this: If I have a random selection of 25 vans in 1964 what should that be made up of?

Going by the data I should have about 7 BR vans, 2 GWR, 2 SR, 6 LNER and 8 LMS.

This can be further broken down using the above tables. For example, the 7 BR vans could be roughly split down into 3 planked 1/208s, 1 planked with ply door 1/208, 2 plywood 1/213s and maybe 1 Vanwide. In amongst the planked with ply door and plywood vans there should probably be 1 BR clasp braked example. One thing's for sure, I'm going to need more Ratio LMS vans kits...

How's your van fleet looking?

Justin Newitt - March 2023