14. Non-passenger-carrying Coaching Stock (NPCCS)

The items listed in this category are what many modellers refer to as ‘parcels train stock’.

However, in railway terminology of the steam and early diesel era, it is **non-passenger-carrying coaching stock** (i.e. vehicles designed and used primarily for the conveyance of passenger-rated consignments, such as parcels or milk, as opposed to human passengers or freight-rated consignments, such as coal or steel). The abbreviation is **NPCCS**. Such vehicles were built to coaching stock standards and were cleared for running in passenger trains (subject to certain conditions). Recent models include the Bachmann Farish Mk1 4-wheel CCT and the Hornby Extra Long CCT.

All items below have been listed alphabetically within each company and BR. We have given initial year of introduction in brackets. For Carflats converted from Mk1 underframes, see **Freight Stock: BR Steam Era**.

Although we make reference to certain links in the text, you will find greater detail in these books:
- **An Illustrated History of LMS Standard Coaching Stock (Vol 1)**. David Jenkinson & Bob Essery. OPC.
- **Great Western Coaches Appendix. Vol.2.** JH Russell. OPC.
- **Southern Railway Passenger Vans.** David Gould. Oakwood.

The **Summary** below is in exactly the same order as **The Guide** detail which follows. It can be printed out and used as a ‘pre-planner’ for voting in **The Poll**. This will help you avoid getting ‘timed out’. If you need unbiased help or advice, please email: thepollteam@gmail.com

The links have been provided as supplementary information. Care has been taken to ensure that they are **bona fide** and working, but please understand that such things ‘fail’ occasionally.

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All items are in N & 00 Polls, except:  
| N Poll only | 00 Poll only | * Item new to The Poll this year |

### GWR
- **GWR Carriage Truck Covered – Python** (CCT, Diag.P14 of 1907)
- **GWR Carriage Truck Open – Scorpion** (Diag.P15 of 1908)
- **GWR Fish Van – Bloater** (Diags.S8 & S9 of 1916)
- **GWR Fruit C** (Diag.Y9 of 1937)
- **GWR Milk Tanker 6-wheeled** (Diag.O57 of 1946 & O60 of 1950)
- **GWR Passenger Brake Van – Collett** (Diag.K41)
- **GWR Passenger Brake Van – Collett Bow Ended** (Diag.K38)
- **GWR Passenger Brake Van – Toplight** (Diag.K22)
- **GWR Rotank 6-wheel Wagon & Dyson Milk Trailer** (Diag.O49 of 1932)
- **GWR Scenery & Parcels Van – Monster** (Diags.P18, P20, P21 of 1914 & 1932)
- **GWR Siphon C** (Diags.O8 & O9 of 1906)
- **GWR Siphon F – External Frame** (Diag.O7 of 1907)
- **GWR Siphon G – External Frame** (Diag.O11 of 1912)
- **GWR Siphon G – Internal Frame** (Diag.O22 of 1926, Diag.O33 etc of 1930)
- **GWR Siphon H** (Diag.O12 of 1919)
- **GWR Siphon J** (Diags.O31 of 1930 & O40 of 1932)
- **GWR Siphon – ‘Low Siphon’ 6-wheeled** (Diag.O4 of 1896)*
- **GWR Special Cattle Van – Beetle** (Diags.W13 & W14 of 1931)
- **GWR Travelling Post Office Vans** (1929-1947)

### SR
- **SR Bogie Scenery Van** (Diag.3182 of 1938)
- **SR Gangwayed Bogie Luggage Van** (GBL/CorPMV, Diags.3097 of 1945 & 3099 of 1931)
- **SR Maunsell Van B** (stove-fitted, orange panels, Diag.3093 of 1943 on)
- **SR Maunsell Van C/BY** (Diag.3092 of 1937)
- **SR Maunsell Van C/BY** (stove-fitted, orange panels, Diag.3092 of 1937)
- **SR Maunsell Van C/BY** (safe-fitted version, Diag.3094 of 1941)
- **SR Milk Tanker 6-wheel** (Diag.3157, United Dairies 1933)
SR Parcels & Misc. Van Plastic body (PMV, Diag.3105 of 1944)*
SR Special Cattle Van (SCV, Diag.3141 of 1930)
SR Travelling Post Office Vans (Diags.3192 & 3196 of 1939)

**LMS**

LMS CCT/Motor Van (e.g. Diag.1929 of 1935)
LMS CCT/Covered Combination Truck 6-wheel (Diag.1872 of 1934)
LMS Fish Van 6-wheel (Diag.2115 of 1946)
LMS Horse Box (e.g. Diags.1878/1879 of 1929)
LMS Luggage & Parcels Van 42ft (Diag.1870 of 1933)
LMS Milk & Fish Van 6-wheel (Diags.1873/1874 of 1923 & 1927)
LMS Milk Tanker 6-wheel (e.g. Diag.1994 of 1931)
LMS Travelling Post Office Vans (POS & POT of 1930)

**LNER**

LNER CCT Extra Long 4-wheel (Diag.6 of 1939)
LNER CCT Bogie 52ft (Diag.7 of 1940)
LNER Horse Box (Diag.5 of 1938)
LNER Horse Box (Diag.9, BR-built 1954)
LNER Milk Tanker 6-wheel (Diag.222 of 1929)
LNER Passenger Brake Van B Gresley 51ft 1½in (Diags.129/284 of 1928 & 1939)
LNER Passenger Brake Van BG Thompson (Diag.344 of 1945)
LNER Passenger Brake Van BY (Diag.120 of 1927)
LNER Passenger Brake Van BZ 6-wheel (Diag.358, BR-built 1950)
LNER Travelling Post Office Vans (POS & POT)

**BR**

BR Cartic-4 (mid-1960s)
BR Double-Deck Car Carriers – Newton Chambers (built 1961-2)
BR Propelling Control Vehicle (PCV, c.1994)
BR Travelling Post Office Stowage Brake Van (Mk1 Diag.723 built from 1959)

**GWR NPCCS – Listed in alphabetical order**

**GWR Carriage Truck Covered – Python (CCT, Diag.P14 of 1907)**
Introduced in 1907. These were 27ft 4½in long. Some were used for the conveyance of accumulators after withdrawal from revenue service. See Parkside Dundas kit PC37.

  - Link: [http://www.parksidedundas.co.uk/acatalog/GREAT WESTERN RAILWAY.html](http://www.parksidedundas.co.uk/acatalog/GREAT WESTERN RAILWAY.html)
  - Link: [http://www.gwr.org.uk/galkanas.html](http://www.gwr.org.uk/galkanas.html) (Scroll down)

**GWR Carriage Truck Open – Scorpion (Diag.P15 of 1908)**
Built between 1908 and 1915. These were 21ft long vehicles. About half were built with dual automatic brakes and were classified Scorpion B; the others had vacuum brakes and were classified Scorpion D. The Westinghouse brake was removed from the dual-braked examples in the late 1920s and 1930s.

  - Link: [http://www.gwr.org.uk/galkanas.html](http://www.gwr.org.uk/galkanas.html) (Scroll down)

**GWR Fish Van – Bloater (Diags.S8 & S9 of 1916)**
Introduced in 1916. These had three sliding doors per side and were originally used for fish traffic (10-ton load). The Diag.S9 was identical apart from having roof ventilators, and some were dual-braked until about 1930. The Diag.S8s had roof ventilators fitted in the mid-1920s. From 1935, some were deodorised and used for ‘Passengers Luggage in Advance’ (PLA) and parcels traffic. These were given hinged doors. Others became parcels vans from 1939-41 until the end of WWII when they reverted to being Fish Vans. See Parkside Dundas PC44.

  - Link: [http://www.parksidedundas.co.uk/acatalog/GREAT WESTERN RAILWAY.html](http://www.parksidedundas.co.uk/acatalog/GREAT WESTERN RAILWAY.html)
  - Link: [http://www.didcotrailwaycentre.org.uk/wagons/2671/2671pic_01.html](http://www.didcotrailwaycentre.org.uk/wagons/2671/2671pic_01.html)

**GWR Fish Van – Insixfish 6-wheel (Diag.S13 of 1948)**
These 50, 6-wheel insulated vehicles weren’t built until 1948. They were 31ft long. The roof apparatus enabled ice blocks to be used to cool the fish. Although on the GWR/WR initially, it was not unusual to see them way up in Scotland in later BR years. On the WR, they were used on Penzance-London, Milford Haven-Birmingham and Milford Haven- London routes. A 1965 photograph shows one van branded ‘INSUL-X-FISH, Return to Fishguard, WR’. For photos, see *Great Western Coaches Appendix, Volume 2*, page...
267, page 15 of David Larkin’s BR General Parcels Rolling Stock, and page 139 of Geoff Kent’s The 4mm Wagon, Part Three. We believe Ntastic makes N gauge kit CRS-K002.


**GWR Fruit C** (Diag.Y9 of 1937)

Introduced from 1937. These were 22ft long with two flush-planked doors per side. An example is preserved on the West Somerset Railway and Severn Valley Railway. (The Y10 Goods Fruit Van can be found in the Freight Stock: Pre-Nationalisation category.)

Link: [http://www.didcotrailwaycentre.org.uk/wagons/2862/2862pic_01.html](http://www.didcotrailwaycentre.org.uk/wagons/2862/2862pic_01.html)

**GWR Milk Tankers 6-wheel** (Diags.O57 of 1946 & O60 of 1950)

Introduced in 1946 and 1950 respectively. The style of these two tankers is distinctly different to the model types currently available. They both have end manholes (loading hatches) and platform ladders. David Geen produces a 00 kit.

Link: [http://www.semgonline.com/vandw/milk_01.html](http://www.semgonline.com/vandw/milk_01.html)
Link: [http://paulbartlett.zenfolio.com/brmilktanks/h32782557#h32782557](http://paulbartlett.zenfolio.com/brmilktanks/h32782557#h32782557)

**GWR Passenger Brake Van – Collett** (Diag.K41 of 1934)

60 of these 57ft vehicles were built in 1934, 1935 and 1936 and lasted until BR Blue days to around 1974. They were regularly used in parcels trains and express trains, and often used on milk trains. Many were ‘branded’ for specific workings. The K41 is 1in wider than the K42 – barely perceptible in 00. However, the K41 is a ‘high waist’ type, and has the windows slightly smaller in depth (although in the same position). Additionally, many had gas heaters post-WWII, and a gas cylinder was visible underneath. Most of these were removed by c.1960 (when propane equipment was used). Of the two diagrams, the K41 offers more livery variations, but not the route availability or length of time into BR Blue days (albeit only by about four years). In 2012, the N Gauge Society announced production of the K41 in N (with Dapol).

Link: [http://www.didcotrailwaycentre.org.uk/coaches/111111.html](http://www.didcotrailwaycentre.org.uk/coaches/111111.html)

**GWR Passenger Brake Van – Collett Bow Ended** (Diag.K38 of 1926)

Built in 1926. These were 58ft 4½in vehicles, originally branded Ocean Mails. No.1169 was allocated to Paddington-Penzance traffic in 1952 and was reported as painted brown. These vans match 1925 bow ended stock. Ultima produces a kit for N.

Link: [http://www.user.dccnet.com/d.leech/moregwr.html](http://www.user.dccnet.com/d.leech/moregwr.html) (Scroll down)
Link: [http://www.ultima-models.co.uk/catalogue/gwr-tpo.html](http://www.ultima-models.co.uk/catalogue/gwr-tpo.html) (Scroll down)

**GWR Passenger Brake Van – Toplight** (Diag.K22 of 1915)

Built in 1915 and 1921/2. These were steel-panelled 56ft 11¼ in vehicles. Examples lasted into the 1950s and early 1960s.

Link: [http://www.warwickshirerailways.com/gwr/gwrbsh1779.htm](http://www.warwickshirerailways.com/gwr/gwrbsh1779.htm)

**GWR Rotank 6-wheel Wagon & Dyson Milk Trailer** (Diag.O49 of 1932)

In 1932, the GWR introduced what was, in essence, a 16ft wheelbase 6-wheel open carriage truck upon which a 4- or 6-wheel road milk tanker trailer could be positioned and secured. The first three Rotanks were for use by United Dairies (UD); subsequent ones for the Co-operative Wholesale Society, UD and Henry Edwards & Sons. The earlier Rotanks (Diag.O37) were 20ft 6in long; later ones (O48 & O49) were 24ft 6in long, the last having Morton handbrakes. Photographs show 4-wheel Dyson trailers with large pneumatic tyres loaded onto Rotanks; however, a 6-wheel Dyson trailer on a Diag.O49 Rotank has been preserved at the Great Western Society at Didcot. For photos of typical examples, see the article On the Milk (pages 62-81, British Railways Illustrated Annual No.4) and Great Western Wagons Appendix (pages 82-87).

Link: [http://www.didcotrailwaycentre.org.uk/wagons/3030/3030pic_01.html](http://www.didcotrailwaycentre.org.uk/wagons/3030/3030pic_01.html)

**GWR Scenery & Parcels Van – Monster** (Diags.P18, P20, P21 of 1914 & 1932)

Diags.P18 and P20 were built in 1914; the P20 (No.580) was strengthened to carry elephants. Diag.P21 was a rebuild of two Open Scenery Trucks in 1932. There is a Diag.P18 example at the Great Western Society at Didcot (GWS) – albeit in poor condition. Mailcoach makes a kit (MC5) for the rare Diag.P16 outside-framed version. The inside-framed version was also built by BR, but with slight variations. Ultima produces kits for N.

Link: [http://paulbartlett.zenfolio.com/gwrmonster/h2bb3fbth2bb3fb](http://paulbartlett.zenfolio.com/gwrmonster/h2bb3fbth2bb3fb)
GWR Siphon C (Diags.O8 & O9 of 1906)
Built between 1906 and 1910. These were louvred, 28ft 6in long, 4-wheel vehicles, originally used for transport of milk in churns. They were also used for parcels traffic and for meat products from Harris (Calne) to destinations around the country.

Link: http://www.gwr.org.uk/prosiphon.html

GWR Siphon F – External Frame (Diag.O7 of 1907)
Introduced in 1907. These were 8-wheel vehicles, 40ft long and with end doors and four pairs of double doors per side. Seen in parcels and passenger trains. Some were used for meat products from Harris (Calne) to destinations around the country. For example, in 1952 W1546 had roofboards: Harris Bacon and Wiltshire Sausages. Calne and Newcastle via Banbury. Ultima produces a kit for N.

Link: http://www.ultima-models.co.uk/catalogue/gwr-wagons.html (Scroll down)

GWR Siphon G – External Frame (Diag.O11 of 1912)
Built between 1912 and 1927. These were 8-wheel, 50ft long gangwayed vehicles, seen in many passenger trains, parcels trains and pigeon specials. They had four pairs of double doors per side. Although the Hornby (old Airfix) version is a good model, it needs a more accurate chassis with correct bogies and NEM couplings. One preserved on the Severn Valley Railway (SVR). Ultima produces a kit for N.

Link: http://www.flickr.com/photos/svr_enthusiast/10757978974/

GWR Siphon G – Internal Frame (Diag.O22 of 1926, Diag.O33 etc of 1930)
The O22 design, introduced in 1926, was the same as the much more common Diag.O33s, except that the side planking was horizontal. The Diag.O33s were introduced in 1930 and built into BR days. These were 8-wheel, 50ft long gangwayed vehicles, seen in many passenger trains, parcels trains and pigeon specials. They had four pairs of double doors per side and vertical planking below the side louvres. Some were modified for ambulance train use during WWII and became parcels vans afterwards (Diag.M34). They had most of the louvres plated over and a couple of small windows fitted. Others were restored more nearly to their original state, but retained roof ventilators (Diag.O59). The last type, built by BR (Diag.O62), had eight sliding ventilators per side positioned on the lower half of the body. The old Lima model (Diag.O33) is good, but needs a more accurate chassis with correct bogies and NEM couplings. Examples preserved on the Severn Valley Railway (SVR) and Great Western Society at Didcot (GWS).

Link: http://www.didcotrailwaycentre.org.uk/coaches/2796/2796.html
Link: http://paulbartlett.zenfolio.com/gwrsiphon/h3e1b4c83#h3e1b4c83

GWR Siphon H (Diag.O12 of 1919)
Introduced in 1919. These were 8-wheel, 50ft long external framed vehicles with a high roof and end doors. Seen in many parcels trains. The Hornby (old Airfix) version is a good model, but could do with new, accurate, NEM-equipped bogies.

Link: http://www.rmweb.co.uk/community/index.php?/blog/8615-siphons-and-mini-couplings/
Link: http://www.grindham.co.uk/photo_detail.cfm?picture_id=543618

GWR Siphon J (Diags.O31 of 1930 & O40 of 1932)
The 34 built to Diag.O31 were built in 1930/31; the 10 to Diag.O40 came between 1932 and 1934. Both types were 8-wheel, 50ft long vertically planked insulated milk vans, with no widows or louvres. They had two pairs of double doors each side, and these were specially designed to ‘fit tight’. They were built with internal ice tanks for refrigeration. One end of the van was completely plain apart from lamp irons; the other had electrical switchgear and steps to the roof. They lasted until the 1960s. Ultima produces a kit for N.

Link: http://www.ultima-models.co.uk/catalogue/gwr-wagons.html Scroll down

GWR Siphon – ‘Low Siphon’ 6-wheel (Diag.O4 of 1896)
This 6-wheel ‘low siphon’ was the final design of this type of milk van with outside wooden framing and slatted sides. They were built in large numbers between 1896 and 1903. The 27ft 6in long body had three double doors per side, on a wheelbase of 19ft. It had a ‘3-arc’ profile roof. Many were dual-braked, but the air-brake was removed in the 1930s. They were fitted with Churchward type handbrakes between 1907 and the 1920s. A few lasted into the 1950s. They were also used for traffic other than milk in churns – a number were allocated to fish traffic at one time and they also were used as fruit vans and a few for carrying rabbits from Helston to Sheffield.

Link: http://www.ultima-models.co.uk/catalogue/gwr-wagons.html (Scroll down)

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Link: http://www.ultima-models.co.uk/catalogue/gwr-wagons.html (Scroll down)
GWR Special Cattle Van – Beetle (Diags. W13 & W14 of 1931)

Introduced between 1931 and 1952. About 50 built in total, with variations. See Parkside Dundas PC64 and PC67.

GWR Travelling Post Office Vans (1929-1947)

In 1929, 1932, 1933 and 1947 the GWR introduced a number of varied length TPO vans to Diags. L18 to L25, all with ‘offset Post Office gangways’. There are too many variations and differences for us to list all these independently but, to give a summer 1958 example, the West of England TPO was shown in official carriage workings as:

- Siphon G: one of eight branded ‘To work on Down & Up West of England TPO’
- Stowage Brake Van: one of Nos.812-814 (Diag.L23, 50ft vehicles)
- Stowage Van: one of Nos.793-795 (Diag.L21, 57ft vehicles) (Later transferred to LMR for West Coast Postal)
- Sorting Carriage: one of Nos.843-845 (Diag.L25, 63ft Hawksworth vehicles of 1947)
- Sorting Carriage: one of Nos.806-808 (Diag.L18, 50ft vehicles)
- Sorting Carriage: one of Nos.846, 847, 835 (Diags.L25 and Diag. L13 70ft vehicle)
- Brake Van: one of Nos.39, 81, 1177 (Diag. K40) (Later transferred to LMR for West Coast Postal)
- Three Siphons G: three of eight branded ‘To work on Down & Up West of England TPO’

Significantly, Diag.L23 No.814 has been preserved in working order at the GWS Didcot and demonstrates TPO pick-up and delivery. This vehicle was built new in 1940 to replace the same-numbered vehicle which had been destroyed in an accident. Nos.812-814 were fitted with nets in 1946. From c.1959, they were transferred to the SR’s South Eastern Division and painted green in 1960. They were numbered with S prefix and W suffix. Nos.806-808 and 846/7 also went to the SR. An SR Carriage Working Notice of 1961 shows Nos.806-808 and Nos.812-814 allocated to London Bridge-Dover workings; Nos.846/7 were allocated as spare relief to SR vans on Waterloo-Dorchester South workings. Nos.813/4 returned to the WR c.1972 and were used as Enparts vehicles.

Nos.793-795/8 and Brake Vans Nos.39, 81 and 1177 went to the LMR for use on the West Coast Postal. No.844 also went to the LMR and Nos.843/5 went to the NER for Edinburgh-York workings.

Nos.799 and 800 (50ft Diag.L22) were regularly allocated to the 6.25am Bristol-Plymouth train and were used on this service until 1968. For a good photo, see page 40 of Peter Gray’s book *Steam on West of England Main Lines*. Nos.801 to 803 were regularly allocated to the 1.25am Crewe-Cardiff. Ultima produces kits for N.

SR NPCCS – Listed in alphabetical order

SR Bogie Scenery Van (Diag.3182 of 1938)

These 20 vans with high domed roofs and end doors were built in 1938/9. They were similar to the Diag.3181 but built on new underframes with standard SR bogies with bogie centres at 34ft 10in, and an overall length of 53ft 8½in. These were rated at 24 or 25 tons. Two of these vans were equipped with steel floor plates, tethering rings and stronger springs to facilitate carrying elephants! Examples of Diag.3182 received Rail Blue livery and lasted until 1976-81. Some were used in the Chipman Weedkilling Train. A number have been preserved. They should not be confused with the somewhat outwardly similar side view of the SR Gangwayed Bogie Luggage Vans (GBL/CorPMV) (Diags.3097/3099) below. Ultima produces an N gauge kit for Diag.3182. See the website at: [http://www.etchedpixels.co.uk/](http://www.etchedpixels.co.uk/)

SR Gangwayed Bogie Luggage Van (GBL/CorPMV, Diags.3097 of 1945 & 3099 of 1931)

Known in Southern Railway days as Gangwayed Bogie Luggage Van (GBL), but, in BR(SR) days, they became Corridor Parcels & Miscellaneous Van (CorPMV). The gangway connections were unusual on a non-brake vehicle. Built on second hand LSWR underframes as Diag.3099, several later acquired droplights in the centre pair of doors, becoming Diag.3097. Widely used, including the Golden Arrow and boat trains. No.2471 was allocated to the London Bridge-Ashford papers. Although most had been withdrawn by 1960, 12 were retained and stencilled ‘For Pigeon Traffic Only’, whilst S2464S (Diag.3097, with droplights) was painted umber and cream in July 1962 and used in 1965 in Sir Winston Churchill’s funeral train. It was in

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Link: [http://www.parksidedundas.co.uk](http://www.parksidedundas.co.uk)

Link: [http://www.batleybusiness.co.uk/Links/TPO/Didcot/814/814.html](http://www.batleybusiness.co.uk/Links/TPO/Didcot/814/814.html)

Link: [http://www.ultimamodels.co.uk/catalogue/gwr-tpo.html](http://www.ultimamodels.co.uk/catalogue/gwr-tpo.html)


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the USA for many years, but is now at Swanage. Diag. 3099 (no droplights) could spin off. A rudimentary model has been made by Hornby since 1958 (but was not in the 2013 or 2014 catalogues). Ultima produces an N gauge kit for Diag.3182. See the website at: http://www.etchedpixels.co.uk/

Link: http://www.embonline.com/misc/win-church_1.html
Link: http://www.flickr.com/photos/38593315@N02/4520530550/in/set-72157623860554722

SR Maunsell Van B (stove-fitted, orange panels, Diag.3093 of 1943 on)
The 'stove-fitted' version had a chimney, an orange door panel and orange panels in the top corners. Apart from the livery, all that Hornby needs for a 00 model is a new roof tool. (See also stove-fitted Van C/BY below.) Production of these vehicles would extend the Hornby 00 range.

Link: http://www.flickr.com/photos/robertcwp/3316741061/

SR Maunsell Van C/BY (Diag.3092 of 1937)
They were built from 1937. They were versatile vehicles – part luggage, part guard’s accommodation – which could be seen all over the BR system. A 00 model version was released by Hornby in 2007.

Link: http://www.bluebell-railway.co.uk/bluebell/pics/419.html

SR Maunsell Van C/BY (stove-fitted, orange panels, Diag.3092 of 1937)
The 'stove-fitted' version had a chimney for the stove, an orange door panel and orange panels in the top corners. Nos.400 and 401 were fitted with side lamp brackets to enable them to be used on (mainly) Exeter to Plymouth freight trains. Production of these vehicles would extend the Hornby 00 range. Apart from the livery, all that is needed by Hornby is a new roof tool with chimney. Parkside Dundas kit PC34. (See also stove-fitted Van B above.)

Link: www.parksidedundas.co.uk
Link: http://www.bluebell-railway.co.uk/bluebell/pics/404.html

SR Maunsell Van C/BY (safe-fitted version, Diag.3094 of 1941)
The four ‘safe-fitted’ ones had what purported to be a safe but was really only a transverse box, secured by a carriage key. These were indicated by a lower case ‘s’ either side of the large van number at the top corners, painted in white numerals on a red background (but white numerals on a blue background when the vehicles were in crimson livery). No.14 was withdrawn in 1969, but Nos.10-13 lasted just beyond the mid-1970s. S13S can be seen on the Swanage Railway. Production of these vehicles would extend the Hornby 00 range.

Link: http://www.flickr.com/photos/38593315@N02/4520530550/in/set-72157623860554722

SR Milk Tanker 6-wheel (Diag.3157 United Dairies 1933)
These vehicles were introduced in 1933 for United Dairies (Wholesale) Ltd with the last batch being completed in 1945. In common with most other SR Milk Tankers, they are noticeably different from those of other railways in having an additional strengthening strut on the end stanchion. No.4430 of 1933 vintage has been preserved on the Bluebell Railway.

Link: http://www.bluebell-railway.co.uk/bluebell/cw_news/4430.html
Link: http://uk.groups.yahoo.com/group/SEmG/photos/album/961743932/pic/1657773502/view?picmode=&mode=tn&order=ordinal&start=1&count=20&dir=asc

SR Parcels & Misc. Van – Plastic Body (PMV, Diag.3105 of 1944)*
These tens vans (Nos.1401-1410) were built in 1944 to a unique Bulleid design, intended to increase capacity, save weight and minimise impact damage to the load. They had a 33ft long chassis of 22ft wheelbase (as opposed to the standard ‘utility van’ dimensions of 32/21ft) without conventional solebars, which carried the 32ft body on shock-absorbing mountings. The body was made from reinforced plastic (albeit with sheet steel doors) and left in its as-moulded black finish, but some vans later received green livery, probably only after 1956. They were all withdrawn by October 1967 with the exception of No.1402, which lasted until September 1972.

Link: For a photo, see page 189 of Mike King’s book, An Illustrated History of Southern Coaches.

SR Special Cattle Van (SCV, Diag.3141 of 1930)
These 17ft 6in wheelbase vehicles were mainly used for the transport of ‘prize cattle’, but were also used for horses. They had a centre compartment for the groom with electric lighting. Sixty were built between 1930 and 1952. A distinctive vehicle with most having been repainted from green to crimson lake by the mid-1950s and back to green after June 1956. Apart from their general use, these are essential vehicles for S&D modellers. Some traffic emanated from the line itself but other vehicles were routed over the line from, for example, Gillingham and Crewkerne – often travelling to Scotand.
SR Travelling Post Office Vans (Diags.3192 & 3196 of 1939)
Introduced in 1939. Interesting vehicles, but somewhat limited in geographic range (London-Dorchester/Weymouth and London-Dover), although six lasted until 1976 (then in blue/grey livery). No.4957 went to the LMR in April 1962 as M4957S. It had an additional access door fitted near the centre and was painted maroon. It lasted until c.1972. Ultima produces an N gauge kit. Website: [http://www.etchedpixels.co.uk/](http://www.etchedpixels.co.uk/)

LMS NPCCS – Listed in alphabetical order

**LMS CCT/Motor Car Van 4-wheel** (e.g. Diag.1929 of 1935)
The first vehicles were produced in 1935 as a modern replacement for many of the pre-grouping CCTs inherited in 1923. Examples survived into the BR Blue era. Hornby’s 00 model was released in 2014. See Parkside Dundas kit PC33.

Link: [http://www.parksidedundas.co.uk](http://www.parksidedundas.co.uk)

**LMS CCT/Covered Combination Truck 6-wheel** (Diag.1872 of 1934)
These were 30ft 5in with a 10ft 6in + 10ft 6in wheelbase, although those built in 1934 had a 4in shorter body. The design used second-hand carriage underframes, the most numerous types being of Midland origin, though some batches used former LNWR frames. Many were transferred to general railway service stock (departmental) and lasted into the mid-1960s.

Link: None available.

**LMS Fish Van 6-wheel** (Diag.2115 of 1946)
These were post-WWII express fish vans, 31ft long with a 10ft 6in + 10ft 6in wheelbase. Construction continued into the early BR era and were intended for use on carefully controlled 'circuit workings'. Some of these vehicles survived well into the 1960s in general railway service (departmental). Chivers Finelines produces kit RC436 – see the Parkside Dundas website.

Link: [http://www.parksidedundas.co.uk](http://www.parksidedundas.co.uk)

**LMS Horse Box** (e.g. Diags.1878/1879 of 1929)
These were built to seven different diagrams, some very similar, all more or less derived from the last Midland types. Diag.1878 had raised carriage-type panel beading and was painted in fully-lined LMS livery when new. Diag.1879, built from 1929 without panel beading, was by far the most numerous type, along with Diag.1956 which was all but identical. Diag.2125, built to LMS design after Nationalisation, had a longer wheelbase than the true LMS types.

Link: None available.

**LMS Luggage & Parcels Van 42ft** (Diag.1870 of 1933)
Built between 1933 and 1937, some were originally out-shopped in fully-lined LMS livery. The last were withdrawn in 1978. Lima made a reasonable version of this (albeit with BR bogies), but now outmoded and only available second-hand. Perhaps Hornby could put the body on accurate LMS bogies with NEMs (if, indeed, the company has the tooling)?

Link: None available.

**LMS Milk & Fish Van 6-wheel** (Diags.1873/1874 of 1923 & 1927)
These vehicles were built on salvaged underframes from Midland coaching stock and displayed two very distinct body styles. Diag.1873 vehicles were built between 1923 and 1933 with slatted body sides, and lasted until the very early 1960s. Some had the gaps in their sides filled in in later years and were used as parcels vans. Diag.1874 vehicles were built between 1927 and 1929 with fully planked bodies and slatted ventilators, and lasted until around the late 1960s. Both types were designed for milk traffic in churns, but the introduction of bulk rail tanks led to many Diag.1874 vehicles being converted for use as fish vans.

Link: None available.

**LMS Milk Tanker 6-wheel** (e.g. Diag.1994 of 1931)
These were 3,000 gallon tankers and were the most numerous of the LMS-built vehicles, some being built new (from 1931) and others rebuilt to this diagram from 4-wheelers. Milk suppliers using these vehicles were: Cooperative Wholesale; Nestles; United Dairies; Express Dairies; Milk Marketing Board; Cow & Gate; and Libby, MacNeil and Libby. All LMS Milk Tankers were built with ‘coach size’ wheels (approx.
43in) unlike those from other railways which had ‘wagon size’ wheels (approx. 36in).

LMS Travelling Post Office Vans (POS & POT of 1930)
Post Office vehicles were built to specifications laid down by the General Post Office (GPO) and displayed considerable variations. However, the most common LMS type was the 60ft long Diag.1792, first built in 1930; the majority had a toilet compartment and bag apparatus. These were classified as ‘sorting vehicles’ (code POS). The ‘bulging sides’ (for the letter racks) and offset gangway connections make these unusual vehicles. There were three POTs to Diag.1793; these were 50ft vehicles also built in 1930 with offset gangways. One of the three went in 1948. They were built without nets, but one had them fitted by 1958.

The LMS TPO vans had a wide geographical range on routes encompassing such places as Bristol, London, Birmingham, Holyhead, Perth, Glasgow, Aberdeen and Inverness (confirm latter).

Ultima produces kits with printed sides for N for Diags.1792/1793.

LNER NPCCS – Listed in alphabetical order

LNER CCT Extra Long 4-wheel (Diag.6 of 1939)
One hundred and seventeen of these unusual vehicles with three doors per side (as well as end doors) were built between 1939 and 1950, with some lasting beyond the mid-1970s. Parkside Dundas PC30.

Hornby announced its 00 model in December 2013 and arrived in September 2014. Slimrails produces a kit for N.

LNER CCT Bogie 52ft (Diag.7 of 1940)
A distinctive vehicle with flat sides and two pairs of double doors, they were developed from earlier 45ft CCTs of NER origin and continued by the LNER. Eight were built in 1940, followed by a further 63 under BR in 1950.

LNER Horse Box (Diag.5 of 1938)
Thirty of these 22ft long vehicles were built at York in 1938, the first to have a lavatory for the groom. When built, most were hired to trainers and owners and bore their names. See Parkside Dundas kit PC83. (Also of note are the preceding 109 boxes of Diag.4, which were built in 1936/37. They had the same dimensions, but lacked the lavatory.)

LNER Horse Box (Ex-LNER design Diag.9, BR-built 1954)
These are very similar to the LNER Diag.5 (see above) but 24ft long. 145 were built in 1954; 25 went to the ER, but the majority went to the WR and LMR. This vehicle provides a good balance and variation of style against other types.

LNER Milk Tanker 6-wheel (Diag.222 of 1929)
Originally built as 4-wheel 2,000 gallon Milk Tankers for United Dairies and introduced in 1929. They were subsequently rebuilt as 6-wheeled vehicles with the Nos.4301, 4303 and 4311, but were subsequently renumbered 70409-11.

LNER Passenger Brake Van B Gresley 51ft 1½in (Diags.129/284 of 1928 & 1939)
The more numerous Diag.129 was built from 1928 and was fitted with folding shelves for pigeon traffic. Diag.284 appeared in 1939. Bodywork was externally identical, but Diag.129 had turnbuckle underframes whereas Diag.284 had angle iron. A very nice panelled vehicle which would look lovely in ‘teak’. Worthy of note is the fact that this diagram had identical sides to Diags.154 and 282 – both gangwayed (BG). Possibly, clever tooling could produce both gangwayed and non-gangwayed types? Hornby has made the ‘matching’ passenger stock; however, this vehicle requires 8ft Fox-pattern bogies, but – given the wide geographic range of these vehicles – the extra expense might be worthwhile.

LNER Passenger Brake Van BG Thompson (Diag.344 of 1945)
Built in 1945/46. A model version was introduced by Bachmann in 1994, but could now do with NEM
couplers. There was also a very distinctive version with flat planked sides to Diag.327, for which a kit is available from Mailcoach. N Gauge Society RTR Project No.6 is due to be launched in September 2015.

Link: www.cooper-craft.co.uk
Link: http://www.cometmodels.co.uk/ Click ‘Products’, then LNER

**LNER Passenger Brake Van BY** (Diag.120 of 1927)
32ft x 9ft vans built from 1927, and fitted with folding shelves for pigeon traffic. They could be seen in many places (certainly in post-WWII days). Ducket right hand side only. Chivers Finelines used to produce a 00 kit.

Link: http://www.flickr.com/photos/robertcwp/9282147201/
Link: http://i1307.photobucket.com/albums/s595/jwealleans/Model%20NPCCS/gepv.jpg

**LNER Passenger Brake Van BZ 6-wheel** (Diag.358, ex-LNER design, BR-built, 1950)
In essence, a ‘short version’ of the Thompson Full Brake Diag.344 (above). This 32ft x 8ft 11¼in van is a very useful flush-sided steel-panelled vehicle for both passenger train and parcels workings. They did not appear until BR days, and could be seen almost anywhere; one was certainly used on the Somerset & Dorset (S&D). Eighty were built by BR in 1950, but they were gradually withdrawn through the 1970s until all were gone by 1980.

Link: http://www.flickr.com/photos/robertcwp/6096935341/in/set-72157603653607671
Link: http://paulbartlett.zenfolio.com/brerbz/n/2dab7c28h/f2db7c28

**LNER Travelling Post Office Vans (POS & POT)**
The most common LNER Post Office Sorting Van was Diag.164 (with running numbers 70290-70297). E70294E has been preserved on the Great Central Railway at Loughborough. Also on the GCR is Post Office Tender E70268E, converted in the early 1950s from a Diag.129 Full Brake (originally built in 1931).

Link: http://www.flickr.com/photos/robertcwp/4158616988/in/set-72157603653607671
Link: http://paulbartlett.zenfolio.com/brerbz/n/2dab7c28h/f2db7c28
Link: http://shed83a.smugmug.com/CoachingStock/LNER/18530943_V424XT#!i=1431641514&k=4jwv5T4&lb=1&s=A
Link: http://www.flickr.com/photos/robertcwp/8913133584/

**BR NPCCS – Listed in alphabetical order**

**BR Cartic-4** (mid-1960s)
Five double-deck car-carrying wagons articulated on four bogies. They could carry more than 20 cars. Originally listed in the freight fleet, they moved to NPCCS and Motorail. The N Gauge Society produces a kit.

Link: http://paulbartlett.zenfolio.com/brcartic4/ha750b60f/has750b60

**BR Double-Deck Car Carriers - Newton Chambers** (built 1961-2)
An interesting set of vehicles. Three cars could be driven to the centre of a vehicle and lowered as if on a lift into a ‘well’ between the bogies. The ‘roof’ of the lift then formed a new ‘floor’, upon which five more average size cars could be driven. They were initially on the ECML, but a photo dated 1971 shows four such vehicles in a train on the WR coastal route at Dawlish (Devon). See Bradford Barton’s book, *BR Diesels in Action, Volume 3*. Southern Pride produces a kit.


**BR Propelling Control Vehicle** (PCV, c.1994)
These carry mail and were converted from Class 307 Driving Trailers. They enable mail trains to be propelled at low speed, the train being driven from the PCV with the loco at the rear. A 00 model was released by Replica in 2003. Silver Fox models also produces a version.

Link: www.replicarailways.co.uk
Link: http://www.flickr.com/photos/robertcwp/2207298688/

**BR Travelling Post Office Stowage Brake Van** (Mk1 Diag.723 built from 1959)
Production of Diag.723 would facilitate modelling the Paddington-Penzance Postal. Model Zone and Bachmann already produce the required Diag.720 Sorting Van in both N and 00.

Link: None available.

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