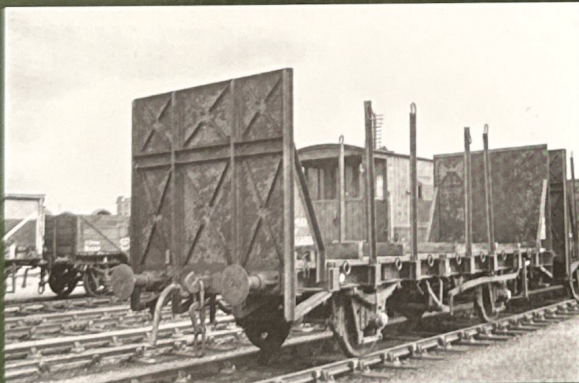
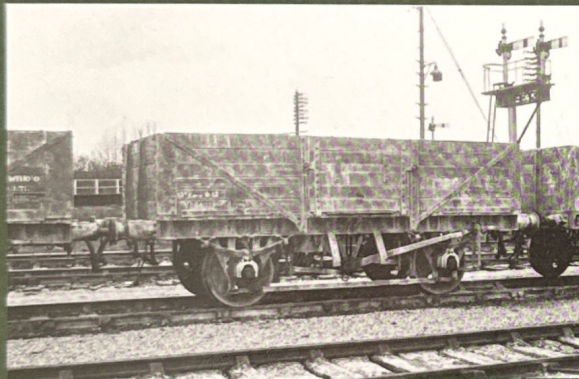


WAGONS OF THE FINAL YEARS OF BRITISH RAILWAYS

£10

A Pictorial Study of the 1962-1968 Period



David Larkin

WAGONS OF THE FINAL BRITISH RAILWAYS ERA

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Front cover (top left): China clay Highfit number W144021 at Par Docks in May 1970. (Author's Ref No W2554/DL)

Front cover (top right): An official view of SEAG van number B730476. (Author's Ref No W50111/BR)

Front cover (bottom left): 15T timber number B455555 at Lowestoft in September 1969. (Author's Ref No W1671/DL)

Front cover (bottom right): An official view of Shochood B wagon number B726266. (Author's Ref No W50095/BR)

Back cover (top left): An official view of Conflat ISO wagon number B511000. (Author's Ref No W50195/BR)

Back cover (top right): Calcium carbide wagon number B870616. (Eric Gent)

Back cover (bottom left): 16T Mineral VB number B582417 in stone traffic, at Peak Forest in August 1973. (Author's Ref No W4395/DL)

Back cover (bottom right): B923325 at Scunthorpe in August 1969. (Author's Ref No W1695/DL)

Wagon and Diagram Number Series

Wagon Number Series (Traditional Fleet)

Most trends have been recorded in the first two volumes in this series. What remains to be noted are the final additions to what will be referred to as the "traditional fleet", by which is meant the non-air-braked fleet (to be covered in detail in the next volume). Traditional fleet numbers were issued well into the 1970s for rebuilt vehicles (beyond the period of this volume) and are recorded here.

B596000 to B596393	16T mineral wagons, rebodied vehicles on 10ft 0in wheelbase with vacuum-braked chassis
B310000 to B314999	21T mineral VB wagons.
B315000 to B317599	21T mineral NF wagons, rebodied vehicles on various chassis.
B290000 to B290485	25 tonne mineral wagons, rebodied vehicles on various chassis (not all built).
B340000 to B340924	25 tonne hopper VB wagons, rebodied vehicles on various chassis (not all built).
B345000 to B346468	25 tonne hopper NF wagons, rebodied vehicles on various chassis (not all built).
B350000 to B355796	26T/32T hopper AB wagons, "merry-go-round" wagons, B-prefix dropped after this and continued in "air-braked" series.
B455500 to B455579	15T timber wagons.
B510000 to B510049,	Container wagons.
B511000 to B511023	
B601000 to B601493,	Container wagons, Freightliner flat wagons, B-prefix dropped after this, and continued in
B601999 to B602947	"air-braked" series.
B710250 to B710255,	Experimental wagons.
B738489	
B745000 to B745999	Car-carrying wagons, used for Soda Ash, production ceasing after B745986.
(with gaps) and B745500	
to B745579	
B748000 to B748799	Car-carrying wagons, production ceasing after B748793.
(with gaps)	
B870500 to B871999	Covered hopper wagons, production ceasing at B870879.
B873000 to B874999	Covered hopper wagons, production ceasing at B874186.
B885000 to B885999	Bulk grain hopper wagons, production ceasing at B885709.
B886000 to B886999	Covered hopper wagons, virtually completed.
B922000 to B926999	30T bogie bolster wagons, production ceasing after B924899.
B927000 to B929999	42T bogie bolster wagons, production ceasing after B928199.
B946000 to B946999	50T bogie bolster wagons, production ceasing after B946229.
B947000 to B948999	Bogie plate wagons, production ceasing after B948409.
B949000 to B949999	Steel coil wagons, many gaps, production ceasing after B949608
B950000 to B959999	Brake vans, production ceasing after B955247.
B960000 to B964999	Miscellaneous types, only use B960000 to B960023 (Coil X conversions) and B964000 to B964121 (diesel brake tenders)
DB965000 to DB999999	Non-revenue-earning stock (to be covered in full in later books in this series).

WAGONS OF THE FINAL BRITISH RAILWAYS ERA

24½T Mineral and Coal Hopper Wagons

The 24½T Mineral wagons continued to be built until late 1962. All were accredited diagram 1/118 vehicles and had 1ft 8½in Oleo hydraulic buffers and roller bearings.

The 24½T Hopper wagons were built in larger numbers, until early 1965, and there were far more variations. Lots 3315 and 3425 were to diagram 1/153 with clasp-type disc vacuum-brakes, Oleo hydraulic buffers and roller bearings; bauxite livery was applied to these. Lots 3426 and 3437 were unfitted. Self-contained buffers were originally fitted to lot 3426 (diagram 1/154) and Oleo hydraulic buffers were originally fitted to lot 3437 (diagram 1/148); all had roller bearings. Lots 3466, 3525 and 3526 (diagram 1/155) were also unfitted, with Oleo hydraulic buffers and roller bearings. Lot 3466 were grey livery; lot 3525 were delivered in freight brown with post-1964 lettering; lot 3526 had freight brown lettering panels, but were given a quick Rail Grey overpaint, which faded badly.

B282995 – B283129	24½T MIN (Diagram 1/118)	7/1962 – 9/1962	3388	BR Shildon
B283130 – B283394	24½T MIN (Diagram 1/118)	1/1962 – 4/1962	3427	BR Ashford
B335595 – B335694	24½T HOP (Diagram 1/153)	7/1961 – 5/1962	3315	BR Shildon
B336235 – B336384	24½T HOP (Diagram 1/153)	7/1962 – 9/1962	3425	BR Shildon
B336385 – B336932	24½T HOP (Diagram 1/154)	2/1962 – 6/1962	3426	BR Shildon
B336933 – B337175	24½T HOP (Diagram 1/148)	9/1962 – 11/1962	3437	BR Shildon
B337176 – B337753	24½T HOP (Diagram 1/155)	3/1963 – 7/1963	3466	BR Shildon
B337754 – B338162	24½T HOP (Diagram 1/155)	11/1964 – 2/1965	3525	Pressed Steel Ltd
B338163 – B338262	24½T HOP (Diagram 1/155)	10/1964 – 12/1964	3526	BR Shildon

Allocation details for the Minerals, as far as is known, was as follows:

B282995 to B283129 LOAD ONLY TO SHEEPBRIDGE IRON & STEEL WORKS
 B283296 to B283298, B283303-47/52/5 LOAD ONLY TO JOHN SUMMERS & SONS, Ltd., HAWARDEN BRIDGE, SHOTWICK SIDING, LMR (GC)
 B283130-5/7-52/4/6-61/6-77/80-5/7/9/90 EMPTY TO BANNOCKBURN COLLIERY ScR. LOAD ONLY TO S.S.E.B. POWER STATIONS
 B283136/53/5/63-5/78/9/86/96/8, B283200/2/3/5/11/2/6-23/5/8/31 EMPTY TO WESTFIELD OPENCASE CENTRE ScR. LOAD ONLY TO S.S.E.B. POWER STATIONS
 B283162/88/91-5/7/9, B283201/4/6-10/3/24/6/30 EMPTY TO DALKEITH PREPARATION PLANT ScR. LOAD ONLY TO S.S.E.B. POWER STATIONS
 B283227/9/32-47/9-76/8-81 EMPTY TO NEW MONCKTON COLLIERY NER. LOAD ONLY TO SKELTON GRANGE POWER STATION POWER STATION
 B283248/77/82-95/9, B283300-2 EMPTY TO SOUTH KIRKBY COLLIERY NER. LOAD ONLY TO SKELTON GRANGE POWER STATION POWER STATION
 B283348-51/3/4/6-94 EMPTY TO BANNOCKBURN, WESTFIELD OR DALKEITH SCOTTISH REGION. TO BE LOADED ONLY TO S.S.E.B. POWER STATIONS

Allocation details for the Hoppers, as far as is known, was as follows:

B336385 – B337175 LOAD ONLY TO THORPE MARSH POWER STATION (YORKS.) N.E.R.
 B335595 – B335694, B336235 – B336384 SOUTHERN REGION FOR RICHBOROUGH POWER STATION TRAFFIC

There were no conversions on these vehicles, but both types featured in the rebodding programme and will be dealt with again in the next volume.

THE 1962-1968 PERIOD

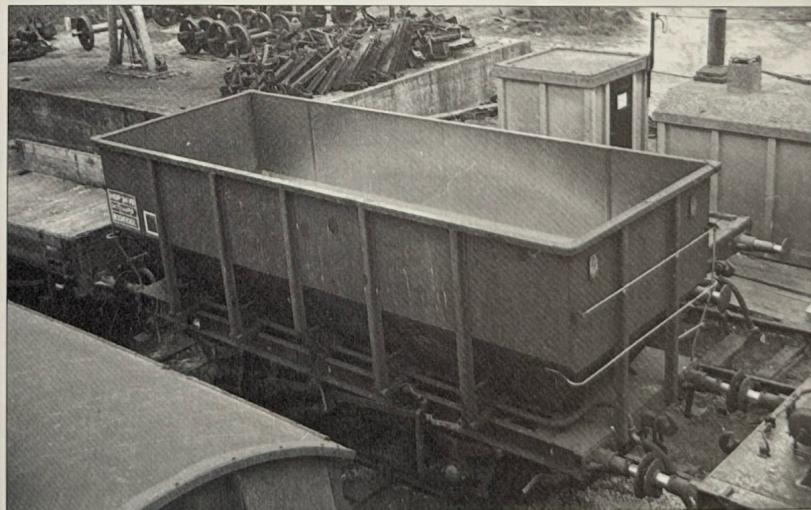
B283063 at Westhouses, Derbyshire in March 1972. This diagram 1/118 wagon has been reallocated, and is now lettered LOAD ONLY TO C.E.G.B. KEADBY POWER STN. G. C. Unusually, it has none of the capacity identification aids mentioned on page 4. Tare weight: 10ton 6cwt. (Author's Ref No W4043/DL)



B283370N at Brynnliw Colliery, South Wales in February 1972. This diagram 1/118 wagon has received the post-1964 lettering style, and has both the capacity identification aids mentioned on page 4. The tare weight seems incorrect if it is 18ton 1cwt or 8ton 1cwt, so actual tare weight is uncertain. (Author's Ref No W3224/DL)



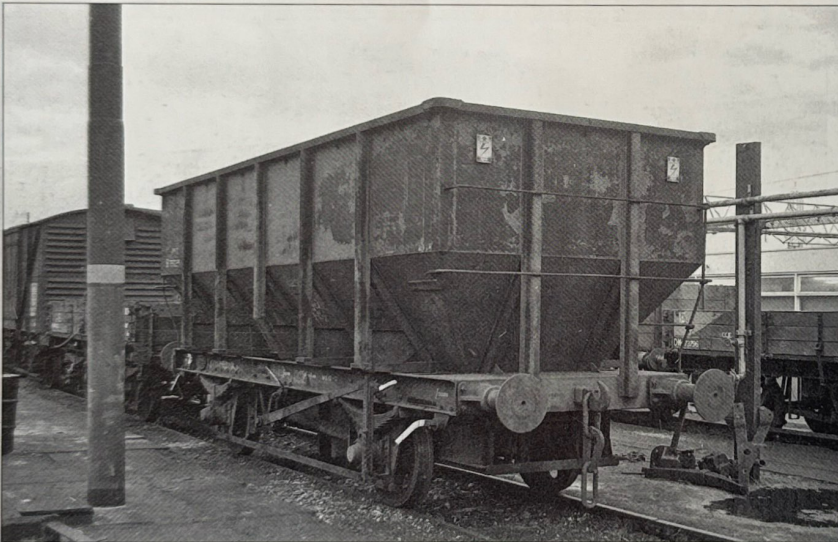
B336320L at Tonbridge, Kent in February 1974. The vacuum pipe of the diagram 1/153 variant can be seen in this high-angle view. The livery is freight brown with correct codes and capacity identification "L" number suffix. It is not known whether there was a yellow triangle. Tare weight: 10ton 6cwt. (Author's Ref No W4460/DL)



WAGONS OF THE FINAL BRITISH RAILWAYS ERA



B336756N at Alloa, Scotland in November 1976. This lot 3426 wagon is in virtually original condition, albeit very weathered. It carries the original lettering panel for THORPE MARSH, and has received an "N" number suffix and the yellow triangle. Tare weight: 10ton 12cwt. (Author's Ref No W5997/DL)



B337235 at Hoo Junction, Rochester in December 1968. This lot 3466 wagon is in such a rusty condition it is difficult to work out the livery. It should be grey and does not appear to have ever been repainted. Tare weight: 10ton 14cwt. (Author's Ref No W1081/DL)



B338121 at Mansfield, Notts in 1970. This lot 3525 wagon is in original condition, including the yellow triangle. Although unfitted, freight brown livery was applied as per the specification when the wagons were ordered from Pressed Steel Ltd. Tare weight: 10ton 15cwt. (Courtesy Eric Gent)

THE 1962-1968 PERIOD

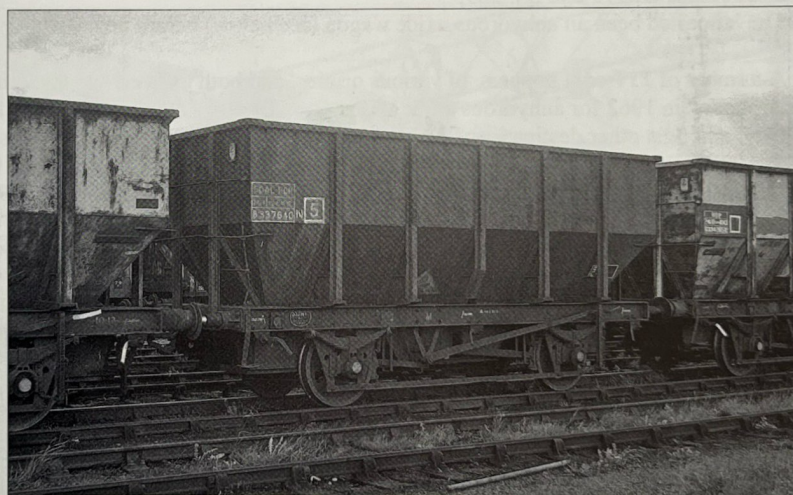
B337542 at Rochester, Kent in March 1975. This lot 3466 wagon is in rusty grey livery. The capacity identification symbols have now been dropped, due to the introduction of TOPS, and the tare is metric (not legible). Unusually, the lettering is not boxed.

(Author's Ref No W5115/DL)



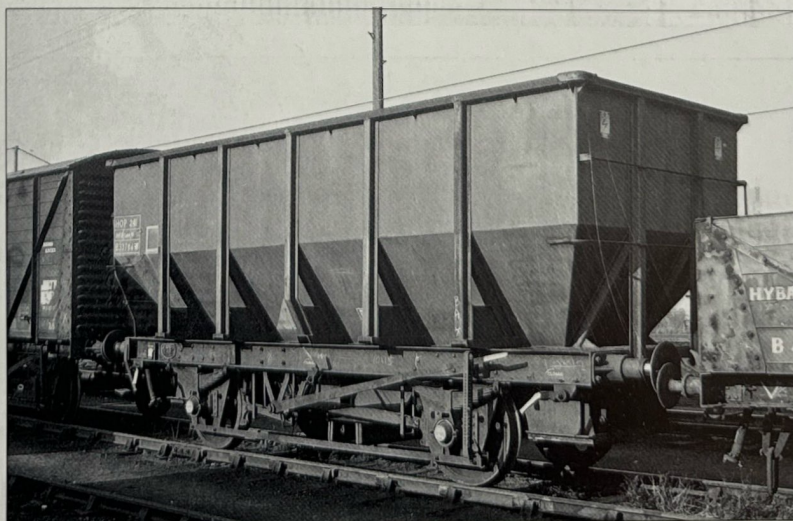
B337640N at Alloa, Scotland in August 1970. This lot 3466 wagon appears to have been repainted freight brown, although it is unfitted. The "N" capacity identification has been added as has the yellow triangle. The number 5 in the box is believed to be some sort of block train identity. Tare weight: 10ton 12cwt.

(Author's Ref No W2921/DL)



B337849N at Hoo Junction, Rochester in March 1969. This is another lot 3525 vehicle in as-delivered freight brown condition, but this one has the "N" suffix as well as the yellow triangle. Tare weight: 10ton 10cwt.

(Author's Ref No W2236/DL)



WAGONS OF THE FINAL BRITISH RAILWAYS ERA

Air-braked Coal Hopper Wagons (Merry-go-round)

British Railways had stuck rigidly to using the vacuum-brake in preference to the Westinghouse-pattern air-brake from 1948. The only vehicles not to have it were those few intended for use on the Dover and Harwich train ferries to Europe, and even these were generally through-piped only.

This changed forever in 1964 with the introduction of air-braked coal hopper wagons. These were actually designed for the National Coal Board by French designers, and were insisted upon over any objections by BR. In this volume, only the batches built during the review period will be noted, together with one early variation, as this class will feature prominently in future volumes.

The basic vehicle was rated at 26T capacity. The second prototype, and others listed below, had what were termed top canopies, and were rated at 32T. During the review period, individual wagons could be seen in use as oil train barrier wagons, and photographs exist of steam locomotives hauling them in coal traffic in the North East and Scotland. The batches built were as follows:

B350000 – B350001	26T AB HOP (Diagram 1/156)	4/1946 – 12/1964	3495	BR Darlington
B350002 – B351681	26T AB HOP (Diagram 1/156)	3/1965 – 6/1966	3528	BR Shildon
B351682 – B351841	26T AB HOP (Diagram 1/156)	9/1965 – 3/1966	3558	BR Ashford
B351842 – B351880	26T AB HOP (Diagram 1/156)	6/1966 – 10/1966	3528	BR Shildon
B351881 – B352693	26T AB HOP (Diagram 1/156)	10/1966 – 7/1967	3574	BR Shildon
B352694 – B352740	26T AB HOP (Diagram 1/156)	8/1967 – 11/1967	3575	BR Shildon
B352741 – B352746	32T AB HOP (Diagram 1/157)	1/1968 – 2/1968	3645	BR Shildon
B352747 – B354246	26T AB HOP (Diagram 1/156)	9/1967 – 11/1968	3646	BR Shildon
B354247 – B354296	26T AB HOP (Diagram 1/156)	10/1968 – 11/1968	3647	BR Shildon
B354297 – B355044	26T AB HOP (Diagram 1/156)	11/1968 – 8/1969	3670	BR Shildon
B355045 – B355344	36T AB HOP (Diagram 1/156)	8/1969 – 12/1969	3688	BR Shildon
B355345 – B355396	26T AB HOP (Diagram 1/156)	7/1969 – 8/1969	3670	BR Shildon
B355397 – B355796	26T AB HOP (Diagram 1/156)	12/1969 – 8/1970	3699	BR Shildon

The above list has gone into 1970; after this, wagons were given numbers without prefixes under the air-braked scheme. In addition to the 32T capacity lot 3645 batch, the following were also of this variation:

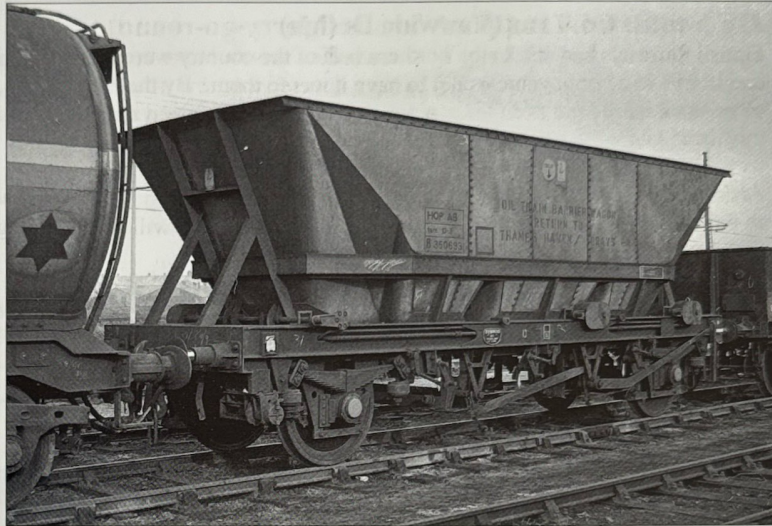
B350001, B350941/63/87, B351010/56/63/77/9/94/6, B351112/3/5/7-9/21/3/4/7/8/31/43/7/56/67/8/71/5/83/5/90/6, B351217/24/5/8/35/9, B351509/32/40/50/6/60/2-4/83/93, B351601/17/38/63/8/78, B351848/56/7/67/70, B352330, B352694/6/8, B352702-12/5/6/8/23-5/7/8/30-3/6-8/40, B353518, B354124, B354247/8/50/4/5/8/9/62-7/9/71/4/5/7/8/80-3/5-7/9/92/4-6, B354420/82, B355144/55



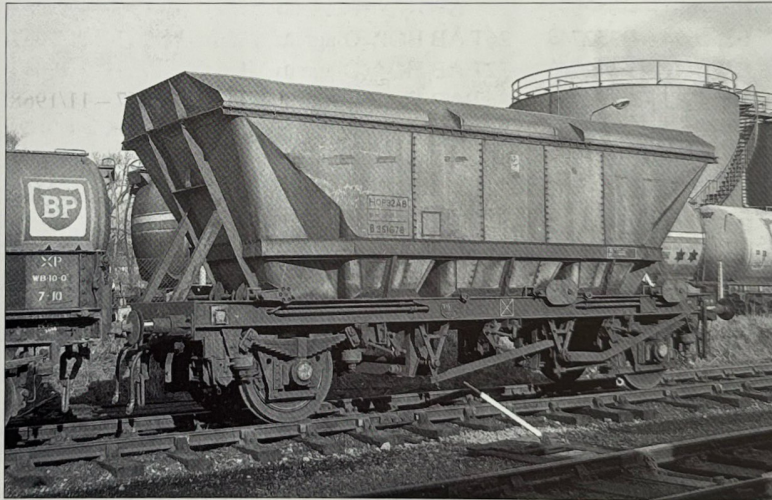
An official view of B350001. This is the second prototype, built to diagram 1/157 and coded HOP 32 AB. Tare weight: 11ton 4cwt. (Author's Ref No W50069/BR)

THE 1962-1968 PERIOD

B350693 at Hoo Junction, Rochester in March 1969. Because railtanks with air brakes were being delivered from 1996, many of these vehicles were seconded to other duties. This example is lettered OIL TRAIN BARRIER WAGON RETURN TO THAMESHAVEN/GRAYS E. R., but in fact it is in use with BP Isle of Grain traffic. Tare weight: 13ton 8cwt. (Author's Ref No W1048/DL)



B351678 at Aylesbury, Bucks in March 1970. This HOP 32 AB also appears to be in oil train barrier traffic, although not especially lettered. It is not known where this variant operated in the review period, but they could subsequently be found in Scotland. The tare weight is not legible. (Author's Ref No W2315/DL)



B354050 at Hoo Junction, Rochester in October 1969. This HOP AB was about a year old when photographed. The side panels were unpainted, and the framing was freight brown. All lettering was black, as was the underframe. Tare weight: 13ton 7cwt. (Author's Ref No W1863/DL)

