



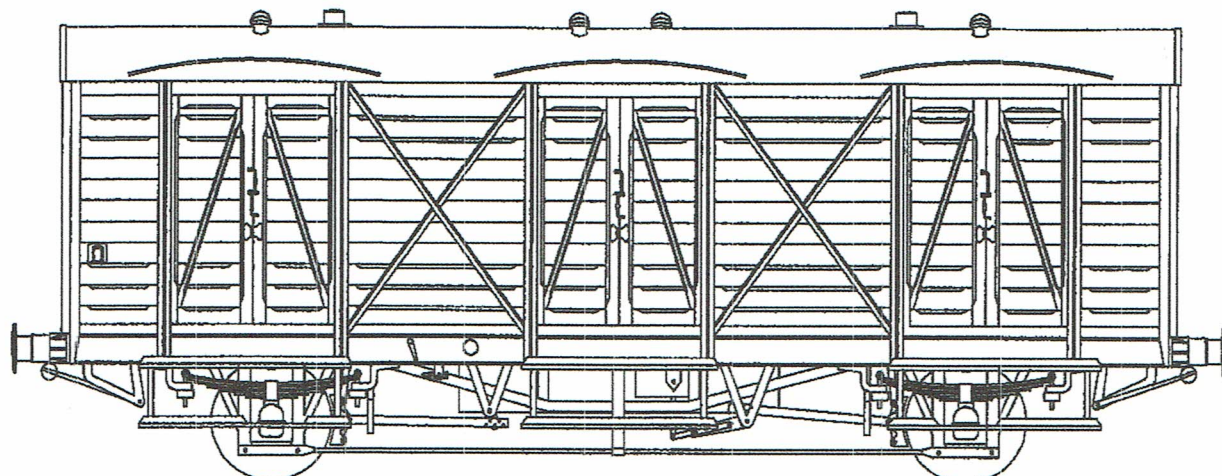
-SPRUNG BUFFERS-
-COMPENSATED-
-COSMETIC SCREW LINK-



BRASS ETCHED KIT
WHEELS & TRANSFERS
REQUIRED TO FINISH



-: BROWN VEHICLE :- G.W.R BLOATER Dia S9 1919 - B.R



- 28'6" OVER HEADSTOCKS - 18ft WHEELBASE -

HISTORY

G.W.R FACILITIES FOR HANDLING FISH WERE LARGELY CONCENTRATED IN CORNWALL AND PEMBROKESHIRE. THE TWO MAIN CENTRES BEING AT NEWLYN (PENZANCE) AND MILFORD HAVEN THE FISH TRAFFIC LANDED IN THESE AREAS WAS SOLD BY AUCTION TO MERCHANTS, BOXED, AND TAKEN TO THE WAITING TRAINS FOR TRANSPORT. THE VEHICLES RAN TO ALL PARTS OF THE COUNTRY. IT WAS CUSTOMARY TO TRANSPORT THE FISH IN FULL TRAINLOADS, BUT SOME VANS WERE TRANSPORTED IN REGULAR VACUUM FREIGHTS CARRYING OTHER PERISHABLES.

THE STANDARD MODERN G.W.R FISH VANS HAD THE TELEGRAPH CODES BLOATER & BLOATER A. DIAGRAM S9 - FIRST APPEARED IN 1920 BEING ORDERED ON CARRIAGE LOT 1271 (40 VANS)

THESE WERE NOT DUAL BRAKED AND WERE CODED "BLOATER"

CARRIAGE LOT 1272 ORDERED 1922 (14 VANS) WERE DUAL BRAKED, AND CODED "BLOATER 'A'"

BUT THE WESTINGHOUSE BRAKES WERE REMOVED IN THE EARLY THIRTIES AND THEY WERE RE-CODED "BLOATER"

CARRIAGE LOT 1307 (29 VANS) ORDERED AUG 1921, IT IS NOT RECORDED IF THESE VANS WERE DUAL BRAKED, BUT IF THIS WAS THE CASE THE AFOREMENTIONED CHANGES WOULD HAVE OCCURRED.

THE TRANSPORT OF FISH WAS FALLING BY 1935, WHEREAS HOLIDAY TRAFFIC WAS INCREASING SO FROM MAY OF THAT YEAR VAN NOS. 2126, 2129, 2127, 2150, 2180, 2184, 2188, 2607, 2613, WERE LOANED TO THE TRAFFIC DEPARTMENT FOR PARCELS AND PASSENGER LUGGAGE IN ADVANCE (PLA) DUTIES. IN JUNE 1935, THESE VANS WERE ISSUED WITH INSTRUCTIONS TO BE FITTED WITH BOARDS OBSCURING "FOR FISH TRAFFIC ONLY" AND TO DISPLAY "PARCELS VAN" WITH "RETURN TO OLD OAK COMMON" OR SIMILAR WRITTEN ON THEM. WHEN THE WAR CAME IN 1939, FISH TRAFFIC HAD DECLINED EVEN FURTHER AND BETWEEN 1939 AND 1941 MORE BLOATERS BECAME PARCEL VANS. FROM 1st MARCH 1941, 1st MARCH OR 28th NOVEMBER 1942 ALL OF THE VANS USED FOR PARCELS TRAFFIC WERE TRANSFERRED TO THE "PARCELS VAN" CLASSIFICATION - NO DIAGRAM NUMBER WAS ISSUED TO COVER THIS. FROM 1943 ONWARDS SOME OF THESE VANS WERE ONCE AGAIN USED FOR FISH AND WERE RECLASSIFIED ACCORDINGLY.

FROM DECEMBER 1943 ONWARDS VANS IN USE FOR FISH TRAFFIC HAD "BLOATER" CHANGED TO "FISH - BLOATER" WRITTEN IN THE LEFT HAND CORNER ON THE BOTTOM TWO PLANKS, WITH THE LOAD WRITTEN AS "10T" IN SMALL BLOCK LETTERS ON THE PLANK ABOVE. THE RIGHT HAND END PANEL CARRIED "XP, WB 18-0, TARE 11-7, AND RUNNING NUMBER ON FOUR SUCCESSIVE PLANKS. THE GWR TOTEM (SHIRT BUTTON) WAS POSITIONED TO THE RIGHT OF THE CENTRE DOORS.

WITH ONLY THREE EXCEPTIONS VAN NOS. 2220, 2259, 2264, ALL OF THESE VANS SURVIVED UNTIL 1950, HOWEVER IN 1956-58 DUE TO THE COLLAPSE OF THE RAILBORNE FISH TRADE AND THE INTRODUCTION OF NEW VANS OF BR(WR) AND BR(ex-LNER) DESIGN, ONLY A FEW OF THE GWR BUILT EXAMPLES LASTED UNTIL 1960 AND NOT LONG AFTER. THEY DID HOWEVER PROVE POPULAR FOR SERVICE USE

RUNNING NUMBERS

LOT 1271 (ORDERED FEB 1919 - COMPLETED DEC 1921)	Nos. 2214-2253 INCL.	WRITTEN "BLOATER"
LOT 1272 (ORDERED FEB 1919 - COMPLETED MAR 1922)	Nos. 2254-2267 INCL.	WRITTEN "BLOATER 'A'"
LOT 1307 (ORDERED AUG 1921 - COMPLETED JAN 1923)	Nos. 2601-2629 INCL.	WRITTEN "BLOATER"

REQUIRES 8 - SPOKE 3' 1 1/2" WHEELS

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