



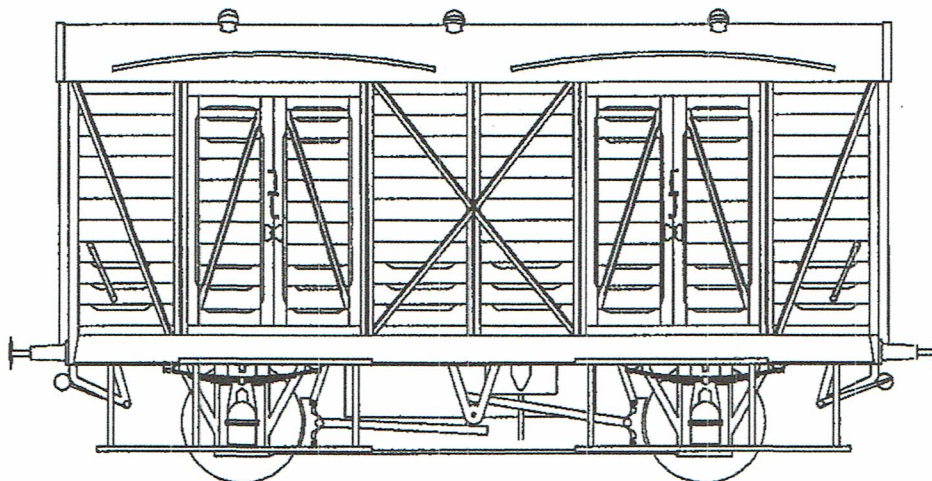
-SPRUNG BUFFERS-  
-COMPENSATED-  
-COSMETIC SCREW LINK-



BRASS ETCHED KIT  
WHEELS & TRANSFERS  
REQUIRED TO FINISH



-: BROWN VEHICLE :-  
G.W.R FISH VAN Dia S6  
1912 - 50's



- 21ft OVER HEADSTOCKS - 12ft WHEELBASE -

HISTORY

FISH VAN Dia. S6 WAS A 4 WHEELED COVERED GOODS WAGON BASED VERY CLOSELY ON THE MINK 'B' AND 'C' AND FRUIT 'C' DESIGN. THEY WERE 21ft LONG OVER HEADSTOCKS, 8ft 4in WIDE OVER STANCHIONS, WITH A MAX WIDTH OF 8ft 8in OVER THE TOP STEPS. HEIGHT WAS 11ft 8 1/2in FROM RAIL TO ROOF. THE BODY WAS WOOD PLANKED WITH TWO PAIRS OF DOUBLE SLIDING DOORS EACH SIDE. THE ROOF WAS FITTED WITH 6 ASHE VENTILATORS. THE UNDERFRAME WAS THE STANDARD 21ft PATTERN WITH A 12ft WHEELBASE, CHURCHWARD CROSS CORNER HANDBRAKE AND VACUUM BRAKE. STEAM PIPE, SCREW COUPLINGS. TYPICAL TARE WAS 10 TONS, AND THEY WERE RESTRICTED TO A LOAD OF 10 TONS, IN SPITE OF THEIR LARGER BODY SIZE WHEN COMPARED WITH THE S2 VANS WHICH WERE SIMILARLY RATED. IN PRACTICE THE WEIGHT OF THE FISH WOULD BE A LOT LESS THAN 10 TONS.

VARIOUS INSTRUCTIONS ON Locomotives AND TRAIN LOADS STATED THAT THE WEIGHT OF A LOADED FISH VAN WAS TO BE TAKEN AS ITS TARE WEIGHT PLUS THREE TONS, THIS WOULD OF COURSE INCLUDE PACKING AND ICE. 25 OF THESE VANS WERE BUILT ON GOODS LOT 700 AND WERE NUMBERED IN THE FREIGHT STOCK SERIES, ALL OF THESE WERE ALLOCATED TO SWANSEA DOCKS. THEY WERE RE-NUMBERED INTO THE PASSENGER VAN SERIES DURING 1915-1919 AND WOULD HAVE BEEN REPAINTED IN THE APPROPRIATE LIVERY.

SIX VANS 2093/4/8, 2101/6/7 WERE RE-ALLOCATED TO CARDIFF GENERAL IN 1928.

ALL OF THE ALLOCATIONS WERE OBLITERATED IN 1942, AND FROM 1944 ONWARDS THEY WERE CLASSIFIED "FISH" WHICH WAS WRITTEN ON THE SIDES. ALL EXCEPT TWO LASTED UNTIL THE SECOND HALF OF THE 1950's BUT THEN WITHDRAWAL WAS VERY RAPID.

RUNNING NUMBERS

LOT 700 - 25 VANS - Nos. 85831 - 85855 (IN THE FREIGHT STOCK LISTS)  
RENUMBERED INTO PASSENGER VAN SERIES AS 2089 - 2113 (DURING 1915 -1919)

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