

Milk? Eeuuurgh!!

With reference to a well-known advert for milk (Accrington Stanley - who are *they?* - from 1989!), I have a passing interest in milk trains as there will be one on my layout, and there was to be one on Finchley too. There's all manner of references on-line and in some books, but seemingly nothing comprehensive to draw it all together in one place. These notes are drawn from the web, plus from a couple of magazine and book articles in my possession - one article in particular appears to have been copied from a LNWR Society journal from 2009 and repeated on the web in a couple of places.

Duchess 46221 'Queen Elizabeth' at Penrith with a train of milk tanks 1962

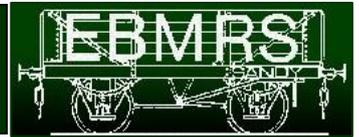


It's reported that a typical creamery would load two 3,000 gallon milk tanks a day - and 3,000 gallons was sufficient to meet the daily needs of about 35,000 people. That same full tank weighed the same as a passenger coach, about 25 tons, and so trains often used top motive power to shift the heavy trains at good speeds. London and the south-east was the principle destination due to the concentration of the population, and most milk was produced in the west or north-west of England, so a 'milk-run' could easily be 250 miles. Nonetheless, milk trains also ran to other conurbations but seem to be much less commonly reported. One aspect that surprised and amused me was that milk was transported from Cromer (a largely arable area and fishing port) to London, whereas fish was imported to Cromer from Hull and elsewhere!

The local creameries might produce their odd few tanks, and these were often collected and marshalled ready for a complete train, or a passing milk train to pick up. Others were simply attached to passenger trains.

A quirk of the milk tank wagons was that the railway company owned the chassis and the tanks belonged to the dairy companies; under British Railways the wagons became pooled for each dairy business, and so the LMS-designed wagons could be seen on the Southern, and so on with all designs.

The earlier tank wagons were on a 4-wheel chassis, but some derailments were experienced due to the milk sloshing around in the tank! Many were therefore rebuilt with a 6-wheel chassis, the 4-wheel versions being extinct in the latter 1930s. There were also stories of the guard being thrown around by the behaviour of the milk in the tanks, so occasionally the guard's brake coach was marshalled in the middle of the train to mitigate the issue.



In 1931 the Southern introduced flat wagons designed to carry 2,000 gallon road tankers, all bar the first few being 6-wheel wagons. Other rail companies followed suit. Photographs apparently show these usually marshalled at the head of a train.

The SR and LMS favoured round section tie-rods between the axle boxes, the GWR had flat strip and the LNER had none. BR used either the round section or flat strip type tie-bars.

There were many designs of tanks large and small, some were set at a visible angle to allow easy unloading. On horizontally mounted tanks the tank access ladder and filling dome were centrally placed on the tank body, but where a sloping tank was fitted the filling cap was at the higher end. Access ladders varied in style and position, some had a working platform at the top of the ladders and there might be hand rails. Some LMS-designed tanks had a catwalk atop the wagon. Southern Railway wagons had additional bracing on the end supports, forming a V shape and they had larger than normal 'dampers' at the ends of the springs.

Some vehicles carried two separate tanks or a single tank divided into two compartments to enable segregated loads of two grades to be shipped. When Channel Islands milk was introduced into the system twin-tank wagons or wagons with two compartments in a single tank were used to separate this from the domestic product; The GWR had various double tank wagons.

The Milk Marketing Board became responsible for milk deliveries from 1942. MMB wagons had a standard wartime livery of an overall grey with 'MMB' and 'MILK' in 4-foot high white letters on the tank side. The original dairy-owned tank liveries reportedly were simply allowed to wear/fade away, with little trace of the original colours by the early 50s, some even having a partial MMB livery simply applied over the top of the original. Post-war the official livery became a black chassis and plain silver tank, with white markings. The dairy company name would be painted on a black-painted stripe or plate, around 4 to 6 inches high and about 36 inches long. Despite this, a good number of tanks were also painted light blue, and some tanks even retaining traces of the original livery into the 1970s.

The silver-painted tanks took on an appearance closer to white when weathered, with considerable dirt and staining and the dairy name worn to a smudge. By the late 1960s only Express Dairies and Unigate were still using rail tanks. Express Dairies added a number plate to the end cross-member, and Unigate also repainted some stock into an orange and white St Ivel livery, with chassis, ladder and end frames in black and white lettering.

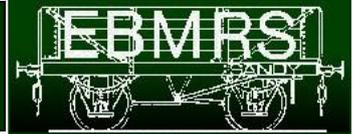
Some statistics and anecdotal notes

By 1883 one farmer alone was sending 19,000 gallons a year to Birmingham; in the early 1900s there was a daily shipment of 50 or so churns from Marston Gate to Aylesbury's Nestle factory for producing condensed milk.

1913: Yeovil Town handled 40,000 gallons of milk, nearby Martock 120,000 gallons.

1923: The peak year, 282 million gallons of milk were being transported annually by rail, most by the GWR, then the LMS, SR and LNER in order of volume moved. In 1925 there was a van allocated to the majority of stations on the former LSWR and S&D network for milk churns to London - the British Railways Illustrated (BRILL) article I have illustrates a 3:10am empties returning from Waterloo with around 40 vans of varying types and destinations. There were all manner of arrangements for transporting the various vans on trains to and from London.

1933: Milk Marketing Board created, then controlling all milk transport from 1942. The MMB moved to road transport by the late 60s, with Unigate and Express Dairies still using rail for a time after that. A report by the Somerset & Dorset in 1934 had noted the MMB changes had resulted in a significant reduction in milk traffic on the line, with more milk for London now sourced nearer to London and the



farmers local to the S&D now seeking alternative markets. The Southern Railway had already noticed milk traffic turning to road hauliers, which is what prompted the development of the milk tank wagons. This required different facilities for loading and meant a big reduction in milk churn handling at other stations, but big volumes where tanks were used - Semley was quickly forwarding half a million gallons a month.

The demand for milk in London remained reasonably constant throughout the year, but milk yields were higher in spring and summer. The excess milk was used for extra production of powdered milk, butter and cheese - The Chard Junction depot once producing a world record amount of butter in one day, and Baily Gate being the largest cheese factory in the world in 1939. Bailey Gate also used milk products to produce animal feedstuffs and an ingredient for milk chocolate.

The LMS trialled two Insulated Milk Vans in 1936, originally prepared for a specific dairy which changed hands in the interim and subsequently decided not to take up usage of the vans. This was coincidental with the MMB changes too, but the vans found successful employment on cream traffic from Ireland (via Stranraer) to London, with 48,000 gallons of cream transported in 1936 compared to less than 30,000 the year before.

By 1948: the MMB was collecting milk from 130,000 farmers, using some 500,000 ten-gallon milk churns and delivering to about 10,000 destinations, mainly dairies but also chocolate factories, dried milk factories and other users. By 1972 the number of individual consumer locations supplied had been drastically rationalised to just 496.

At Rowsley, in the year ended May 1934, milk carriage was valued at almost £17,000 annually. Milk tanks were normally attached either to the 5.18pm local to Derby (for Cricklewood) or the 10.15pm express freight to Brent.

The LNWR's journals of September and December 2009 covered milk traffic, including copies of churn labels demonstrating milk traffic from Banbury LNWR to Forest Hill LBSCR, I believe dating from the 1890s.

Picture: Milk being loaded at Rowsley

The LNER built 7 tanks for the Express Dairies trips to London, estimating this to have replaced around 2,000 churns. However, the churn was still in common use for smaller towns at least until the late 40s, and were still seen in some places perhaps in the very early 1970s. The LNER was known to transport churns in pigeon vans. Much of this changed due to the Milk Marketing Board pushing farmers to invest in more modern equipment to process milk at the farm, from around 1966. This resulted in most milk being collected by lorry, and it's reported the last churn collected (in England/Wales) was in 1979.

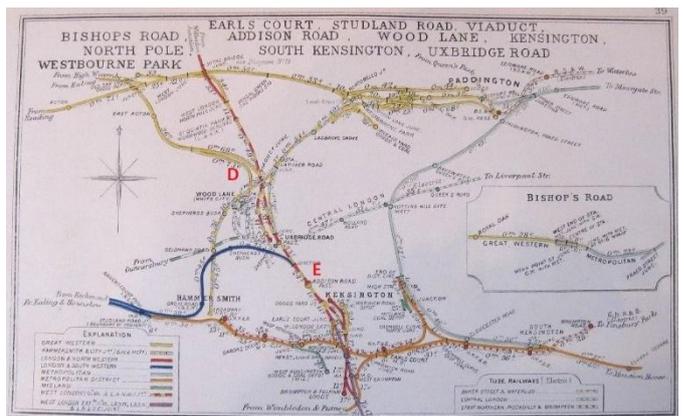


In 1981 a trial was made to once more move milk by rail, from Chard Junction to Stowmarket, with refurbished milk tanks. The trial didn't last long, and just as unsuccessful was Direct Rail Services attempt in the 90s with a train dedicated to semi-trailers of milk on rail wagons, but it was very short lived with often only one truck on a train.

In the 1953 timetable for the North London Line we see Devons Road shed target 7 was for a Class 4 2-6-0 to work a milk train from Kensington at 01:45 arriving at Channelsea Sidings at 02:33 (Marked B on the LH map below). It's believed the train was split here, part being tripped to Ilford, whilst the Class 4 worked some tanks back to Victoria Park (marked C), ran round and continued the short journey to Tredegar Road (between Old Ford/Devons Road, marked A).



Target 23 was another Class 4 duty, arriving at Tredegar Road at 14:40 to collect the milk empties. It then set off to Channelsea to collect the Ilford empties, leaving there at 15:20 to take them all to Shepherds Bush. A very similarly-timed train was still operating in the 1970/71 timetable, and these workings would have been via Finchley & Hackney. I've seen a 1957 photo of a Devons Road Jinty hauling 17 empty milk tanks with an ordinary goods brake van, returning to Shepherds Bush from Tredegar Road. Ilford depot was served by milk tanks from Chard (United Dairies, around 7 tanks a day), but there may have been other suppliers too. Shepherds Bush (Wood Lane) milk depot was a stone's throw from White City Stadium (Marked D, with Kensington E, on RH map) and was, I believe, a Western Region depot - it was on the tracks of the Ealing - Shepherds Bush branch of the GWR, just



off the West London Line - I am presuming the Tredegar Road milk came from Western Region or Southern Region sources.

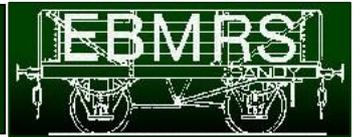
My Dad recalls seeing milk empties returning north-west through High Wycombe around 8pm, possibly to Oxfordshire, usually half-a-dozen or so tanks with a Western steam loco. It may well be these originated from Wood Lane too - the Ealing branch carried on through Greenford to join the GW/GC Joint line. However, it's also possible it was a return of the Dorrington (Shropshire) milk tanks from the IMS (later Express Dairies) bottling plant by Marylebone Station. This ran until 1960 before the plant was converted into offices and the traffic diverted to Kensington. Amusingly, the Art Deco styled building at Wood Lane can be glimpsed near the end of the film 'The Blue Lamp' during the chase of Dirk Bogarde across the tracks.

The BRILL article also reminds us that it was unusual to see sharing of milk tanks between independent dairies, largely because of the variance in tank fittings appropriate to the loading dairy, and also due to the cleaning regime as some tanks were stainless steel and some were glass-lined.

Much has been made of the milk traffic to London and surrounds. Again, in the BRILL article, it tells us of a 1939 working of 5 Southern bogie vans allocated to Wilts United Dairies. 4 were used between Chard Junction and Crewe, whilst the 5th worked with 2 LNER vans all the way to Glasgow. Did they not grow milk in Scotland? There was also traffic from Yeovil to Derby, Newport and Cardiff.

As I was finishing this piece I purchased the July '23 issue of BackTrack which happens to have a good feature on milk traffic in the late 60s and early 70s, and is due a part 2 in a forthcoming issue. The article includes a detailed 1969 timetable for workings associated with milk trains, based on Kensington Olympia. The author tells us that, with light engine workings, there were an astonishing 260 train movements at Olympia associated with milk workings every week.

Kensington was the hub for milk trains from Chard Junction, Exter, Fishguard, Penzance, Seaton Junction, Shrewsbury, St Erth, Tiverton Junction and Whitland. There were also feeder services from Acton Yard, Southall, West Ealing and Willesden, and in turn, milk was forwarded to Channelsea, Clapham for Vauxhall), Cricklewood, Ilford, Morden South, South Ruislip, Stewarts Lane, West Ealing and Wood Lane.



The Dairies, their wagons and some models

In this section I've listed the railway-connected dairies and creameries as stated in the 1956 stations directory - a good list, though not necessarily complete, as I've seen it quoted in 2 places with minor differences. I've combined this with a summary of models available.

One source on the web (Alextrack) states the Dapol and Hornby milk tank wagons are hybrid GW/LMS models, the closest match being diagram O54 for GW and D1992/D1993 for LMS. The Dapol wagons, strangely, seem to have no running numbers. Where known, I have listed the (supposed) diagram number that corresponds with the running number.

4 wheel wagons were normal at first, but 6 wheel wagons became standard from 1931. The dairy company owned the tank and the railway company owned the chassis.

- Carnation Milk
Dumfries, served by the LMS, but types of railway vehicles used are unknown.

- United Dairies
Formed in 1917 from 4 groups, became Unigate (see Cow & Gate, below)
Dairies at Yetminster, Bailey Gate, Wootton Bassett, Welford, Carmarthen, Whitland, Calverley, Ealing Broadway, Mitre Bridge, Shepherds Bush, Finchley and Vauxhall.

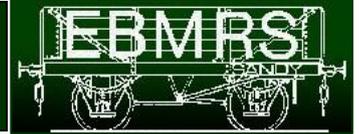
United apparently preferred deliveries via the SR, but there's no specific evidence to state why. The Vauxhall service needed quite complex shunting operations between Clapham Junction, Vauxhall and Waterloo, involving splitting the train in two. The milk was offloaded by pipes across and down through the platforms into the bottling facility in the arches below the station. These two portions then combined into a single empties return train. The last service ran in 1978.

Whitland, at 19 acres, was the largest creamery in Britain, operating from 1930 to 1994.

There is a short film shot at Bailey Gate in the 1960s showing milk tanks being shunted.
<http://www.youtube.com/watch?v=7ch7cBCgmno&feature=related>

Models - Dapol - OO and N, Hornby R007, R015 (101), R6379 (W1954, Dia O52), R6453 (SR4423, Dia1355) R6991, R6992 (4430).





- Primrose Dairies - later part of Unigate Dairy at St Erth

- Aplin & Barrett Yeovil dairy, to Unigate in 1959. Closed in 1976.

Model - Dapol B673, Hornby R6377 (1951, GW Dia 053)



- Mutual Dairies Based at Carmarthen, absorbed by United Dairies

- Cow & Gate Also known as Dried Milk Products or DMP, and merged with United Dairies in 1959 to form Unigate

Dairies at Lostwithiel (DMP), Newcastle Emlyn (C&G) and Wincanton (DMP, C&G) Lostwithiel opened in 1932 as Nestle creamery, later sold to Cow & Gate, though apparently the creamery siding was still named Nestle's in the signal box in the 1970s.

Models - Unigate livery - Dapol - OO and N, St Ivel livery - Hornby R6978 (44029)



- CWS Dairies and London Co-Operative Society Dairies at John O'Gaunt (Leics), Llangadog, Melksham and Wallingford (CWS) and at Puxton & West Ealing (LCS)

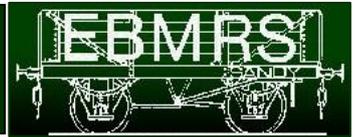
Models - Dapol - OO and N, both CWS and Co-op liveries



- Egginton Dairy At Egginton Junction, between Derby and Stoke. Dairy closed in the 60s

- Express Dairies Express Dairies was so named in 1871 to emphasise the speed of delivery of milk by rail. They generally preferred deliveries via the GWR. Dairies located at Acton (served by St Erth), Kensington Olympia (served from Plymouth and Fishguard) Kensington MMB served from Fishguard and Penzance Appleby, Leyburn, Rowsley, Pipe Gate (Salop) Cricklewood (from Carlisle) Morden (served from Torrington), St Helier, Frome, Horam

The Fishguard and Penzance trains lasted until 1981 and apparently at that time accounted for 25% of all milk transported, some 70 million gallons annually.



Morden dairy in 1977



1933 Mammoth, built at a cost of £2,579!

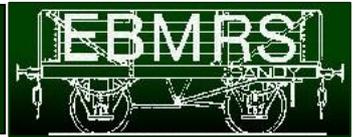
Models - Dapol - OO and N, Hornby - R6378 (GW D O42, 62/2583), R6404 (LMS D 1994, 16/1999), R6404A (LMS D 1994, 25/44190)



- IMS (Independent Milk Supplies)
Operated a dairy at Marlylebone, became part of Express Dairies.

Models - Dapol - OO, Hornby - R6405 (44280)





- West Park Dairy Company
Based at Market Lavington, operated 6 milk tank wagons. Absorbed by Express Dairies.

Models - Dapol - OO, N, Hornby - R6535 (175)



- H Edwards & Son
Not much known, believed based in Wales.

- MMR
No details known

- Libby, McNeil & Libby Ltd - 'Libby's'
Appointed to deal with milk by the war ministry.

- J Lyons & Co
Greenford dairy/food processing plant

- Midland Counties Dairy
Kirkewydd (Welshpool) dairy. Served by the GWR via the Cambrian line

- United Creameries Ltd
Colfin near Stranraer, milk in both tanks and churns.

- Wilts United
Dairies at Buckingham, Hemyock, Bason Bridge (Highbridge branch of the S&D), Chard Junction, Uttoxeter and Nine Elms

- Scottish Milk Marketing Board
Dairies at Dalry and Dalbeattie

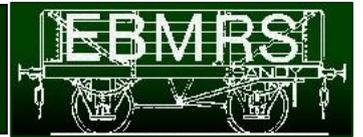
- Nesmilk - became part of Milk Marketing Board
Dairies at Congleton, Carlisle, Ashbourne, Tutbury, Martock, Holt Junction, Bow (next to Old Ford station on the NLL)

- Milk Marketing Board
Dairies at Felin Fran, Pont Llanio, Egremont, Sturminster Newton, Four Crosses

The facility for Ilford was not listed in this article, but may have been built after 1956.

Models - Dapol - OO, Hornby - R6406 (GW diagram), R6567 (LMS D 1994, MMB123)





Other models - Lima, Airfix and Hornby (R6055) all produced the Siphon G in OO, and Dapol in N.



Hornby Siphon G and LMS 6 wheel milk van

David Geen

Brass kits were produced for GWR & LMS types and they occasionally turn up on eBay - but be prepared to pay £50 or more for a kit

Rumney Models

This firm produces detailing items that are specifically targeted at the Geen kits, but I have no idea if they're practical for other types.

Wizard Models

Transfers for United Dairies tank lettering, plus a kit for MR D418 van

Parkside Models

Kit for 4-wheel tank wagon, United Dairies, though I suspect it's a bit generic as it's also the same kit as for an oil tank!

London Road Models

LNWR 6 wheel 26' milk van

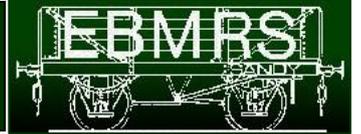
HMRS

Transfer sheets

Example trains and scenes



Warship diesel with a few tanks and brake coach / April 1964 Aberdeen to Perth milk train with an A4



46229 Duchess of Hamilton with northbound empties - brake coach, 17 tanks, brake van and a further 7 tanks



61055 Norwich to London 1950s, showing road tankers on flat trucks

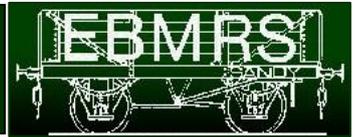


GW Churchward 4705 at Plymouth, 3/8/59, with a milk train from Penzance to Kensington

Ex-LNWR Prince of Wales 25678 with 2 6-wheel tanks, 3 4-wheel tanks, a passenger brake, 2 6-wheel milk vans and another passenger brake.



22/8/59 No 4941 LLangedwyn Hall with milk empties near Frome. Wiki Commons



BR Class 4 75070 about to pass Wimbledon C Box from the Sutton branch with empties for Clapham Junction. 1964
With permission, Derek Bucket.



Black 5 44938 near Perth, with a glimpse of a road milk tank wagon. 04/1962
Chris Gammell



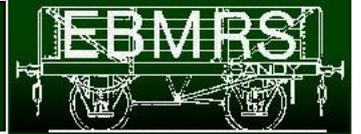
Gravity shunting of a milk tank at Hemyock in Devon. 23/8/64 John Langford



J15 65469 on a Sunday Dereham - Norwich milk trip, seen at Trowse.



Western on empties to St Erth passing Taunton



Kevin Auger



Class 25 25175 with a small rake of empties descending the link from the North London line to Acton, close to Old Oak Common (beyond the bridge)

View northward, towards Waterloo. After being unloaded, by pipes from Vauxhall Station (Windsor Line side) direct to the big United Dairies Depot, the tankers were worked up to Waterloo to reverse and then return to the West Country via Salisbury. Here the locomotive is ex-LSW Drummond class T14



'Paddlebox' 4-6-0 No. 443. Ben Brooksbank, Wikimedia Commons

Beccles railway station with its unusual moving platform - and trolley with some milk churns. The platform was interlocked with the signalling.



April 1954 at Ipswich, with 61674 *West Ham United* on northbound empties.

This is Manchester London Road, pictured in 1901 and showing milk churns lined up on platform 5. This platform was dedicated to the milk trains, with around 21,600 gallons of milk passing through the station daily.

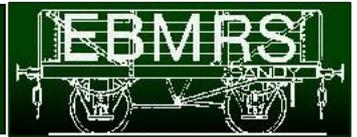


The following table is a summary of vehicle types that survived until the BR period, with some notes regarding the operating company (where known), preserved vehicles and references for HMRS drawings (where known).

You'll note that many types are listed as active up to 1970; this is partially due to BR reclassifying stock around that time. Many of the milk tanks went into departmental use at loco sheds (but not for milk!)

Southern Railway

Diagram Vehicle type	Designer Built	Years active	Build count Running numbers	Built for / Notes
3153 6 wheel tank	Maunsell Lancing	1932-1964	4 4410-4413	Express Dairy
3154 6 wheel mobile carriage truck	Maunsell Lancing	1932-1961	7 4414-4418, 4425,4426	United Dairies
3155 6 wheel tank	Maunsell Lancing	1932-1970	6 4419-4424	United Dairies
3156 6 wheel tank	Maunsell Lancing	1933-1970	2 4427-4428	Express Dairy
3157 6 wheel tank	Maunsell Lancing, Eastleigh	1933-1970	16 4429-4432, 4455-4460, 4461-4466	United Dairies 4430 preserved
3158 6 wheel tank	Maunsell Ashford	1935-1970	2 4433, 4434	Express Dairy
3159 6 wheel tank	Maunsell Lancing	1937-1970	6 4404-4409	CWS 4409 preserved
3161 6 wheel tank	Maunsell Ashford, Eastleigh	1937/1944- 1970	20 4435-4454	Express Dairy



The HMRS has around 25 drawings relating to these milk tank wagons, but no obvious identifiers I can tally with the diagram numbers.

SR Tank no 4430 as preserved

LNER

Diagram Vehicle type	Designer, Built	Years active	Build count Running numbers	Built for / Notes
183 6 wheel mobile milk tank	Gresley Dukinfield	1943-1970	5 70341-70345	CWS (3) MMB (2)
184 6 wheel milk tank	Gresley Doncaster, Stratford, Dukinfield	1928-1934 to 1970	14 70346-70359	United Dairies
220 6 wheel milk tank	Gresley Dukinfield	1936-1970	9 70400-70408	Express Dairy
222 6 wheel milk tank	Gresley Doncaster, Stratford	1929-1970	3 70409-70411	United Dairies conversion of 4 wheel D121 HMRS 19262
295 6 wheel mobile milk tank truck	Gresley York	1939-1965	4 70565-70638	CWS
333 6 wheel milk tank	Thompson York	1945-1970	6 70578-70583	United Dairies
NER Y168 6 wheel milk van	Worsdell York	1908-1953	1 2125	
NBR 34B 6 wheel milk van	Holmes Cowlairs	1915-??	3 955, 1009, 1012	
GN309 Bogie milk brake van 51'1.5"	Gresley Doncaster	1920-1962	3 467-470	
GN310 Bogie milk brake van 51'1.5"	Gresley Doncaster	1921-1962	20 41-49, 400-410	
GN325A Bogie milk brake van 51'1.5"	Gresley Doncaster	1913-1958	3 4151-4153	
GN326 Bogie milk brake van 51'1.5"	Gresley Doncaster	1909-1951	3 4155-4157	
GN329 Bogie milk van 45'	Howlden Doncaster	1904-1956	13 4158-4170	

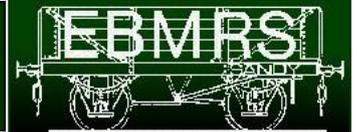


GWR

Diagram Vehicle type	Designer, Built	Years active	Build count Running numbers	Built for / Notes
O3 6 wheel siphon 27'6"	Dean Swindon	1893-1954	11 1895-1962 range	
O4 6 wheel siphon 27'6"	Dean Swindon	1896-1956	76 1641-1890 range	
O5 6 wheel siphon 27'6"	Churchward Swindon	1903-1956	27 1561-1631 range	
O6 6 wheel siphon 27'6"	Churchward Swindon	1905-1953	5 1549-1557 range	
O7 Bogie siphon F 40'	Churchward Swindon	1906-1956	5 1544-1548	
O8 4 wheel siphon C 28'6"	Churchward Swindon	1906-1956	11 1515-1538 range	
O9 4 wheel siphon C 28'6"	Churchward Swindon	1907-1958	26 1482-1523 range	
O10 Bogie siphon H (later G) 50'	Churchward Swindon	1908-1958	1 1502	
O11 Bogie siphon G 50'	Churchward Swindon	1913 to 1927 - 1965	128 1240-1481 range	1257 preserved
O12 Bogie siphon H 50'	Churchward Swindon	1919-1962	20 1422-1441	
O13 4 wheel milk train brake van	Churchward Swindon	1918-1961	4 1397-1400	1399, 1400 preserved
O22 Bogie siphon G 50'	Collett Swindon	1926-1962	31 1186-1270 range	1199 preserved
O31 Bogie siphon J 50'	Collett Swindon	1930-1969	35 1215-1222, 2024-2050	
O33 Bogie siphon G milk van	Collett Swindon, Cravens	1930-1945 to 1980	95 2051-2070, 2751-2800, 2917-2994 ranges	2775, 2790, 2796, 2926, 2943, 2980, 2983, 2988, 2994 preserved Many converted to D.059 or M34.
O34 4 wheel milk tank	Collett Swindon			HMRS 23670
O35 6 wheel milk tank	Collett Swindon	1931-1970	4 2019-2022	West Park Dairy Co HMRS 23669
O36 6 wheel milk tank	Collett Swindon	1932-1966+	3 2071-2073	CWS HMRS 23668
O37 6 wheel milk tank trailer truck	Collett Swindon	1932-1963	16 2501-2580	none stated HMRS 23671 2501, 2564 preserved
O38 6 wheel milk tank	Collett Swindon	1927-1936 to 1970	24 2011-2012, 2504-2573 range, 2712	United Dairies, CWS, West Park Dairy Co, Nestle, IMS HMRS 23674 2504, 2506 preserved
O39 6 wheel milk tank	Collett Swindon	1932-1937 to 1970	18 2512-2592 range	United Dairies HMRS 23675 2536 preserved
O40 Bogie siphon J 50'	Collett Swindon	1933-1962	10 2518-2527	
O41 6 wheel milk tank	Collett Swindon	1935-1970	12 2547-2558	London Co-op



O42 6 wheel milk tank	Collett Swindon	1935-1938 to 1970	9 2561-2598 range	Express Dairies HMRS 23666
O43 6 wheel milk tank	Collett Swindon	1936-1963	6 2567-2576 range	IMS HMRS 23677
O44 6 wheel milk tank	Collett Swindon	1927-1970	10 2001-2010	United Dairies converted from 4 wheel 1936 HMRS 23676 2009 preserved
O45 6 wheel milk tank	Collett Swindon	1931-1970	6 2013-2018	United Dairies converted from 4 wheel 1936 HMRS 23667 2016 preserved
O47 6 wheel milk tank	Collett Swindon	1936-1970	6 2581-2586	Mutual Dairies HMRS 23678
O48 6 wheel milk tank trailer truck	Collett Swindon	1937-1967	10 2599-2600, 2839-2846	HMRS 23663
O49 6 wheel milk tank trailer truck	Collett Swindon	1940-1970	8 1966-1967, 2936-3030 range	HMRS 23662 3030 preserved
O50 6 wheel milk tank	Collett Swindon	1940-1970	4 2932-2935	London Co-op HMRS 23665
O51 6 wheel milk tank	Collett Swindon	1938-1943 to 1970	18 2833-2838, 2947-2963 Range	United Dairies HMRS 23673 2835, 2960 preserved
O52 6 wheel milk tank	Collett Swindon	1942-1970	29 1951-1965, 2001, 2019, 2953-3000 ranges	Express Dairies, Cow & Gate, MMB HMRS 23679 2972 preserved
O53 6 wheel milk tank	Collett Swindon	1944-1970	3 1955-1957	CWS, Aplin & Barrett
O54 6 wheel milk tank	Collett Swindon	1946-1970	10 1968-1977	Express Dairies HMRS 23681
O55 6 wheel milk tank	Collett Swindon	1946-1970	18 1978-1995	Cow & Gate, Aplin & Barrett, MMB HMRS 23682 1985 preserved
O56 6 wheel milk tank	Collett Swindon	1948-1970	32 3055-3060, 3108-3119, 3186-3195	IMS, Aplin & Barrett HMRS 23684 Some examples are rebuilds 3192 preserved
O57 6 wheel milk tank	Collett Swindon	1946-1970	46 3001-3022, 3031-3054	United Dairies HMRS 23689 3018, 3035, 3037, 3043, 3052 preserved
O58 6 wheel milk tank	Collett Swindon	1947-1970	10 3023-3028, 3120-3123	Cow & Gate HMRS 23683
O60 6 wheel milk tank	Collett Swindon	1950-1970	46 3061-3072, 3124-3147 Number range incomplete	United Dairies HMRS 23685
O61 6 wheel milk tank	Hawksworth Swindon	1950-1970	15 3196-3205 plus 5 rebuilds	CWS HMRS 23686
O62 Bogie siphon G 50'	Collett Swindon	1951-1955 to 1983	80 1001-1050, 1310-1339 range	Many converted to Newspaper Vans 1009, 1019, 1025, 1037, 1043, 1047, 1316 preserved

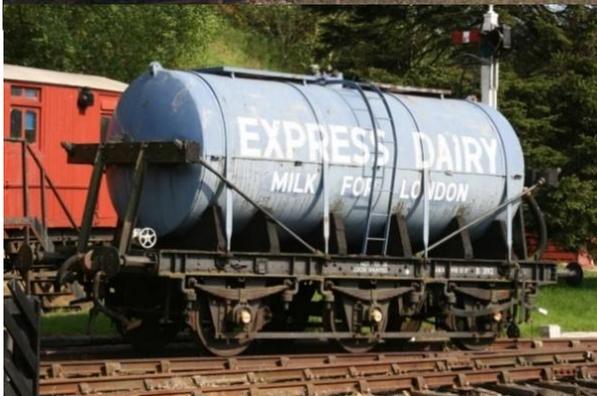


O63 6 wheel milk tank	Hawksworth Swindon	1950-1970	12 3154-3165	Nestles, Cow & Gate HMRS 23672
O64 6 wheel milk tank	Hawksworth Swindon	1950-1970	20 3166-3185	Express Dairies HMRS 23688 3176 preserved
O65 6 wheel milk tank	Hawksworth Swindon	1951-1970	6 3148-3153	MMB HMRS 23687

GW D.O49 trailer truck



Dia. O13 Milk Brake, a Churchward design of 1921. Preserved at the Severn Valley Railway.



This tank appears to be D.056 tank number 3192.

LMS

Diagram Vehicle type	Designer, Built	Years active	Build count Running numbers	Built for / Notes
1873 6 wheel fruit/fish/milk van	Hughes Derby	1924-1961	40 38300-38314, 38500- 38545-38549 range	A further 100 to this diagram built originally to include milk traffic, but confined to fish traffic with BR
1874 6 wheel fruit/fish/milk van	Fowler Wolverton	1927-1961	20 38525-38544	A further 25 to this diagram built originally to include milk traffic, but confined to fish traffic with BR
1936 6 wheel milk van	Stanier Derby	1935	2 38550, 38551	
1989 6 wheel road-rail milk tank	Stanier Derby	1935- ?	5 44295-44299	H Edwards & Son
1990 6 wheel road-rail milk tank	Stanier Derby	1936 - ?	44140-44144, 44153- 44155	CWS
1991 6 wheel milk tank	Lemon Derby	1931 - ?	3 44091, 44092, 44096	Nestles Tank 17'2½" by 6'3½"
1992 6 wheel milk tank	Derby	1937 - 1941 onwards	14 44006-44035 range	Rebuild United Dairies



				44018, 44019 preserved Small tanks at 15'9" by 5'3" dia.
1993 6 wheel milk tank	Derby	1937-1965 onwards	25 44000-44077 range	Rebuild United Dairies (22) Nestles (3) 44000, 44002, 44013 preserved Tanks 16'9" by 6'3"
1994 6 wheel milk tank	Lemon Derby	1932-1941 To 1956-1968	35 44036-44069 27 44078-44107 3 44150-44152 38 44170-44235 3 44250-44252 19 44253-44285 4 44562-44565	Built in many lots, so this is a simple summary United Dairies 44044, 44047, 44057, 44069 preserved Nestles CWS Express Dairy Cow & Gate No operator stated Ministry of War for Libby, McNeil & Libby Ltd Tanks 18'0½" by 6'1"
2002 Bogie 50' Insulated Cream Van	Stanier Wolverton	1938-1972	2 38998-38999	
2173 6 wheel milk tank	Ivatt Derby, Earlestown	1950- ?	62 44500-44561	United Dairies Tank 18'1" by 6'1"
2174 6 wheel milk tank	Ivatt Derby	1950- ?	6 44263-44268	No operator stated Tank 18'0" by 6'1"
LNWR 384 6 wheel milk traffic brake.	Whale Wolverton	1906-1961	37 33442-33478	At least 4 in operation 1954
MR 419 4 wheel milk & fruit van	Clayton Derby	1914 - 1956	21 38440-38491	
M&GSWJ 421 4 wheel milk & parcels van	Derby	1900-1957	1 38620	
NSR 44 6 wheel milk van	Adams Stoke	1906-1950	5 38649-38652, 38667	
NSR 45 6 wheel milk van	Adams Stoke	1912-1956	6 38669-38676	



L&NWR 25'van for fruit and milk traffic, built 1883



LMS 44057 United Dairies tank, to D.1994



Sources & further reading

- Wikipedia: milk trains
- www.lgg.org.uk
- www.modelraildatabase.com
- RMWeb - just search milk !
- www.Expressdairytales.uk
- www.Heritagemachines.com The Express Dairy Motorised Fleet
- www.steve-banks.org
- HMRS drawings
- British Railways pre-Nationalisation Coaching Stock, Hugh Longworth
- Railway Modeller Dec 2012
- LMS Journal nos 29 and 31
- www.rumneymodels.co.uk
- www.alextrack.co.uk
- British Railways Illustrated Dec 2010 and Mar 2012 - with thanks to Bern for supplying this.