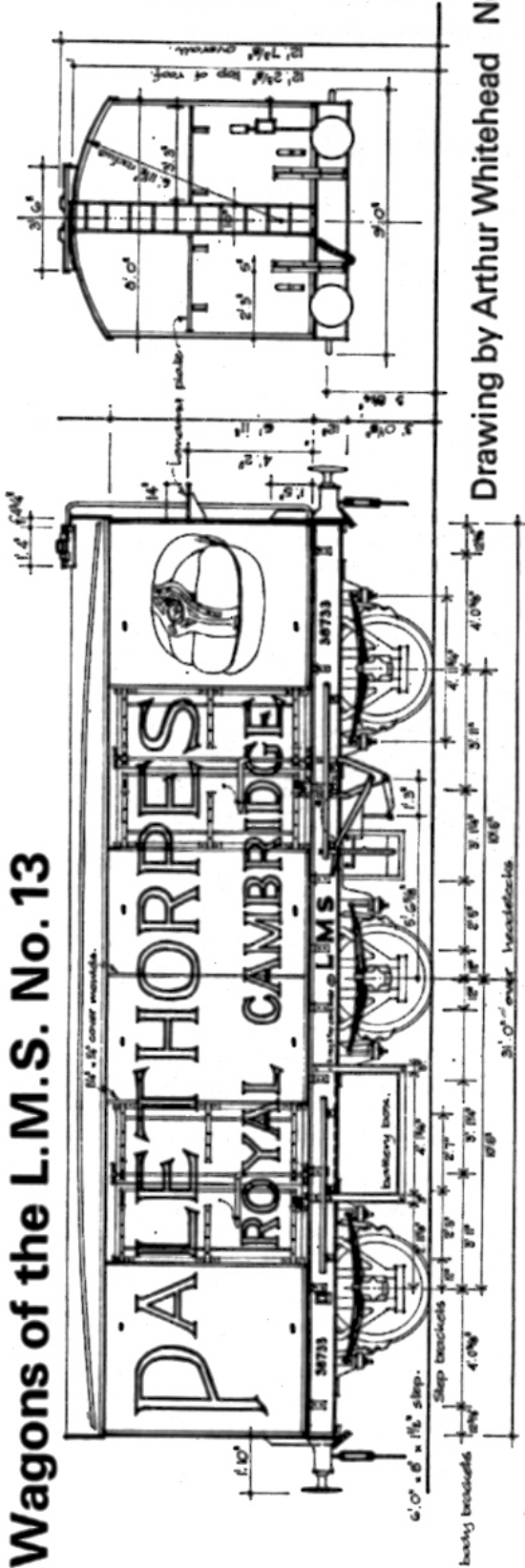


Wagons of the L.M.S. No. 13

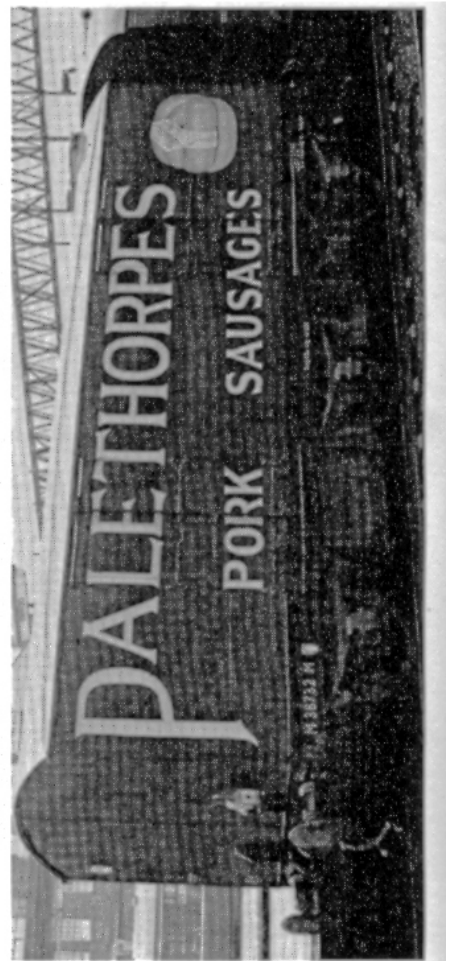


Drawing by Arthur Whitehead Notes by Bob Essery



ABOVE: Pre-war livery.

BELOW: Simplified post-war livery.



Palethorpes sausage van

THIS month we present a seasonal article with the Palethorpes' Sausage Van. We did this in 1963 with the Beer Van and maybe we will try something along the same lines for December 1967.

Since this vehicle is basically the same as the last article on the Insulated Milk Van (October 1966 RAILWAY MODELLER) we have not felt that it was necessary to describe the construction. Another good reason was that neither Arthur nor Keith wanted one of these vans and nobody else felt like asking either of them to paint the complicated pre-war livery. However, the paint style used by B.R. is slightly more simple so some modellers may feel like building one of these vehicles.

Arthur Whitehead's drawing of the 6-wheel van represents one of the several vehicles built during the 1930's for the Palethorpes' Company following the expansion of their business. My own feelings are that these vehicles were used on regular balanced workings.

Mr. F. Garner of Palethorpe's supplied me with some interesting information by saying that in the early 1930's a new railway siding was built at their factory. This could accommodate two or three coaches at a time. The vehicles, specially designed to carry their products packed in cardboard boxes and generally weighing 36lb., were labelled and secured at the factory and then checked and stamped by railway officials. On arrival at the siding, they were sorted and loaded by both

Palethorpe's and railway employees. The boxes were placed in different sections of the coaches depending upon their destination. The coaches, when fully loaded, were withdrawn at different times of the day to be attached to main-line passenger trains. Both the L.M.S. and G.W.R. supplied stock (to different designs) and the destinations were only the larger stations such as Bristol, Cardiff, Bangor, Crew, Manchester, Stockport, Carlisle, Glasgow, Edinburgh, Newcastle and Leeds, etc.

At these stations, the boxes were collected for delivery to Palethorpe's customers by local railway delivery vans. Some traffic was sent by express passenger train and then transferred to local trains. The railway companies provided wicker hampers for the goods, which were distributed to the east and south coast by this method.

Extensive use is still made of British Railways for the transport of Palethorpe's goods to areas not covered by their own road transport and daily coaches are dispatched to South Wales, Scotland and the North Country.

The brief prototype details are: 6-wheel van; Diagram 1955; four vehicles built 1936, Lot 986; Wolverton. Running Nos. 38732-5, which became M38732M-M38735M in B.R. days.

In the next article Smokey Bourne will describe the construction of two Plywood Vans built 1945/6 and still to be seen in large numbers.