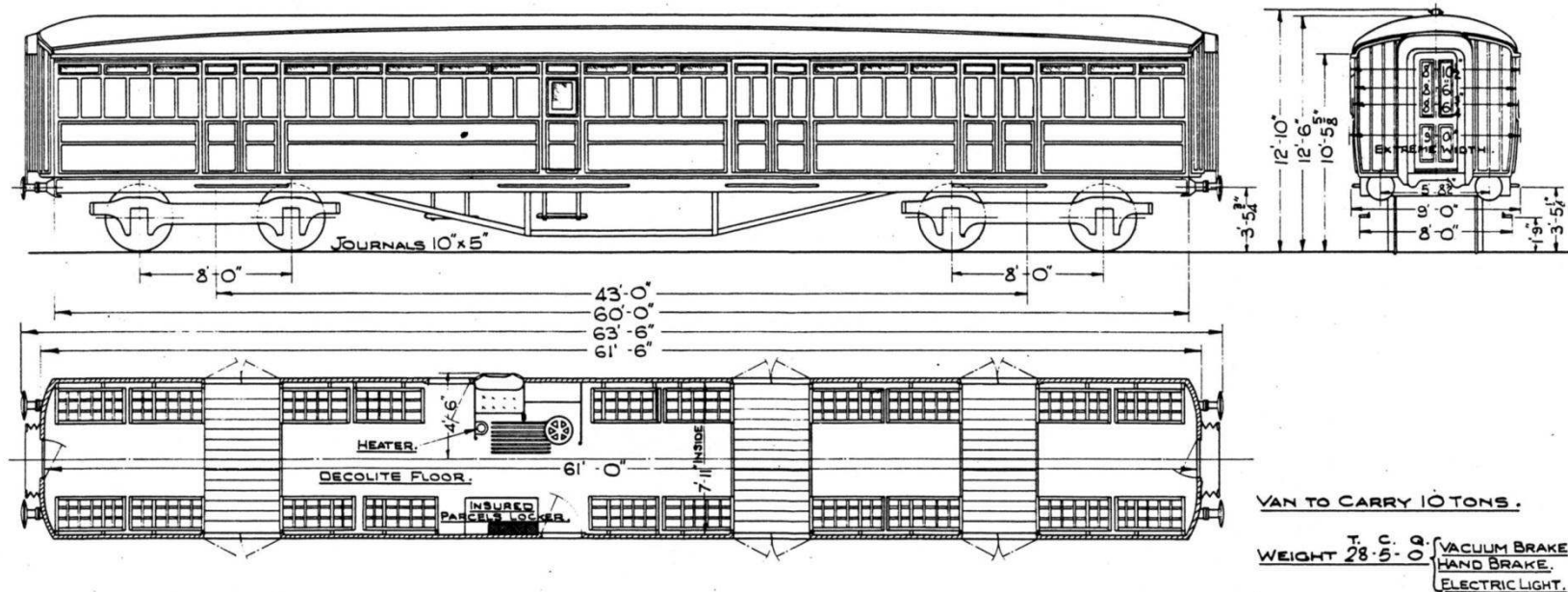


LNER Standard 61' 6" Teak-panelled Vestibuled Carriages – Brake Van (Pigeon) (BV(P)) Diagram 245



These vans were similar to those constructed to the earlier Diagram 113 but built on the later all-welded steel underframe with angle trussing. The ducket (lookout) on one side was fitted to both types.

The parcels and guards accommodation was fitted with three pairs of loading doors each side and separate inward opening doors for the Guard's use, while the ducket was located on the same side as the Guard's seat and the brake wheel.

There is scope for confusion over the allocation of Diagram Numbers to vans of this type.

The original of the sequence was Diagram 43, fitted with GN type 8' wheelbase 'Fox' bogies but without a ducket. Next was Diagram 113, also fitted with the

GN type 'Fox' bogies although some vans later had these replaced by the Gresley 8' wheelbase 'Heavy' single bolster type. Both were built on the earlier riveted Queen post and truss rod underframe.

Diagram 198 followed but with steel-panelled body, then Diagram 245 reverted to teak-panelled body whilst the later Diagram 260 included both teak- and steel-panelled bodied varieties. Lastly Diagram 315 steel-panelled body vans were later reclassified as Diagram 245. All of these were built on the all-welded angle-trussed steel underframe.

This Information Sheet only covers the teak-panelled body vans originally constructed to Diagram 245.

Those built at York in 1943 were to replace others converted to Ward Cars used in Ambulance Trains in World War 2, and no. 4242 was also converted.

These vans were principally intended for conveying racing pigeons – a lucrative traffic – and were fitted with drop-down racks to hold the wicker baskets. Vestibuled vehicles were necessary to permit the owners to travel with or check up on their birds.

Externally, the only visible clue to the principal traffic would be the folded up racks that could be discerned through the glazed toplights.

Allocations were to the Great Northern, the Great Central and North Eastern Areas, with one going to East Coast stock to replace a van lost in an accident.

LNER Standard 61' 6" Teak-panelled Vestibuled Carriages – Brake Van (Pigeon) (BV(P)) Diagram 245

The following table summarises the construction to this Diagram, lists the running numbers used and notes any important changes:

Built	Diagram	Order	Quantity	Built at/by	Original Numbers	1943 Numbers
1938	245	777 870	29 8	York..... York.....	2426-2439, 4233-4247 (4242 converted to Ward Car WD7208) 4213-4220	70412-70425, 70456-70470 70448-70455
1939	245	777 870 878 (Special)	13 3 1	York..... York..... York.....	4248-4253, 5274-5280 5281-5283 1011 (Accident replacement)	70471-70476, 70499-70505 70506-70508 70514
1943	245	1073	18	York.....	70740, 70750-70766 (to replace Vans converted to Ward Cars for Ambulance Trains) (70752 destroyed by enemy action 1944; 70753 written off but details unknown)	70740, 70750-70766

Diagram 245 vehicles were built on the all-welded steel angle-trussed underframe and ran on the 'Gresley' 8'-0" wheelbase 'Heavy' bogie with single bolster. They were fitted with Pullman vestibules and automatic couplers, and retractable 'clipped top' 9" dia. buffers.

Those vehicles built at York in 1943 were ordered as replacements for others modified for use as Ward Cars in Ambulance Trains during World War 2, utilising underframes originally intended for new passenger carriages. One Diagram 245 van, no. 4242 built 1938, was also modified for use as Ward Car WD7208.

No. 70499 was the first Brake Van to be fitted with an enclosure for the Guard in 1945 and nos. E70754 and E70755E were amongst the last LNER carriages to survive in revenue-earning service on British Rail, both being condemned in 1977 - E70754E was later preserved.