



*The detailed wagon and van kit*

## Caledonian Railway London Midland and Scottish Railway

### Diagram 15 Dropside wagon



**Period: from 1900-1935**

**For OO, EM and P4**

#### Requires to complete:

- split spoke wagon 12mm wheels
- paint
- couplings
- transfers

#### Assembly

Please read these instructions before starting to build your model. Examine all the parts and familiarise yourself with their assembly. Remove any moulding flash and ensure all parts fit correctly. We suggest wet fine emery paper (1200 grit) may be useful to clean up flash marks.

Assembly is best carried out using low melt solder or an epoxy resin such as Araldite. Glues like UHU, Multibond or Thixofix can also be used. For small parts use Superglue. To obtain the best results a combination of several techniques will be needed. Carry out a dummy run before starting assembly.

The axleboxes for this vehicle are handed. The left hand axlebox, ie that adjacent to the brake shoe, includes the lever pivot point. It is necessary to ensure that this axlebox is fitted at the left hand end of the wagon if a single shoe brake is fitted. It will be appreciated that not

all wagons had brakes on both sides of the wagon and in consequence you are supplied with three normal axleguards and two with a pivot point.

Check the fit of the wheel bearings in the axle boxes and drill out with a 2mm drill as necessary. Fit the axle guards to one side aligning the w-irons with the crown plate detail on the solebar. The holes in the axlebox casting and pins on the solebars will help in this respect. Check that the centres are 36mm. Fix both ends to one side ensuring that all is square. Attach the second side, again ensuring all is both level and square.

Fit one of the axleguards for the second side with wheel sets in place, ensure the axle is parallel to the side, when satisfied attach. The axle should be supported by the pin point bearings. Repeat for the second axle. Ensure the wagon is level and square using a flat surface such as a glass sheet if not a gentle tweak will ensure that all four wheels are in contact.

Fit the buffers, the rib is on the outside. Fit the single shoe brake gear and lever to one side. Thread a short length of brass wire (3mm say) into the axleguard pivot point and glue insitu. Bore 0.5mm hole in end of brake lever and fit over wire. Repeat for the second if required. Cut the plasticard floor to size and attach in place. After painting fit three link couplings.

#### Finishing

Clean and degrease the model, using White spirit prior to painting. For white metal parts use and etching primer, such as Precision Paints PS1. The model should be painted using the livery of your choice. After painting clean the model using a tissue soaked in white spirit. **This is especially important if you are using dry lettering** such as that available from the Caledonian Railway Association rather than waterslide or 'Methfix' transfers.

#### The Prototype

First built around the turn of the century, these general merchandise wagons were one of the backbones of the wagon fleet for many years. Originally introduced as an 8 ton wagon they were uprated to 10 tons. Over the years the brake gear was modified from the single shoe one side pattern to the single shoe both sides and finally to the conventional either side pattern. Wagons repaired or built after 1911 were required to have a two-lever system but is unlikely that many built with single sided brake gear were altered.

Our kit represents an 8 or 10 ton version with brake parts to build either the single shoe one or two sided version.

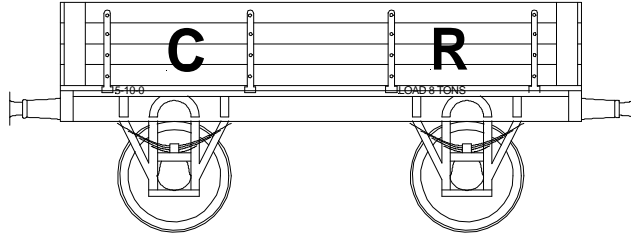
These wagons were built in large numbers and were to be seen in goods yards throughout the country. It is thought unlikely that any survived the 1930's.

#### References:

"British Goods Wagons from 1887 to the present day" by Essery, Rowland & Steel

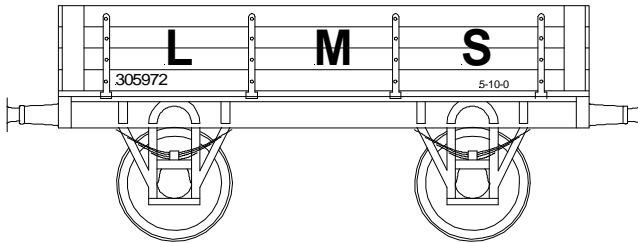
## Livery

### Caledonian Railway c1900-1923



Bodywork, solebars and buffer housing  
Red oxide, Precision Paint P436  
Underframe/brake lever, solebar iron work black  
Letters and numbers white  
HMRS sheet 20, Caledonian Railway Association sheet.

### London Midland and Scottish Railway 1923-demise



Bodywork and solebars grey, Precision Paint P38  
Iron work below solebars black, Precision P975  
Lettering white HMRS sheet 6, Modelmaster 4701

## Acknowledgements

51L would like to thank Ronnie Cockburn and other members of the Caledonian Railway Association for their help and assistance in preparing this model.

## Sample Numbers

Information on Caledonian Wagons is limited but the following numbers are known: 5972, 4741, 35094, and 39207. The LMS renumbered Caledonian wagons by the addition of 300000 to the original number in the range 300001 to 352999.

## Interested in the Caledonian Railway?

Contact the Caledonian Railway Association.

The Membership Secretary  
Mr F Landery  
45 Sycamore Drive  
Hamilton  
ML3 7HF

## 51L

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51L models are available through Wizard Models / 51L. The current version of these assembly instructions will be available on the 51L website: [www.51l.co.uk](http://www.51l.co.uk).

For further help or information please e mail:  
[info@51l.co.uk](mailto:info@51l.co.uk)

## Wizard Models

Wizard Models stocks a wide range of components, paints, transfers and other necessities for the finescale modeller in OO, EM and P4. A full price list, for 50p + SAE can be obtained from :-

Wizard Models.

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Alternatively you may download a PDF from the Wizard Models on line shop which is at:

[www.wizardmodels.co.uk](http://www.wizardmodels.co.uk)

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