



The 4mm wagon and van kit

The Prototype

Pig iron wagons were essentially a short haul, heavily loaded, extremely robust carrying bed for a most uncompromising traffic. Their area of activity would have been the industrial heartlands of Scotland, moving pigs from furnace to rolling mill. When required, these wagons were also used for a variety of traffic including barrels, crates, cotton bales etc.

First built before the turn of the century, these wagons were introduced as an 8 ton wagon, which was later uprated to 10 tons, and then 14 tons with the fitting of heavy-duty Irrasier grease axleboxes and self-contained buffers. Over the years the brake gear would have been modified from the single shoe one side pattern to single shoe both sides and perhaps to the conventional either side pattern. Wagons repaired or built after 1911 were required to have a two-lever system but it is unlikely that many were altered.

The earlier 8/10T version is the subject of 51L kit CRD016E.

At least 1300 diagram 16 wagons were produced of which 550 were 8/10T and 750 are thought to have been 14T wagons.

References

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

Caledonian Railway London Midland and Scottish Railway

Diagram 16 14 ton pig iron wagon From c1890-1935



(photo is of the earlier 8-10T version)

For OO, EM, P4 and S4

Features: White metal body, white metal buffers with steel heads, etched brake levers

Required to complete: split spoke 12mm wheels, bearings, paint, coupling, 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) 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.

Check the fit of your chosen 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, ensuring that the axle is parallel to the side; when satisfied, attach. The axle should be supported by the pinpoint 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. Cut the plasticard floor to size and fix in place.

Fit the buffers with the acute angle on the baseplate to the outside. Fit the single shoe brake gear to one side. Drill a 0.5mm hole through the pip of the right hand end of the spring on the left hand axleguard. Glue a short length of the supplied brass wire (around 3mm) into this hole to form the brake lever pivot. Form the brake lever guide according to the enclosed instruction sheet. Place the lever guide on the solebar to the left of the spring hanger and secure to the solebar and pivot. Repeat for the second side if required. After painting fit three link couplings.

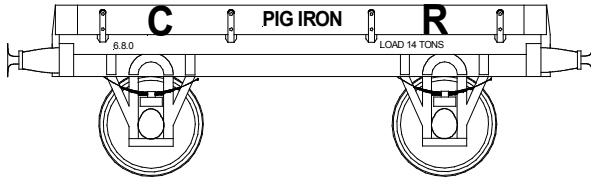
Finishing

Clean and degrease the model, using White spirit prior to painting. For white metal parts use an 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.

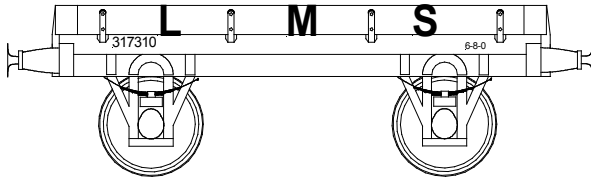
Livery

Caledonian Railway c1890-1923



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.

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

It will be appreciated that many wagons would not have been repainted by the LMS and would remain in a weathered group livery or by that time weathered timber.

Acknowledgements

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

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Sample Numbers

Information on Caledonian Wagons is limited but the following numbers are known to have existed: 17310, 21061.

The LMS renumbered Caledonian wagons by the addition of 300000 to their original number giving numbers 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

51L has a wide range of locomotive, carriage and wagon kits for the following railway companies

GWR and constituents: Cambrian Railway
LMS and Constituents: Glasgow & South Western Railway, Highland Railway, Lancashire & Yorkshire Railway, Midland Railway, North Staffordshire Railway, Caledonian Railway
LNER and constituents: North British Railway, North Eastern Railway

The most recent version of these assembly instructions will be available on the 51L web site: www.51l.co.uk.

For further help or information please email: andrew@modelsignals.com

51L wagon kits and components are available exclusively from Wizard Models.

Wizard Models

Wizard models stocks a wide range of components and other necessities for the modeller in OO, EM and 18.83mm.

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