



The detailed wagon and van kit

The Prototype

The 11' wheel base 10 ton van was built from around 1918; by 1922 there were a fleet of some 449 10 ton vans in service. In 1922 the total covered wagon fleet comprised 1362 wagons some 7% of the total fleet. During this period significant changes to brake gear and possibly axle boxes took place. This kit is supplied with grease and with oil axle boxes and a choice of either single shoe both sides brake gear, either side brake gear or Morton cam break gear.

Wagons of this type would have seen at least 30 years service, surviving grouping and most probably entering into the era of national ownership.

This van was a common sight in goods yards throughout Scotland and Northern England. Photographic evidence exists of similar examples in the Leicester area in 1921.

References

British Goods Wagons from 1887 to the present day
Essery, Rowland & Steel
HMRS Journal Vol 15 No9 P293
British Railway Modelling, Vol 8, no7, October 2000, P46-49

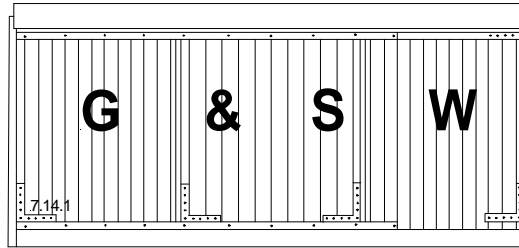
Interested in the Sou-West?

The Glasgow and South Western Railway Association
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Glasgow & South Western Railway London, Midland & Scottish Railway British Rail

Diagram 28, 10t 11' wb Covered goods



Period: from 1918 to mid 1950's

For OO, EM and 18.83mm

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) will be useful to clean up flash marks.

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

Using a 0.3mm diameter drill, drill holes for sliding door handrail, pot marked on the outer surface of side. Check the fit of the wheel bearings and bore out the axleboxes if required with a 2mm diameter drill. The kit is supplied with a choice of either grease or oil axleboxes.

Solder the axleguards of choice to one of the sides ensuring they are square. Fit the ends to one side, again

ensuring all is level and square. Fix the other side again ensuring all is square. Fit one of the axleguards for the second side with wheels in place. The wheel should be supported and run freely. If not either bore out or fill the axlebox hole as required. When satisfied attach the axleguard in place. Repeat for the second axle. Cut the Plasticard floor to shape and glue into the wagon interior. Bend a length of 0.3mm wire to form the door handle, glue or solder in place. Repeat for the second side. Fit the buffers to the ends

Single shoe, either side brake (Original pattern from around 1918 on). Bore a 0.7mm hole in the slide bar V and attach to the inside of each solebar. (The alignment pegs match the holes on the interior of the solebar.) Place the single shoe brake assembly on the slide bar adjacent to the 'V' so that the push rod lever and 'V' are in line and the brake shoe is adjacent to the wheel. Attach the second 'V' to the outside of each solebar in line with the interior 'V'. Thread a short length of 0.7mm wire into the 'V's and brake shoe assembly to from the brake shaft. Fit Brake levers to both sides. Form from supplied wire and attach push rod safety loops. On G&SWR stock these were usually 'hockey stick' shape pointing outwards adjacent to the brake shoe.

Either side brake plain levers (1922 onwards). Assemble the brake gear as above substituting the double shoe brake assembly for the single shoe. Ensure the brake gear is activated in a clockwise direction. Follow instructions above. Attach safety loops to each push rod as above.

Morton Cam brake. Attach the V's as described above. Attach the double shoe brake assembly in place on one side only so that it is activated when the brake cross bar moves in an **anti clockwise** direction. Thread the cross bar into the brake assembly and place between the two 'V's with approximately 1mm length beyond the V. Attach the brake levers ensuring the Morton cam lever is adjacent to the brake shoes and the plain lever is on the opposite side. Attach safety loops.

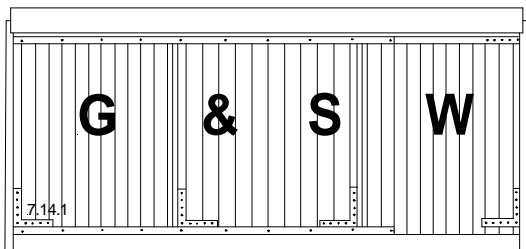
Finally cut the plasticard roof to size, and glue the roof in place. Add rain strips if required. **Note:** You will have some spare parts left over after completing this model.

Finishing

Clean and degrease the model, using white spirit prior to painting. For white metal parts an etching primer, such as Precision Paints PS1, should be used. 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** rather than waterslide or 'methfix' transfers.

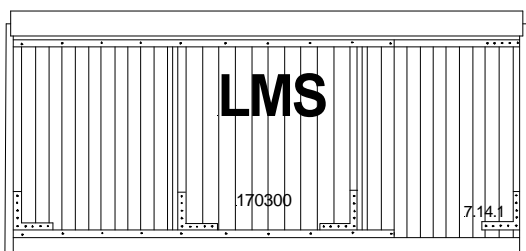
Livery

Glasgow & South Western Railway (1918-1922)



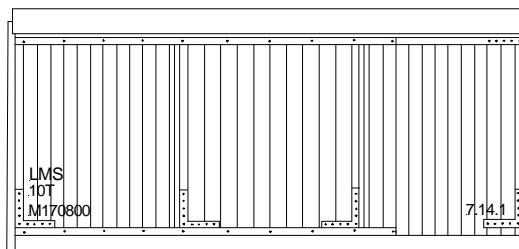
Bodywork and solebars: light grey such as Midland P360
Underframe and brakegear: black Precision Paint P975
Letters and numbers: white
HMRS sheet 20

London, Midland and Scottish [LMS](1923-1937)



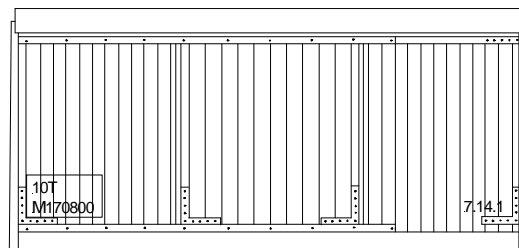
Bodywork, solebars and headstocks: light grey Precision Paint P38
Brakegear: black P975
Letters and numbers: white
HMRS sheet 6 or Modelmaster 4701

London. Midland & Scottish [LMS] (1937-1947)



Bodywork: bauxite Precision Paint P39
Brakegear black
Letters and numbers: white
HMRS sheet 6 or Modelmaster 4701
Numbers: see above

British Rail (1946-demise)



Bodywork: Unpainted or light grey Precision Paint 126
Letters and numbers: white on a black patch
HMRS sheet 25 or Modelmaster 4619
Numbers: In British Rail ownership the LMS number was prefixed with an 'M'

Sample numbers

Little information is available, the only confirmed number being 12880. At Grouping GSWR wagons were renumbered by adding 170,000, giving a number in the range of 170001 – 191,999. British Rail prefixed the number with an M.

51L

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

GWR and constituents:-

Great Western Railway, 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

51L models are available through Wizard Model 51L at selected exhibitions and mail order.

The current version of these assembly instructions may be available on the 51L website: www.51l.co.uk. For further help or information please email: info@51l.co.uk

Wizard Models

Wizard Models stocks a wide range of components, paints, transfers and other necessities for the 4mm modeller in OO, EM and 18.83mm. A full price list, for 50p + SAE can be obtained from: -

Wizard Models.

PO Box 225, Macclesfield, Cheshire, SK10 4GB

Tel / Fax: 01625-585312

Email: sales@wizardmodels.co.uk

www.wizardmodels.co.uk

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