



*The detailed wagon and van kit*

## The Prototype

Built from around the turn of the century this wagon was rated at 8 tons originally but was up rated to 10 tons at some time. Over the years changes to the brake gear occurred with the addition of a second set of single shoe brake gear and perhaps either side brake gear to some vehicles.

A census of rolling stock in 1922 revealed a fleet of 1054 high sided goods wagons of which 725 were rated at 10 tons. Whilst exact numbers are not known it is thought that several hundred vehicles were built over the years. They would have seen an active life of around 30 years. However it is not likely that many would have survived beyond the mid thirties.

This kit represents a version built from around the turn of the century with single shoe brake gear. Parts to fit brake gear to both sides are supplied.

Once a common sight in goods yards in Scotland and Northern England in particular along the west coast. After the introduction of common user arrangements during the Great War it is likely that wagons would have ventured further south.

## References

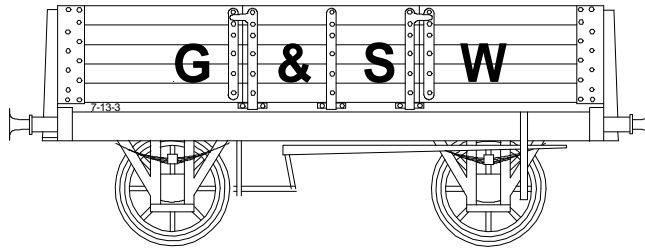
HMRS Journal, Vol 14,no6 and Vol 15, nos 7 and 9.  
British Railway Modelling, Vol 8, no7, October 2000, P46-49  
British Goods Wagons from 1887 to the present day, R Essery, D Rowland & W Steel

## Interested in the Sou-West?

The Glasgow and South Western Railway Association  
Membership Secretary  
Graham Robinson  
4 Clodiorderick Avenue  
Kilbarchan  
Renfrewshire  
TA10 2AY

## Glasgow & South Western Railway London Midland and Scottish Railway

### 10 ton High Sided Goods Wagon



c1900 to c1935

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 kit. 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.

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 give the best results a combination of several techniques will be needed.

Ensure the bearings fit in the axle boxes, boring with a 2mm drill bit if required. Attach axle boxes to the solebars using the crown plates for guidance on one side.

Fit the ends to one of the sides ensuring all is level and square. Secure the second side in place again ensuring all is square. Check the fit of one axle with the

axleguards in place. Pack the bearings in the axleboxes to achieve a secure fit if required. Attach the second axleguard with the axle in place. Use split spoke or possibly 8 spoke wagon wheels depending on period. Repeat for the second axle. Check all is level and square. If not gently tweak the wagon to bring all four wheels into contact with a flat surface such as a glass sheet.

The buffers should now be attached in place. The bolts should be at the 12 and 6 o'clock and 9 o'clock positions when viewing the wagon end face on.

Attach the single shoe brake and lever to one side. For wagons in service during or after the Great War period a second set of brake gear should be added to the opposite side. However some wagons with one side only brakes would have remained in service after this time.

Cut the plasticard floor to size and glue in place.

### Finishing

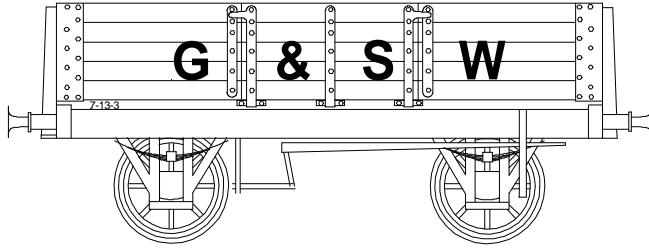
Clean and degrease your wagon prior to painting. Do not use washing up liquids because they contain chemicals to enhance brightness which are detrimental to paint adhesion.

For white metal wagons the use of an etch primer such as Precision Paints PS1 is necessary. Follow by the wagon colour of your choice. Prior to lettering clean the wagon with a white spirit soaked tissue to remove any surface dust. **This is particularly important when dry lettering is to be used.**

## Livery

Letter your wagon to suit your chosen period. Suitable lettering is supplied by the HMRS and Modelmaster and paint by Precision Paint for the G&SWR and LMS periods. It will be appreciated that the LMS or BR would not have repainted many wagons, and early liveries could have been around for many years.

### Glasgow and South Western Railway 1900-1923

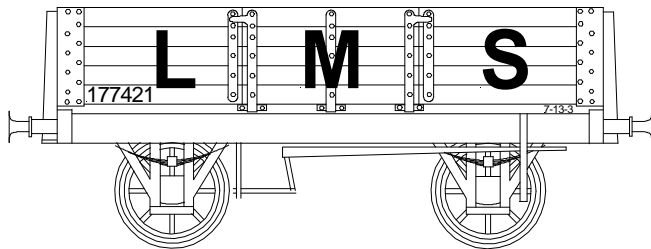


Body and solebars, Light grey similar to Midland light grey  
Precision paint P360.

Underframe/brakegear black

Letters and numbers white, 14", HMRS sheet 20

### London Midland and Scottish Railway 1923-37



Bodywork, solebars and all iron work: grey, Precision  
Paint P38

Lettering white, HMRS sheet 6, Modelmaster 4701

## Sample Numbers

Information on Glasgow and South Western wagons is limited and few photographs exist.

Numbers are known to have included 7421, 8191, 8363, 8441 and 9593. In the LMS period G&SWR wagons were renumbered by the addition of 170,000 to their original number, in the range 170,001-191,999.

## Acknowledgements

51L would like to thank Andrew Swan and Ian Middleditch for their assistance in preparing this model.

## 51L

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

GWR and constituents:-

Cambrian Railway, Great Western Railway

LMS and Constituents:-

North Staffordshire, Lancashire & Yorkshire, London and North Western, Glasgow & South Western, Midland, Scottish Joint Stock and Caledonian Railways

LNER and constituents:-

North British, North Eastern Railway

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).

## Wizard Models

Wizard models stocks a wide range of components, paints, transfers and other necessities for the finescale 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

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Email: Peter@51L.co.uk.

[www.51l.co.uk](http://www.51l.co.uk).

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