



The detailed wagon and van kit

The Prototype

The Highland Railway had a range of 'Twin' timber wagons built at Inverness at around the turn of the century. Originally with removable non swivel bolsters, later wagons were equipped with swivelling bolsters from new. Numerous alterations occurred including the fixing of end sheeting and perhaps drop doors at one end. However photographs show the original three bolt buffer and 'scotch' brake on both sides of the wagon in both LMS and BR livery.

This kit depicts a 8 ton version which may be built with swivel or non-swivelling bolsters and open ends.

Twin wagons were used for a wide variety of traffic, in pairs, threes or in fact any number as the need arose! They were normally used for timber and other short loads when the bolster or stanchions were used, Wagons in the centre of loaded rakes had their bolsters removed. The wagon was also used for road vehicles or similar flat loads when the bolsters were removed. Removed bolsters were to be stored diagonally on the wagon floor. This wagon was a not uncommon sight in goods yards in Northern Scotland and and on occasions in Southern Scotland and Northern England. Twin wagons were long lived and saw an active life of over 50 years.

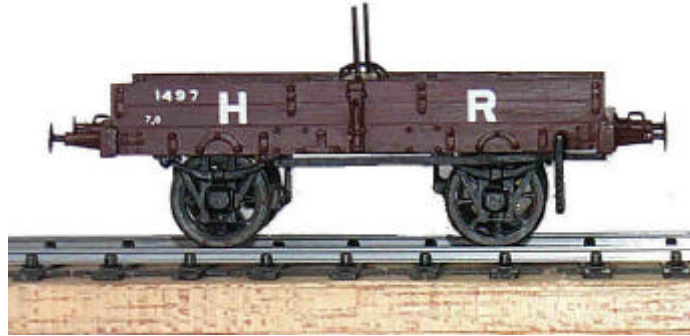
References

Carriages and Wagons of the Highland Railway, Hunter

Interested in the Highland Railway?

Contact the Highland Railway Society
Membership Secretary
Don Massey
17 Wellyards Close
Weston
Staffordshire
ST18 0JW

Highland Railway London Midland and Scottish Railway British Rail Diagram 36 8 ton Twin Wagon Pair



c1900 to 1950's

for OO, EM and P4

Note: this model contains 1 'pair' consisting of 2 wagons

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 may also be used. For small parts use Superglue. To give the best results a combination of several techniques will be needed.

Fit the floor to one of the sides ensuring all is level and square. Secure one end in place followed by the second side and lastly the second end. Again ensure all is square. Bore out the horse hook holes to accept 0.45mm wire. Place one end of a short L shape in each hole the free end should be rounded and should face the wagon end.

Assemble the etched brass w-irons following the attached instructions. Use the straight bridal bar. We suggest the w-irons are painted before fitting of wheels. Use split spoke wagon wheels.

The buffers should now be attached in place. Note Highland Twin buffers are handed! Viewing the wagon end face on the right hand buffer fillet should be at the three o'clock position with the rest at 12 o'clock. The left hand buffer fillet should be at the 9 o'clock position again with the rest at the twelve o'clock position. The buffers supplied may have two rests in which case the second should be removed.

Place both w-irons on the floor using the crown plate coach bolts for positioning. Check the 'rail to buffer centre height' adding packing to w-irons as required, to achieve 14 mm. Glue the w-irons in place. (It may be helpful to draw axle centre lines for guidance.) If the wagon is gently pushed along a flat surface it should run in a straight line. If not one or both of the w-irons are out of line and should be adjusted.

Fit the brake shoe next to the left hand wheel on each side of the wagon followed by the brake lever. Trim the brake lever length so it fits inside the buffer beam.

Taking the bolster bore two 0.7mm holes in the upper surface in pip marks adjacent to the ends. Cut two lengths of wire, each about 10mm in length, to form the bolster pins. The pins should slightly taper. If the bolster is to be fitted bore a 0.7mm hole in the lower surface at the central pip mark and also a central hole in the floor, pip marked on the under surface. Insert a short length (4 mm) of wire into the bolster using the 0.7mm wire supplied. Form the bolster shackles from the 0.45mm wire supplied. It is likely that the shackles were round in shape. They can be formed by wrapping the wire around a round object of suitable diameter such as a file handle. Bore holes in the bolster sides (pip marked) and fit. See sketch.
<insert drawing here>

If the wagon is to have a swivelling bolster a metal rubbing plate should be fitted to the wagon floor using the microstrip supplied. Using the central hole draw a circle (10mm diameter say) on the floor with a compass. Using the circle as a guide glue two lengths of microstrip to the floor with solvent. (Note the exact size and position of the rubbing plate is not known).

Fit screw couplings to complete. Wagons operating in the early days of this century may have had safety chains fitted either side of the coupling hook. These were probably made of 5 links of chain and a hook.

Repeat for the second wagon.

Finishing

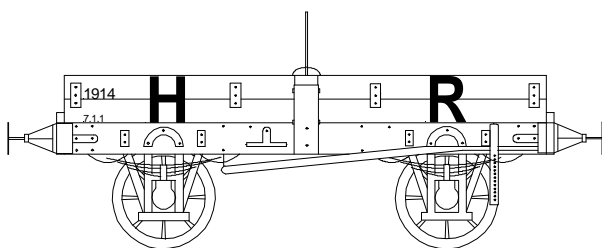
Clean and degrease your wagon prior to painting. Do not use washing up liquid because chemicals to enhance brightness are added which are detrimental to paint adhesion.

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

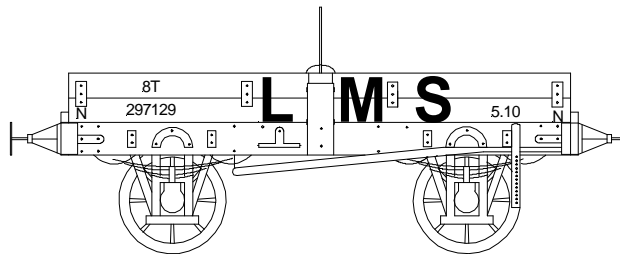
Letter your wagon to suit your chosen period. Suitable lettering is supplied by the HMRS and Modelmaster and paint by Precision Paint for the LMS and BR periods. It will be appreciated that many wagons would not have been repainted by the LMS or BR, and early liveries could have been around for many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

Highland Railway 1900-1923



Body and solebars Indian Red
Underframe/brakegear Black
Letters and numbers White, HMRS sheet 20

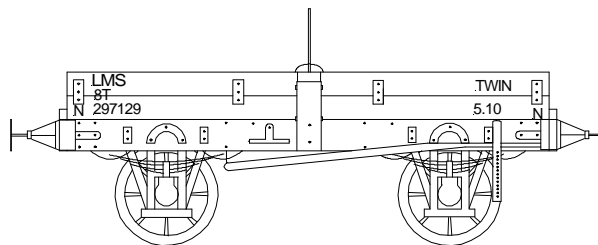
London Midland and Scottish Railway 1923-37



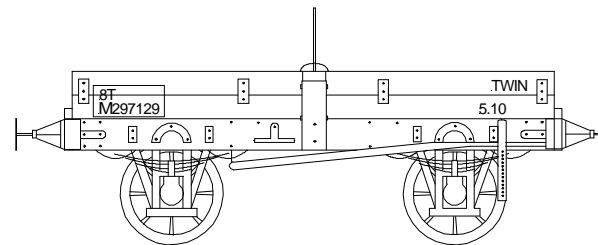
Bodywork, solebars and all iron work grey, Precision Paint P38

Lettering white, HMRS sheet 6, Modelmaster 4701

London Midland and Scottish Railway 1936-1948



Body bauxite Precision Paint P39



Lettering white HMRS sheet 6, Modelmaster sheet 4701

BR 1946-demise

Light grey, or bare timber with lettering on a black patch.

Precision Paint P126

Lettering and numbers white

HMRS sheet 25, Modelmaster sheet 4626, 4627

Sample numbers

Information on Highland Railway wagons is limited and few photographs exist.

Numbers are known to have included 297129, and 297053 in the LMS period and M297053 in the BR period. In the LMS period Highland wagons were renumbered using the first available number in the range 292000- 299999. In the BR period the number was prefixed M.

Acknowledgments

51L would like to thank Peter Tatlow, John Deakin and other members of the Highland Railway Society for their assistance in preparing this kit.

Other kits in the 51L range

Caledonian Railway,
Cambrian Railway
Glasgow and South Western Railway,
North British Railway
North Eastern Railway
North Staffordshire Railway
Chowbent 4mm
Send an SAE for the 51L list.

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: info@51l.co.uk

Wizard Models

Wizard models stocks a wide range of components, paints, transfers and other necessities for the modeller in OO, EM and P4. 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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