



The 4mm wagon and van kit

### The Prototype

In 1911, the North Staffordshire Railway ordered six silk vans from Harrison & Camm of Rotherham. It is not known if these were replacements for existing stock or indeed how silk was carried prior to the order of these specialised vehicles.

The silk van was similar in outward appearance and dimensions to the Diagram 9 covered goods van ordered later in the year. Fitted with carriage wheels, buffers (12" head), automatic vacuum brake and screw couplings these were special vehicles yet, surprisingly, listed in the goods diagram book. The life span of these vehicles is not known and to date no photographs have been found.

The wagons were used for silk traffic between Macclesfield, Congleton, Leek and London and very probably to other areas where 'making up' was an important industry.

### References

Due to a fire at Derby very little information is known about North Staffordshire Wagons. However, the modeller is referred to the following publication:

North Staffordshire Wagons, G F Chadwick, p61

### Interested in the Knotty?

Hon Membership Secretary  
Mr. David Moore  
6 Pennine Way  
Biddulph  
Staffordshire ST8 7EJ

[www.nsrsg.org.uk](http://www.nsrsg.org.uk)

### Acknowledgements

51L thanks David Jolley, Euan Jennings and other members of the North Staffordshire Study Group.

## North Staffordshire Railway London Midland & Scottish Railway British Railways Diagram 18 Silk Van



from 1911 to c1950s  
For OO, EM, P4 & S4

**Features:** Whitemetal body, solebars and details, etched brass internal W-irons and brake levers

#### Required to complete:

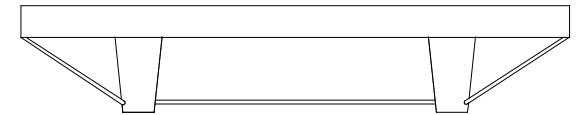
Carriage wheels, 14mm (probably 8 spoke), bearings, screw couplings, paint, transfers

### 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. Take particular care with the corner strapping, as the fine detail is easily lost. We recommend wet fine emery paper (1200 grit). Assembly is best carried out using low melt solder or an epoxy resin such as Araldite. For small parts use superglue. To give the best results a combination of several techniques will be needed.

Fit the ends to the sides ensuring all is level and square. Attach the buffers, with the bolts either side of the 12 and 6 o'clock positions. Prepare the floor from the supplied 0.030" plasticard. This fits inside the van on top of the ledges. (Shim brass soldered in place could also be used for the floor.)

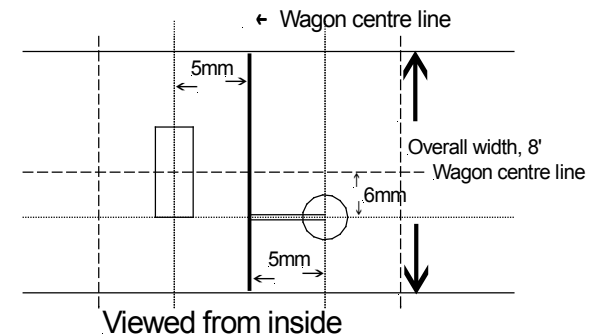
Prepare the solebars for fitting, using the locating pegs to position them on the body's internal ledge (bore out the locating peg holes as required). Attach the axleboxes on to the external W-irons, opening out the pop-marked holes to suit the axlebox rear. Attach 0.4mm nickel silver wire tie bars between the W-irons. These should be just above the bridle bar and slightly flattened so the bar is 'brought forward'. Wires should also be attached between the W-iron and buffer beam. The position in the buffer beam is pop marked; attach the opposite end, again flattened, to the exterior W-iron surface.



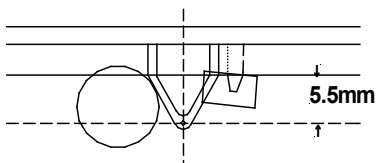
Check the 0.020" plasticard roof for fit. It should be in line with the coach bolts on the wagon side and should extend beyond the ends by approximately 0.6mm each side. Cut the roof to size and glue it in place.

Following the enclosed instructions assemble the internal compensation units (one rocking, one fixed), including the wheels and brake shoes. Place both units on the floor using the exterior W-irons for positioning. Check the rail to buffer centre height and add packing to W-irons as required to give 14 mm. The units should then be glued in place. 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.

Remove the vees from the brake gear fret and attach to the centre of the solebars. The cross rod hole should be 5.5mm below the solebar.



Attach the vacuum cylinder, reservoir and lever, together with a cross shaft from the supplied 0.7mm brass wire. The cylinder pivot point should be normal to the solebar and the reservoir positioned centrally, both components being in line with the centre of the right and left doors respectively. The cylinder is supported on a spigot, which requires a 1.6mm diameter hole. The reservoir requires packing of around 4.5mm.



Attach the vacuum pipes to the wagon ends to the left of the central stanchion and bend them to the left to clear the coupling pockets (the white metal used is ductile and will bend easily.) The pipe spigot should go in a hole bored in the fourth plank up from the headstock.

Add brake shoe cross shafts from the supplied 0.5mm brass wire. Prepare and fit the brake levers, lever guides and safety loops according to the enclosed instructions. Take great care to avoid damaging these delicate parts. The 1911 drawing shows same end brake levers but it is considered that a Morton cam would have been fitted sooner rather than later. The fret allows either option to be chosen; the Morton cam lever goes on the side nearest to the vacuum cylinder. The brake lever guide should be 2mm to the left of the right hand spring carrier.

### Finishing

Clean and degrease your model, using water prior to painting. For whitmetal parts use an etching primer, such as Precision Paints PS1. 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.

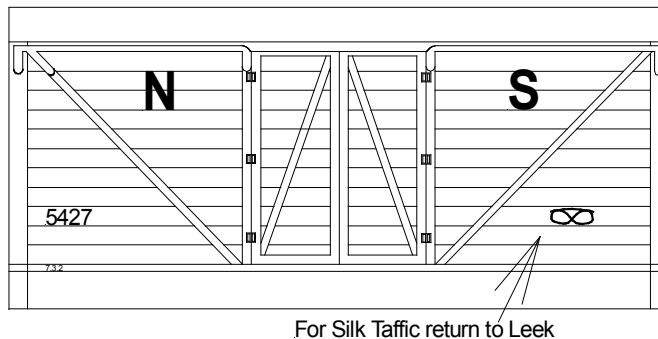
### Livery

The NSR Silk Van livery is not known for certain. George Chadwick believed they were finished in a flat (i.e. not lined or varnished carriage finish) Madder Lake colour but Bernard Holland thought that they would have been in red oxide with white lettering. Milk vans are known to have been in flat Madder Lake with possibly gold or yellow shaded red lettering. Milk vans ex works for

photographic purposes were Madder Lake with yellow shaded red livery but evidence in traffic would suggest gold or unlined yellow.

However the NSR was conscious of its image on foreign workings and may have opted for the better finish of plain Madder Lake on a vehicle working essentially as non-passenger coaching stock.

### North Staffordshire Railway (1911-1923)



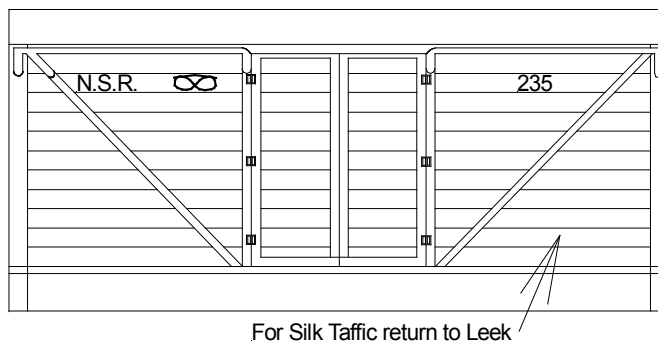
Bodywork: red oxide, Precision Paints P980 or Revell matt 37

Solebars, headstocks: black

Insignia: white

Position is based on covered goods van. The legend could also read to Macclesfield or Congleton, but not Bollington.

**OR:**



Bodywork: unlined Madder Lake (Precision Paints P855)

Solebars, headstocks: black

Insignia: gold, yellow or yellow shaded red

Position is based on Milk van. The legend could also read to Macclesfield or Congleton, but not Bollington. The "knot" was not used latterly.

### London Midland and Scottish Railway (1923-48)

Bodywork, solebars and ironwork: crimson lake, Precision Paint P38

Below solebar: black

Insignia: HMRS sheet 1a, position of lettering unknown.

**Numbers:** unknown.

### 51L

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

GWR and constituents: Cambrian

LMS and constituents: North Staffordshire, Lancashire & Yorkshire, Glasgow & South Western, Caledonian, Highland, Midland

LNOR and constituents: North British, North Eastern

The most recent version of these assembly instructions will be available on the 51L web site: [www.51l.co.uk](http://www.51l.co.uk).

For further help or information please email:

[andrew@modelsignals.com](mailto:andrew@modelsignals.com)

### Wizard Models

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

Wizard Models

PO Box 70

Barton upon Humber

DN18 5XY

Tel / Fax: 01652 635885

Email: [andrew@modelsignals.com](mailto:andrew@modelsignals.com)

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

Version: 2.02

Issued: August 2009

© Wizard Models 2009