



Glasgow & South Western Railway
London Midland & Scottish Railway
British Railways

Diagram 10 10T High Sided Goods Wagon



c1900 to c1935

For 00, EM, P4 and S4

Features: white metal body, etched brake levers, steel headed buffers

Required to complete: split spoke 12mm wagon wheels, waisted bearings, paint, three-link couplings, transfers

The Prototype

Built from around the turn of the 20th century, this wagon was rated at 8 tons originally but was uprated 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-1930s.

This kit represents a version built from around the turn of the 20th 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, no 6 and Vol 15, nos 7 and 9.
British Railway Modelling; Vol 8, no7, October 2000, pp46-49
British Goods Wagons from 1887 to the Present Day; R Essery, D Rowland & W Steel

Interested in the Sou-West?

The Glasgow & South Western Railway Association
www.gswra.org

Assembly

Please read these instructions before starting to build your kit. Examine all 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. For small parts use superglue. To give the best results a combination of several techniques will be needed.

Check the fit of your chosen wheel bearings in the axleguards, drilling out if necessary. Just tack them in place for now, in case they need to be adjusted later. Fix two axleguards to one side, using the crown plates for guidance (36mm/9' wheelbase). Now assemble the body: properly join the one end to the side with the axleguards, and tack the other end to the other side. Bring the two halves together and tack them to each

other. Ensure all is level and square, and properly make the three remaining joints. Take one of the remaining axleguards and tack it to the body, trapping a wheelset in place. Ensure the wheels are firmly supported and run freely (adjust the bearings if needed – use 8BA washers as packing if they are too far apart), and that the axle is horizontal and perpendicular to the side. Do the same for the last axleguard and wheelset, ensuring that the axles are parallel to each other. When satisfied, properly fix the bearings and axleguards in place. Again, check that the wagon is level and square. If not a gentle tweak will ensure that all four wheels are in 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, 6 and 9 o'clock positions when viewing the wagon end face on.

Attach the single shoe brake to one wagon side. This fits on the slide bar on the rear of the solebar, with the shoe being next to the left-hand wheel. Attach the brake lever fulcrum block to the solebar adjacent to the brake shoe push rod. Prepare the etched brake lever and guide following the enclosed instructions. The guide should be to the left of the right hand spring carrier and the lever will require cutting to length.

For wagons in service during or after the Great War period a second set of brake gear may 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.

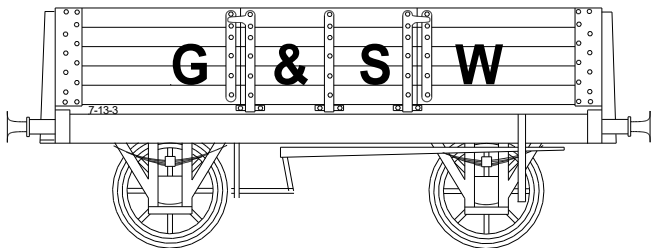
Finishing

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 if 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 would not have repainted many wagons, and the G&SWR livery could have been around for many years after 1923.

Glasgow & South Western Railway 1900-1923

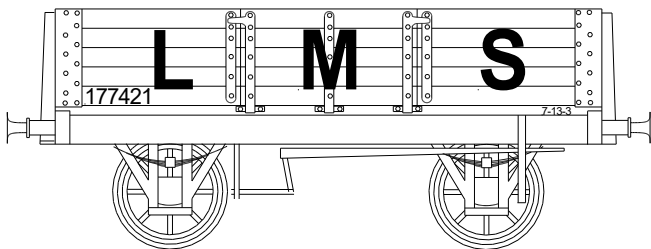


Body, solebars: light grey similar to Midland light grey, Precision Paint P360

Underframe, brakegear: black

Insignia: white, 14", HMRS sheet 20

London Midland & Scottish Railway 1923-35



Bodywork, solebars and all ironwork: grey, Precision Paint P38

Insignia: white, HMRS sheet 6, Old Time Workshop sheet 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.

Acknowledgements

51L thanks Andrew Swan and Ian Middleditch and members of the Glasgow & South Western Railway Association for their assistance in preparing this model.

51L

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GWR and constituents: Cambrian Railways

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

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A more recent version of these assembly instructions may be available on the Wizard Models website.

Wizard Models

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

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