



The 4mm wagon and van kit

CRD114

Caledonian Railway

London Midland & Scottish Railway
British Railways

Diagram 114 Boiler Tube Wagon



Period: 1913 to c1950
For 00, EM, P4 and S4

Features: white metal body and detailing parts

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

The Prototype

This kit is based on a drawing dated 3/3/1913 and a sketch by Sir Eric Hutchinson. The former carries four order numbers: G340 (17/4/1913, 25 wagons), G355 (14/3/1914, 25 wagons), G379 (14/1/1916, 20 wagons), and G423 (12/1/1921, 30 wagons).

Wagons of this type would be expected to put in 30 years hard service, and it is likely that the wagons would have still been in service in the 1940s. Some wagons would have reached the early 1950s.

The main use of these wagons was in the industrial heartland of Scotland, and it is possible they would have been seen on the West Coast main line. They were used for the transport of steel products including tube.

A long-lived vehicle, which, because of its length, makes an unusual, interesting and attractive addition to your wagon fleet.

References:

"British Goods Wagons from 1887 to the present day" by Essery, Rowland & Steel

Caledonian Railway Wagons and Non-Passenger Coaching Stock by Mike Williams, pp129-130

Interested in the Caledonian Railway?

Caledonian Railway Association:

<http://www.crassoc.org.uk/>

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) to clean up flash marks.

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

Check the fit of your chosen wheel bearings in the correct 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; their inner ends butt up against the cast block on the solebar rear. 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.

Fit the buffers so that the ribs are horizontal. Fit the brake shoe assembly to the inside of the solebar, using the vees for alignment. Form the brake shoe cross shaft from the supplied 0.7mm wire. Pass this through the brake shoe casting and secure it to the vees. Form the truss rods by cutting two pieces of 0.5mm brass wire each 40mm in length. Bend them to shape – upwards 10mm from each end so that when the central portion is fixed to the bottom of the queen posts, the two ends disappear behind the solebar in line with the three sloped rivets. Fit the brake levers ensuring the plain lever is on the brake shoe side of the wagon. Cut the plastic floor to size and fix in place. Fit three-link couplings after painting.

Finishing

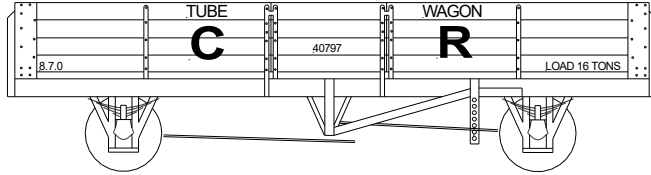
Clean and degrease the model, using white spirit prior to painting. For whitemetal parts use an etching primer, such as Precision Paints PS1. The model should then be painted using the livery of your choice. After painting clean the model using a tissue soaked in white spirit.

This is especially important if you are using dry lettering such as that available from the Caledonian Railway Association rather than waterside or 'Methfix' transfers.

After painting and lettering protect your model with matt varnish.

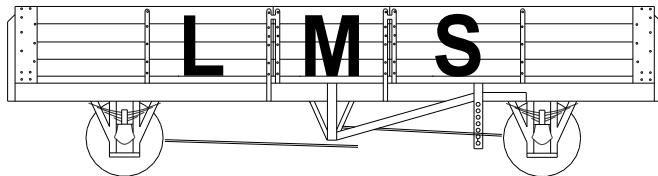
Livery

Caledonian Railway 1913-1923



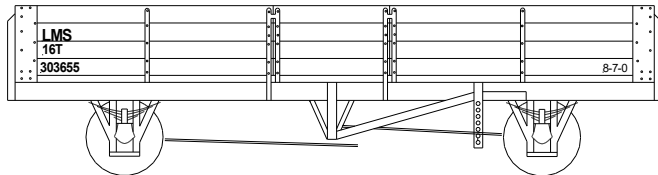
Bodywork, solebars and buffer housings: red oxide, Precision Paint P436
Underframe/brake levers: black
Insignia: white, HMRS sheet 20, Caledonian Railway Association sheet.

London, Midland & Scottish Railway 1923-1937



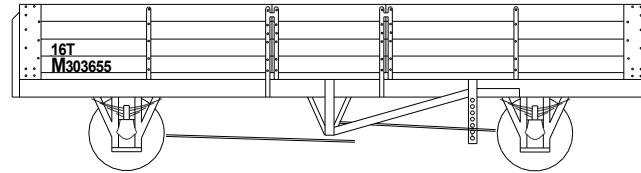
Bodywork and solebars: grey, Precision Paint P38
Ironwork below solebars: black, Precision Paint P975
Insignia: white, HMRS sheet 6, Old Time Workshop sheet 4701

London, Midland & Scottish Railway 1937- 1948



Body: bauxite, Precision Paint P39
Iron work beneath solebars: black, Precision Paint P975
Insignia: white, HMRS sheet 6, Old Time Workshop sheet 4701

British Railways 1948-demise



Body: light grey, Precision Paint P126 or weathered timber
Insignia: white on a black background, HMRS sheet 25, Modelmaster sheet 4619

It will be appreciated that many wagons would not have been repainted immediately upon a livery change and would remain in a well-weathered version of the previous livery or even bare weathered timber.

Acknowledgements

51L thanks members of the Caledonian Railway Association for their help in preparing this kit.

Sample Numbers

3182, 3347, 3592, 3655, 40797, 40798, 73347, 73348.
The LMS renumbered the Caledonian fleet by the addition of 300000 to their original numbers giving numbers in the range 300001 to 352999. British Railways prefixed the LMS number with an M.

51L

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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 00, EM and P4.

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