

**Cambrian Complete Plastic Wagon Kits (Society coded CA ..)
less wheels & couplings**

GWR painted axleboxes and springs the same colour dark grey as the body and solebars. Quite a few early wagons acquired the later pattern tall door during repairs. W1, W5 and the earlier W8s would have had metal roofs when new with transverse ribs like the Triang wagon; later wagons and repairs were with canvas clad roofs and rain strips.

Cattle wagons of all companies except the GWR became Common User on 11/8/1925. The GWR joined in between 31/5/1927 and 31/12/1927 and didn't rejoin until they had to on 5/9/1939. The others took their vacuum fitted wagons out of Common User on 1/9/1933, again until 5/9/1939. The white Lime washing to disinfect cattle wagons became illegal in the early 1920s, probably just post grouping.

Cattle trucks were sometimes used to carry less valuable horses, and often had tarpaulins over the roofs to largely cover the open top area when so doing; Officers' horses had horseboxes but other ranks' had to settle for cattle trucks.

Kits CA011 to CA015 come with a ribbed floor, a roof which best fits the intermediate height roof version (It needs flattening for W1 and W5, and even if bent further for W8, W10 and W11, it will be too narrow), and an 11' 3" iron/steel underframe (which is 3" too long for early and BR wagons and 3" too short for some later GWR vans) with door bangers, Morton brakes, a vacuum cylinder and a Large Medium Small moveable divider.

Most people can't see the 3" difference in wheelbase. The GWR Dean Churchward [DC] brakes for those that need it has to come from elsewhere, such as the Parkside 9' underframe PP030 (or PP018), or A Worsley Works etch, or castings RQ004. Those who want to substitute etched W irons can use Mike Beard's cast axleboxes and springs. This is probably the easiest solution for those who can't cope with the 3" discrepancy in wheelbase on the 11' 0" and 11' 6" wagons.

August 1978 Railway Modeller and Issues 24 & 25 of MRJ have articles on GWR cattle wagons which may be useful, as for the later wagons is chapter 2 of Wild Swan's The 4 mm Wagon. \

The relevant books are:

A. G. Atkins, W. Beard, David J Hyde & Rex Tourret, A History of GWR Goods Wagons Volume 1, David & Charles, 1975

A. G. Atkins, W. Beard, David J Hyde & Rex Tourret, & Tourret, A History of GWR Goods Wagons Volume 2, David & Charles, 1976

Also a later edition and its successor,

A. G. Atkins, W. Beard & Rex Tourret, GWR Goods Wagons, Tourret, 1998
Which stop at nationalisation, and

Jim H. Russell, A Pictorial Record of Great Western Wagons, OPC, 1971

Jim H., Russell, Freight Wagons and Loads in service on the Great Western Railway and British Rail, Western Region, OPC, 1981

Jim H. Russell, Great Western Wagons Appendix, A further selection of GWR wagons and Cranes, OPC, 1974

Jim H. Russell, Great Western Wagons Plans book, OPC, 1975

Which carry on.

The BR built wagons are also covered in

Don P. Rowland, British Railways Wagons - The first half million, David & Charles, 1985 (and a later reprint by another publisher)