

Scots wagons

CR

3M3 LMS / Caledonian Railway Van 16' 6" Fish, based on a Sir Eric Hutchinson sketch in April 1956 Railway Modeller, The Caledonian never built it but it does look like a Midland meat van to diagram 379 as illustrated in Midland Wagons part 1, pp148-9. There is a Ken Werrett drawing of diagram 379 in May 1961 Model Railway News. Supplied with the early Kirk 10' wood under frame. Kit introduced in 1974. The mould was in soft metal that prevented a long production run so it was withdrawn in 1976

Oos



NBR

HG4 NBR Cattle 15' 6" 8 ton medium cattle wagon. North British diagram 17, LNER South Scottish Area 72B.
3SMR
F/GH1

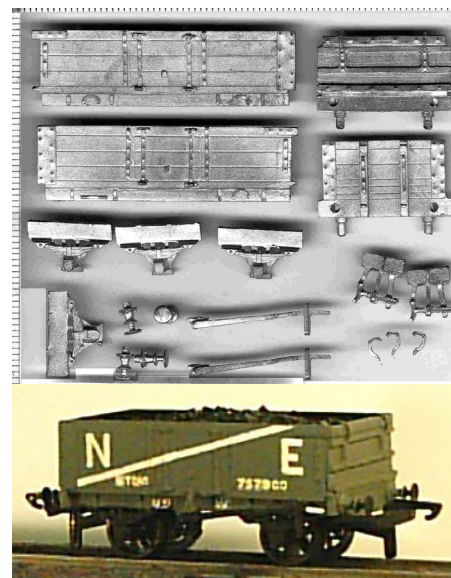
3SMR



Whitemetal

HG3 NBR Open 14' 11" 8 ton 4 plank open wagon, single end door.
3SMR Also used by Scottish private traders, generally leased from the railway company. Wooden under frame with separate axle guards.
F/GH2 North British diagram 26, LNER South Scottish Area 16B. 600 survived to 1948.

3SMR

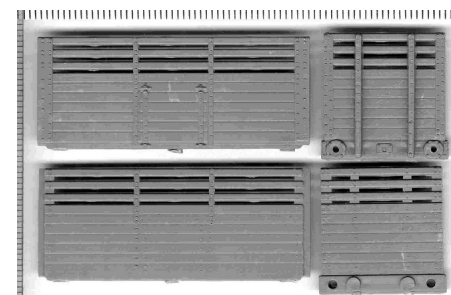


Whitemetal

Private Owner

PP004 Coke, Private Owner 7 plank 16' side door only, coke wagon with 3 coke rails and inside strapping. Remove the coke rails to make an RCH 1907 specification coal wagon. Wants Slaters SL003 buffers. Kit designed to fit SL002 Slater's 9' wood under frame.

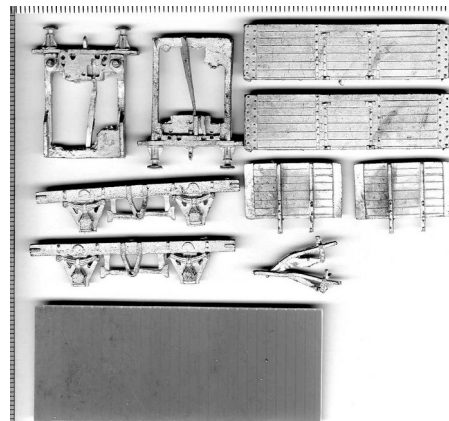
Each £1.30



Code	Description
F/212 ex F/303	Open 14' 11", RCH 1887 specification Private Owner 7 plank, 14' 11" inside strapping, side door only. As produced by Gloucester Carriage & Wagon Company. No inside detail. Bernard Holland's masters. Uses the F001 ex Esanel / BEC 8' 6" under frame with crown plates.

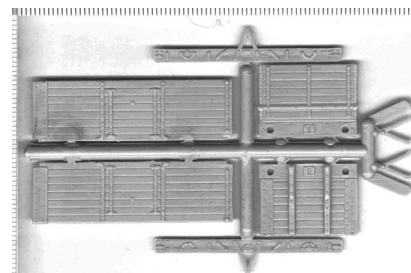
Unit Price Picture

3SMR



Gloucester RCW 1887 RCH spec PO 10 ton 14' 11" inside strapping 7 plank side and end door mineral wagon body and solebars only

3SMR



Finney & Smith

Gloucester RCW 1887 RCH spec PO 10 ton 14' 11" inside strapping 7 plank side and end door mineral wagon with 3SMR F020 PO buffers, Slaters U/F, SL2 without couplings, for brakegear and axleguards



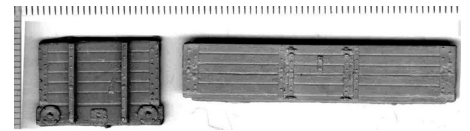
Gloucester Carriage & Wagon Private Owner 1887 RCH Specification 10 ton 14' 11" 7 plank open wagon, inside strapping, side and end door. The main references for these wagons are OPC's 'Private Owner Wagons from the Gloucester Carriage & Wagon Company' and the HMRS photograph collection. Photographs quote the inside length which is 14' 5". The earliest official photograph I have noted is dated 1894, and the latest in the book is 1909, but I suspect building ceased around 1906 when a new RCH specification was issued, and that later photographs show ex colliery lease vehicles transferring to new lessees or owners. HMRS Gloucester photograph 3121 shows one of these wagons as G.W. number 02652 on a black wagon in 1905; I believe the leading 0 denotes a leased wagon. HMRS Gloucester photographs include a few 1930's pictures such as 4906, The Mains Coal & Cannel Co, of Blackburn and 4939, Hall's Collieries, of Burton. Many would have gone to local traders wanting 10 ton wagons when Collieries upgraded their fleets to 12 tons in the 1920s, as new 10 ton wagons were not readily available by then. These 10 ton wagons tare a little under, or sometimes just over 6 tons. Most of these wagons were built with brakes on one side only, i.e. a single lever, double V hanger and two shoes on one side and nothing on the other. Gloucester always photographed the braked side, usually with the end door to the left. The wagons should have acquired at least another lever on the other side by 1921, but the first World War was used as an excuse for delay. Most would have received an identical set of independent brake gear on the second side. Some may have had only one shoe on the new set, and some without bottom doors may have been fitted with either side brakes so the second side would have a V hanger and a lever with a reversing cam (or a lifting link) and a cross shaft. Wooden solebars are normally body colour. A very few wagons of this body style were built on iron under frames for which a 9' steel Parkside or ABS under frame is recommended. These metal under frames suffered from corrosion so many were rebuilt on wooden under frames. The kit includes headstocks and wooden solebars with crown plates and has inside detail, including the strapping.

Finney & Smith

- GM001 Open 16', Private Owner Wagon 16' 5 plank open wagon with 6 plank ends to be cut down to 5 or rounded, inside strapping. Wants a 9' wood chassis and Slaters SL3 buffers

Unit Price Picture

Each Oos

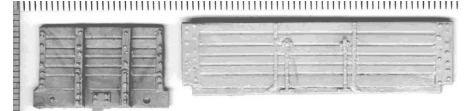


On SL2 chassis



- GM013 Open 16' RCH 1907 specification 16' 6 plank open wagon with deep planks as built by Renshaws, inside strapping. Wants 9' wood chassis

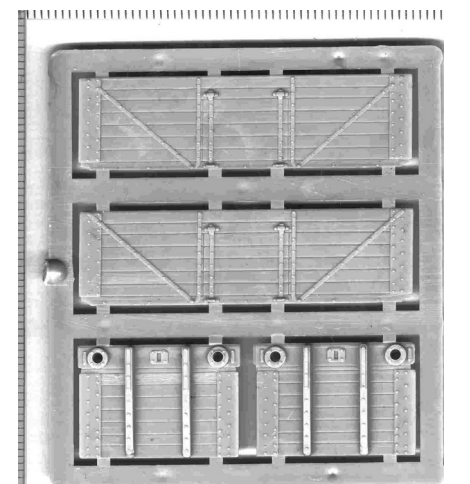
Oos



On BB1 etched chassis

- SL006 Open 16' RCH 1907 specification Charles Roberts Private Owner 16' 0" 7 Plank open wagon with side doors only, outside strapping. With SL002 9' wooden underframe.

Each 5.00

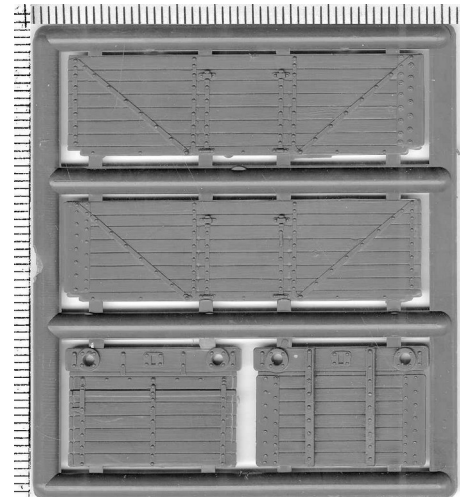


- SL001 Open 16', RCH 1907 specification Charles Roberts Private Owner 16' 0" 7 Plank open wagon with side and end doors, outside strapping. With SL002 9' wooden underframe.

Each 5.00



Powsides transfer



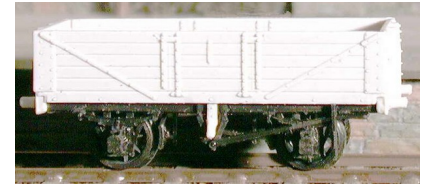
Code	Description	Unit	Price	Picture
P8	Open 16' 6" Peco plastic body and card, 16' 6" 8 ton 5 plank open wagon, A. Gresley, Blaby, 7, red oxide white lettering shaded black, This wagon perpetuates A. G. Thomas's mistake in October 1954 Railway Modeller, The Coal Merchant is really Greasley. (Peco reference S70AG)	Oos		



1923 RCH 16' 6" 5 plank side door mineral wagon with door bangers, Parkside 9' U/F, wooden solebars with a single sprue of PP30 and PP14 buffers

Wants a V Hanger from PP29 if fitted with independent brakes

Finney & Smith



3SMR F/230 was F/333/G	Open 16' 6" 12 ton 7 plank open wagon with a separate, very plain, 9' wood under frame, full height side door only and no through planks above the door. It has no interior detail and, as it comes, that door bears no relation to anything that ran on a real railway.	3SMR
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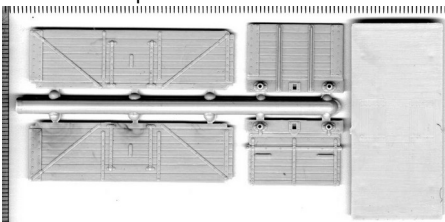


On a Peco chassis with modified door



As designed

CA003	Open 16' 6" RCH 1923 specification 7 plank open wagon, side and end doors, floor with bottom doors, steel end T stanchions. The kit includes a 9' PP030 under frame and PP014 buffers. LMS diagram 1671 / LNER diagram 10, rather uncommon as a PO Wagon. Needs door bangers and outside V hangers off PP029 to complete.	Each 5.00
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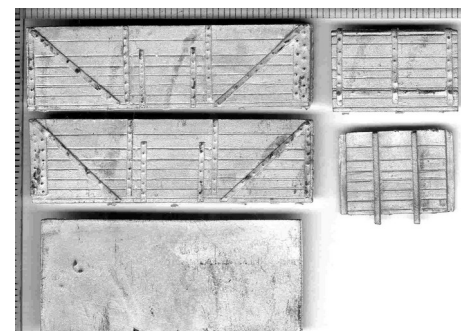


© Geoff Helliwell

V3	Open 16' 6" RCH 1923 specification 16' 6" 7 plank open wagon end door to fit Peco 9' wood under frame. It is a bit short, more like 16', with no inside detail. Tony Birch masters.	Oos
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On Peco 9' u/f



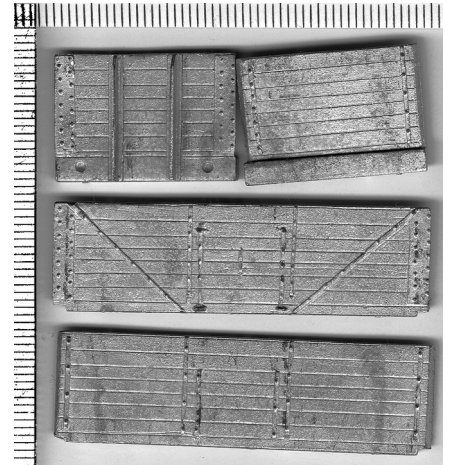
Code	Description	Unit	Price	Picture
MD	Open 7 plank end door PO wagon to suit the PC transfers		Oos	

Resin



HB72	Open 16' 6" RCH 1923 specification 7 plank Private Owner open wagon, side doors, steel end stanchions. Wants RCH buffers and a 9' steel under frame.		Oos	
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Oos

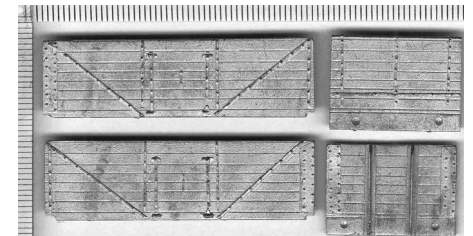


HB74	Open 16' 6" RCH 1923 specification 16' 6" 7 plank Private Owner open wagon, side and end doors, steel end stanchions. Wants RCH buffers and a 9' steel under frame. Adopted as LMS diagram 2102.		Oos	
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Oos



PC transfer, Parkside chassis



HB73	Open 16' 6" RCH 1923 specification 7 plank Private Owner open wagon, side doors, wooden end stanchions. Wants RCH buffers and a 9' wood under frame.		Oos	
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Oos



On a Peco chassis

HB75	Open 16' 6" RCH 1923 specification 7 plank Private Owner open wagon, side and end doors, wooden end stanchions. Wants RCH buffers and a 9' wood under frame.		Oos	
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Oos



Powsides transfer 187, ABS wood u/f

1923 RCH 16' 6" 7 plank side door wagon (2 different wagons in one kit with 2 different arrangements of side strapping and alternative ends for wood and steel u/f - which can be cross kitted with the 3mm Society's CA3 kit. Complete with Parkside 9' PP30 U/F and PP14 buffers)

1923 RCH specification 16' 6" 7 plank open wagon, side doors & bottom doors. Double wagon kit, one end steel T stanchions and one end wood stanchions, one straight end to strapping and one curved end to strapping, 9' Parkside wood and steel under frame. Ends interchangeable with CA3 end door wagon. Alternative floor without bottom doors.

Finney & Smith

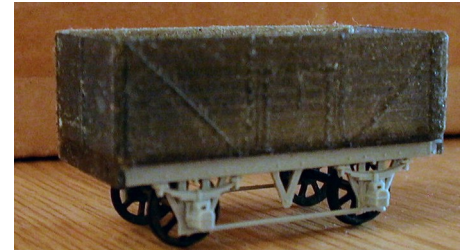




MD Open 8 plank end door PO wagon to suit the PC transfers

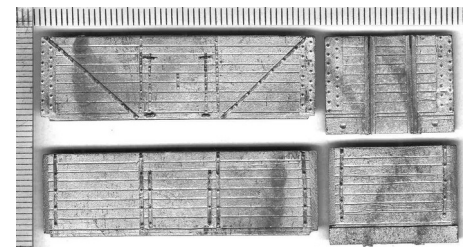
Oos

Resin



HB59 Open 16' 6" RCH 1923 specification 8 plank Private Owner open wagon, side doors, steel end stanchions. Wants RCH buffers and a 9' steel under frame

Oos

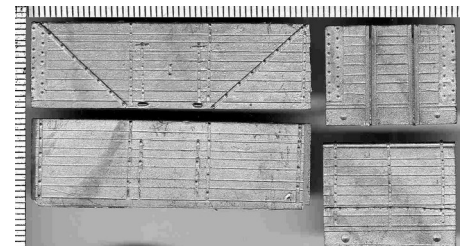


HB61 Open 16' 6" RCH 1923 specification 8 plank Private Owner open wagon, side and end doors, steel end stanchions. Wants RCH buffers and a 9' steel under frame. Adopted as a post war LNER standard design

Oos



On a Parkside chassis

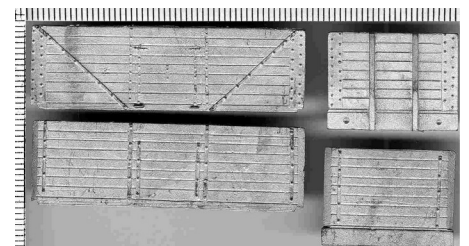


HB60 Open 16' 6" RCH 1923 specification 8 plank Private Owner open wagon, side doors, wooden end stanchions. Wants RCH buffers and a 9' wood under frame.

Oos

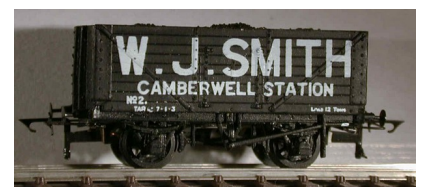
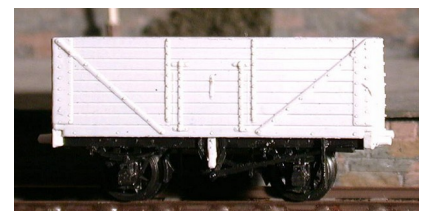


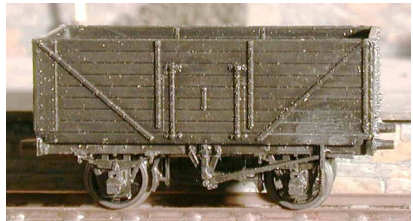




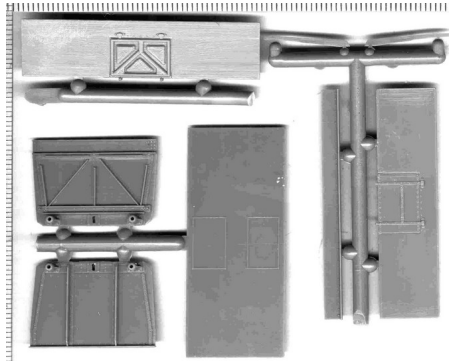
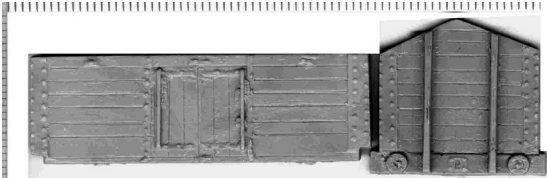

On a Peco chassis



1923 RCH 16' 6" 8 plank side door mineral wagon with door bangers, Parkside 9' U/F, wooden solebars with a single sprue of PP30 and PP14 buffers
Wants a V Hanger from PP29

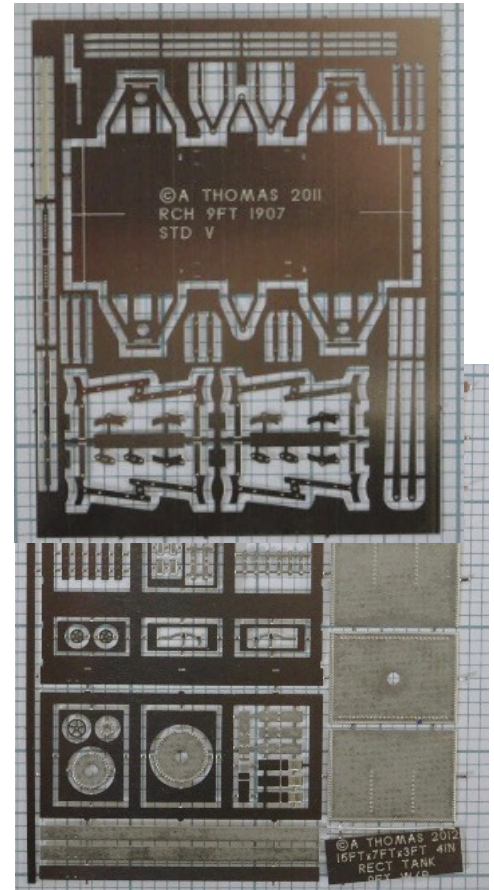
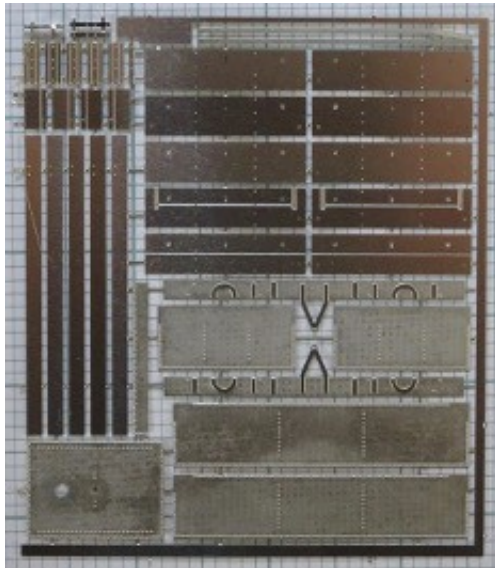
Finney & Smith



Code	Description	Unit	Price	Picture
	1923 RCH 16' 6" 8 plank side and end door mineral wagon with door bangers, Parkside 9' U/F, wooden solebars with a single sprue of PP30 and PP14 buffers Wants a V Hanger from PP29			 
	Finney & Smith			
HB62	Open 16' 6" RCH 1923 specification 8 plank open Private Owner wagon, side and end doors, wooden end stanchions. Wants RCH buffers and a 9' wood under frame.	Oos		 
	PC transfer. ABS wood under frame.			
PP027	Open 16' 6" 14/16 ton 16' 6" Charles Roberts slope sided mineral wagon with both the original pressed doors and the later fabricated doors. Became BR diagram 1/100. With PP018 (or 030) 9' steel under frame and PP014 buffers.	Each	5.00	 
SP012	Salt Private Owner Wagon 14' 11" Salt van with peaked roof (make your own roof) Wants Slaters SL003 buffers and 9' wood chassis.	Each	5.00	 
F/213 ex F/304	Tank Charles Roberts 15' square tar tank, 9' steel under frame. Bernard Holland's masters.	3SMR		
F/214 ex F/305	Tank Charles Roberts 15' square tar tank, 9' wood under frame. Bernard Holland's masters.	3SMR		

E.Foster transfers from Society PC sheet

Code	Description	Unit	Price	Picture
AT031	Tank, Rectangular Wagon Kit Charles Roberts 15'x 7'x3'4" 9' wooden underframe	Each	11.40	



Van GWR Iron Mink/P.O. Gunpowder Van with three different doors styles and 2 different end vents [leave off the GPV] with Parkside 9' U/F, steel solebars with a single sprue of PP30 or PP18 plus PP14 buffers

3SMR

This design of van was also used for Private Owner Cement vans, some of which were acquired by the Bishop's Castle Railway, and by several Welsh constituents of the GWR.



Rugby Cement (Black, White roof & lettering) 13

Bishop's Castle 22 - 24, white with black lettering, four bought second hand from Rugby Portland Cement, built by Midland Wagon Co c.1910 and registered by LNWR, picture in HMRS Journal Volume 11.



GPVs

ELTERWATER GUNPOWDER

In the background of a picture of a LNWR 19" goods at Windemere, which appears in OPC's LMS Locos Volume 1 as plate 55, P36, and in The Kendal & Windemere Railway p 37. Most of the same picture, miscaptioned, appears on p30 in the LNWR Society 'Recollections of Oxenholme - Portfolio 12'. The Gunpowder mill was in Ambleside (in Langdale), about 9 miles from Windemere station.



NB 31004, 31135, 65402 & 65410 (LNE add 700000 Powder D) 48 built, 21 left in 1948

CR 34, LMS 300034