



The detailed wagon and van kit

The Prototype

Built from the 1890s onwards these versatile flat bed wagons were used for a variety of traffic. Some 500 were built to 4 lots between 1895 and 1910. There were two versions the first an 8 ton wagon with grease axle boxes and single side brakes (D336) and a 10 ton with oil axleboxes, heavier duty springs and either side brakes (D336a). It is likely that many D336 wagons would have been fitted with either side brakes during overhauls.

Originally intended for agricultural machinery they were used to transport a wide range of machinery, road vehicles, containers etc. Inevitably modifications and enhancements occurred after build and many D336 wagons would receive either side brake gear and perhaps even oil axle boxes. The long low was a long lived wagon with many examples lasting till the 1950's, and at least one survived in departmental use until 1961.

A choice of axleboxes is provided so that this model may be built to represent a wagon in either D336 or D336a condition.

References

An Illustrated History of Midland Wagons Volume 1 P103-105

Midland Record Vol P 6-9

Interested in the Midland Railway

Midland Railway Association

Membership Secretary

Barrie Fitch

4 Canal Road

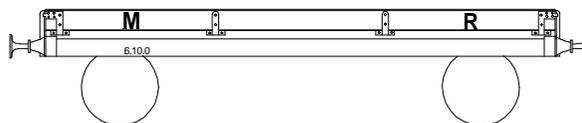
Yapton

West Sussex

BN18 0HA

Midland Railway London Midland and Scottish Railway British Rail

D336/336a long low sided goods wagon 1905 to mid 1950's



for OO, EM and 18.83

Requires to complete:

- split spoke 12mm wagon wheels
- paint
- couplings
- transfers

Assembly

Examine all the parts and familiarise yourself with their assembly. Remove any surplus casting flash and ensure all parts are clean and well fitting.

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 too. For small parts we recommend the use of a Superglue. It is suggested that a mixture of two or more of these methods will be best. Ensure the inside of the solebars are free of moulding marks that may prevent free movement of w-irons.

Fit one of the ends to a side, ensuring all is level and square. Cut the embossed plastic floor to shape, the width is the distance between the curb rails, and fit in place. Attach the second end. Fit the second side again check all is square using a flat surface such as a glass sheet. It is suggested that the floor and solebar interior

joint is reinforced. But ensure this does not interfere with the w-irons.

There are three horse hooks per side, one above each crown plate and one above the V. Bore out pip marks to 0.35mm and using 0.33mm wire prepare horse hooks. Note: later vehicles appear not to have the central hook. It will also be found by reference to photographs that there were additional hooks (rather like an inverted ?) on the underside of the solebars, these may be formed using fine fuse wire and attached if desired. Again not all wagons had these.

Fit the buffers to the ends ensuring the attachment bolts are at 2, 5, 7 and 11 o'clock positions. Attach the brake V slide bar using pips for location on the interior of the solebar. If required add slide bar to second solebar.

Assemble the w-irons as outlined in the attached sheet. It will be appreciated that these w-irons are intended to be used either in the rocking or non-rocking mode. It will be found that larger amounts of packing will be required than many other makes of w-iron. It is also strongly suggested that the w-irons be primed and painted matt black before final assembly into the wagon.

Place both w-irons on the floor using the crown plate coach bolts on the exterior of the solebar for positioning. Check the 'rail to buffer centre height' adding packing to underside of w-irons as required, to achieve 14 mm. **A substantial amount packing is required.** This is intended, as it enables the floor to be thickened and thereby strengthened. Ensure packing added does not interfere with the brake shoe castings. Glue the w-irons in place. (It may be helpful to draw axle and wagon centre lines for guidance.) We do not recommend a Evostick type glue for this purpose. If the wagon is gently pushed along a flat surface it should run in a straight line. If not one or more of the w-irons are out of line and should be adjusted by twisting.

Attach the brake shoe/ assembly in place adjacent to the slide bar so that the brakes are activated by movement in the **anti clockwise** direction. It will be

necessary to trim the end of the brake shoe assembly so that it is free of the w-irons. Ensure the brake shoes are not fouling free movement of the wheels and are lined up with the V. Using the slide bar V as a guide attach the outside V to the sole bar. Attach the brake lever in place. Use a short piece of 0.5mm wire to represent the brake cross rod, about 4mm length.

Add the brake gear to the second side if required. The brake safety loops should now be formed. Form a loop from the flattened wire supplied, cut to length and place over push rod about 2mm from brake shoe. Repeat for both push rods on either side of the wagon. Note: if firmly bent to a tight right angle the flattened wire may break.

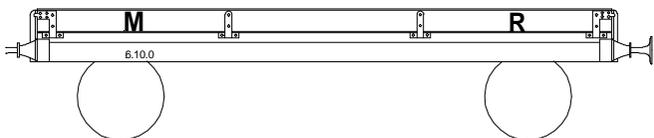
Clean and degrease your wagon prior to painting. We suggest using an etch primer such as Precision Paint PS1 followed by the wagon paint of your choice. Prior to lettering clean the wagon with a white spirit damp tissue to remove any surface dust. This is particularly important if a dry lettering systems is to be used.

Matt varnish the wagon to protect both paint and transfers. Lastly add three link couplings of your choice.

Livery

Letter and number your wagon to suit your chosen period. Suitable lettering is supplied by the Fox Transfers, HMRS and Modelmaster and paints manufactured by Precision Paint for the MR, LMS and BR periods.

Midland Railway 1905-1922

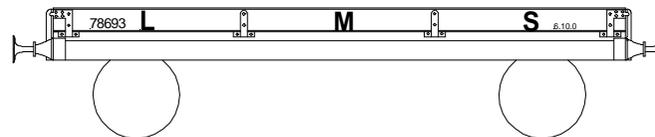


Bodywork, and solebars: Light/medium grey, P360.
(This changed for a period after the Great War to a dark grey, P361.)
Underframe/brake lever: Black

Letters and numbers: White: Fox FRH 4610, HMRS sheet 17.

Prior to 1905 the MR would have been placed either side of the brake V.

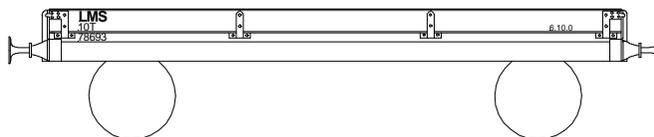
London Midland and Scottish Railway 1923-1936



Body, solebars and all ironwork: grey Precision Paint P38

Lettering white: Fox FRH 4255, HMRS sheet 6 or Modelmaster 4701

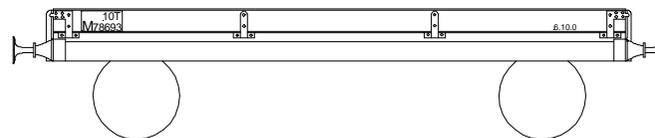
London Midland and Scottish Railway 1936-1948



Body solebars and all iron work: bauxite Precision Paint P39

Lettering white: Fox FRH 4255, HMRS sheet 6 or Modelmaster 4701

British Rail 1948-demise



Bare timber or light grey with lettering on a black patch.
Precision Paint P126

Lettering and numbers white: Fox FRH 4255, HMRS sheet 25 or Modelmaster sheet 4619

It will be appreciated that many wagons would not have been repainted by the LMS or BR and would have remained in a weathered pre-group livery or by that time weathered timber!

Sample numbers

The LMS continued with the MR number system. Known numbers 26042, 26047, 29018, 50782, 75895, 76476, 78693, 83428, 114979. During national ownership an M was added in front of the number.

51L produces a wide range of wagons for the North Eastern Railway, Caledonian Railway, North British Railway, North Staffordshire Railway, Cambrian Railways and the Highland Railway. See our web site for the latest information, or send an SAE to the address below for a list.

51L models are available through Wizard Models / 51L. The most recent version of these assembly instructions will be available on the 51L web site: www.51l.co.uk. For further help or information please email: peter@51l.co.uk

Wizard Models

Wizard models stocks a wide range of components, paints, transfers and other necessities for the finescale modeller in OO, EM and 18.83mm. A full price list, for 50p + SAE can be obtained from:- Wizard Models.
PO Box 225, Macclesfield, Cheshire. SK10 4GB, Tel / Fax: 01625-585312. It is also available in PDF format at www.51l.co.uk.

Version: 2.00
Issued: September 2001

