

FINISHED WAGONS

Craig Warton



A POW sides PO wagon and a David Geen GWR Loco coal wagon. These were two of my early wagons and both use Bill Bedford W Irons and bits and pieces of brake gear from Bill Bedford and Masokits. There is not a great deal of information on Private Owner wagons on the DNS and I do not imagine there were that many apart from wagons owned by local agents. I know that G. Bryer Ash purchased coal from the Forest of Dean Collieries so I have drawn a very long bow and used some. I have always liked the Parkend wagons and had a number of them when I modelled in N gauge as a teenager. So, that is the reason for having four Parkend wagons. The loco coal wagon has 16" lettering but I could not find any LOCO lettering to suit, so I left it off.



Another two PO wagons from POW sides. Both are built using Bill Bedford W Irons and Bill Bedford, Masokits and MRD brakegear. The latter brand did not impress me, it appears dimensionally wrong to me and was a one off. The G Bryer Ash wagon is one I know that appeared on the DNS, the Speech house Colliery wagon came from the justification I mentioned earlier. Unfortunately, after ordering them, I found out that the Speech House Colliery ceased workings in about 1906. So, extremely unlikely to see them anywhere in 1921. We live and learn, don't we?



These two GWR vans are built using Parkside Bodies. They are built from the rather nice V12-V14 -V16 kit. When combined with the excellent series on GWR vans in the late (and much missed) GWR Journal by John Lewis you have a lot of modelling potential. These two are vacuum fitted with offset V hanger underframes and vacuum fitted. The underframes are Morgan Design DC3. I used the two types of ends but substituted the earlier buffers on the later end to build an early V14. I finished one in with 25" letters and the other in 16". Both have "Ventilated" markings when they should have "Ventilated Van" but there are no transfers available. So, I have since commissioned my own. The same applies for the Non common user markings. These wagons have scribbles! Both have moderate weathering.



Another Parkside van, to the same basic specification. This uses a central V and represents an unfitted V16 built with the later type of ventilators. Again with 25" insignia. The outside framed van is the David Geen white metal kit. This has modified white metal brake gear with a Morgan Design lever and guard. The roof is styrene but built up underneath to avoid any sagging or bowing. The roof has not been painted yet, nor has the wagon been weathered.

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The same V16 van with a V5 van. The V5 is built from the Coopercraft kit and was built with Bill Bedford Irons and Masokits brake gear. The brakegear in the Coopercraft kits is lacking and the kits really do benefit from better brake gear. I have fitted ventilated ends using a set from some spare ends that CC supplied at one point. I have not seen a photo of a V5 so fitted and I have some concerns about whether it actually existed. The next V5 will be built as a non-ventilated wagon.



A 3 plank wagon built from a David Geen kit and a four-plank wagon. Cooper Craft sides and ends with a Morgan underframe and other parts as mentioned in the main part of the text. Both are modelled as wagons in the 25" livery period. Neither wagon can fit 25" lettering and the 3 plank used something around 18" and the 4 plank used 20" (approx.) The closest available is 16" lettering so that has to do and I used this in both cases. Neither wagon has been weathered yet, that is the next project.



A 3, 4 and 5 plank wagon. The 5 plank wagon is from the Parkside kit with a Morgan Design unfitted DC3 underframe with offset V – as the majority of the O11 wagons seem to have been. One of the things missing from the Parkside kit is the underframe gussets which are added from Styrene. The photo also shows that I did not cover all the areas of primer on this model and that I have a damaged spot on the side sill of the 4 plank wagon to repair. The other thing the photo makes obvious is my use of Morgan number plates with totally different numbers. My logic is that having the plate there is more important than the actual number. The other thing I find interesting is that how the carrying capacity of wagons increased over time. It is part of the reason that I like the early 1920s as my modelling era.



3 of the 6 x 4 plank wagons that I currently have built and in progress of painting. The 4 plank wagons were built in very large numbers and even in the late 1920s they were a large part of the GWR open wagon fleet. I have parts to build another 15 of them, through whether I get there is another matter! The door bang springs tended to wander around a little bit on the solebars with some being mounted further inwards towards the V. I like mixing things like this up, it is one of the things that make wagons so interesting (to me).



I don't have much in the way of RTR stock as there is not much that is really suitable for the period of my interest. Two models that I can use are the Oxford Rail 12T tank wagon and the Hornby TOAD. The Oxford oil tank is a nice model and with the lack of kits it is a very nice fill in. The livery is really a 1930s one and I do not know if Carless had tanks like this or not. Even though there are some good books on tank wagon traffic, it is still hard to be sure about individual wagons. The wagon is a class A tank and should be a stone colour and the Oxford model is rather too yellow. I have one more to convert and will put a wash of white on to try and mute the colour a little.

The TOAD is a very nice model of an AA19. The model is based on one of the later builds that has the flat section footboard brackets. I replaced these with the rod version, and this takes it back to a van that entered service around 1918-1919. It has been allocated to Didcot not that I have any idea if this is correct or not. The Didcot transfers were from Railtec, who will do custom brandings. Also has 25" lettering as it would only be a few years old for my era. The stove chimney has a taper on it that annoyed me, so it was replaced with a piece of brass tube. The handrail brackets were also painted with body colour which makes them look much less... vivid. The roof will be getting dirty soon and both wagons will be getting a bit of grime applied.