

W. G. BAGNALL LTD. 8 TON CAPACITY STONE WAGON

A standard off-the-shelf design from the Bagnall works, these wagons were supplied to a number of railways. The Plynlimon and Hafan Tramway had four of the 8 ton and fifteen of the similar 5 ton capacity design. The latter type were later re-gauged for the Vale of Rheidol contractors Pethick Bros. and later used by the railway company itself. A number of these wagons were in use on the Snailbeach District Railways as mineral wagons for the fluorspar traffic, some with their bodies taken off were used as flats and bolsters for the carriage of timber. One underframe formed the basis of the oil tanker.

BUILDING NOTES

The 'exploded' diagram shows the assembly in detail but the following is to be noted. Remove all parts from the 'sprues' carefully. Clean off any remaining moulding pips or flash with fine abrasive paper.

UNDERFRAME AND FLOOR

Assemble the underframe/floor first using the following method. Check, fit and fix the sole-bar/axle-box parts (1). These locate against the outside of the moulded marks on the floor (2). When firmly set, check-fit wheel sets by gently springing into place. At this stage paint the sole-bar, axle box and underframe details. Fix outer chassis members (3) noting that they project equally beyond the length of the floor part. Identify the brake blocks (4 & 5) on the sprue, noting that they are left (4) and right (5) handed and that the raised detail face goes outwards. Paint these before fixing in place, and check that the wheels revolve freely when doing this !

Scale buffers are supplied and may be fitted if desired. These are mounted centrally on the ends, the base parts (6) have the locating holes and the buffing faces (7) the pins. Alternative '009' type coupling blocks (8) are included for use with 'BEMO' loops (not supplied).

WAGON BODY

The body parts as supplied in this kit have two designs of ends. One is with a top hung hinged door (9) and the other is a fixed type (10) with vertical 'T' section strapping detail. To produce a 'scale' wagon, one of each is used, the fixed type (10) at the brake-platform end and the hinged door at the opposite end. Fit one end and one side (11) first, followed by the second side (11) and end to complete the wagon body, noting that the sides project equally beyond the ends and floor. Finally fit the brake column (12) drill a locating hole in the brake platform. (A mark is provided.) Fix in place using a cyanoacrylate type glue.

A choice of wagon types may be constructed using the parts supplied in this kit. For example, by using two fixed ends and/or removing the brake platform, an unbraked wagon can be produced.

PAINTING NOTES

Body-work :- Red-oxide or grey.

Floor, platform and brake-blocks :- A natural unpainted wood colour.

Underframe, iron-work and strapping :- Black.

We are grateful to Mr. Ted Wade for the assistance with research and drawings in the production of this kit. Also for permission to use the side view drawing from The Plynlimon and Hafan Tramway book by Wade, E.A., Gemini Publishing Company, 1975. (Now out of print.)

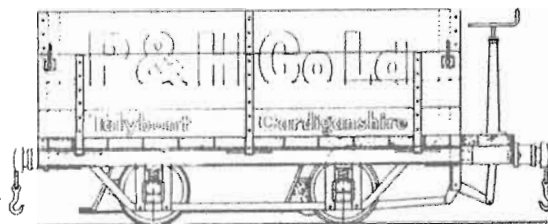
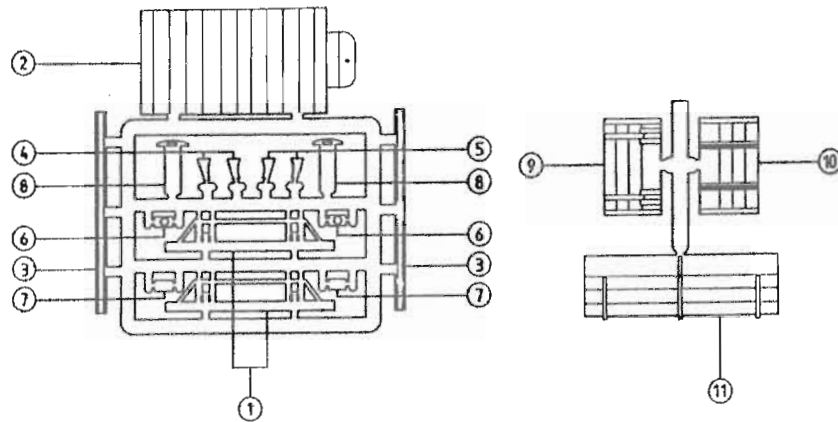
MERIDIAN MODELS

MPM 20

PARTS LIST. 'BAGNALL' STONE WAGON.

- (1) SOLE-BAR / AXLE-BOXES (2 OFF), (2) FLOOR,
 (3) OUTER CHASSIS MEMBER (2 OFF), (4) BRAKE BLOCKS - LEFT HAND (2 OFF)
 (5) BRAKE BLOCKS - RIGHT HAND (2 OFF), (6) BUFFER BASE (2 OFF)
 (7) BUFFER FACE (2 OFF), (8) '009' COUPLING BLOCKS (2 OFF)
 (9) BODY END - TOP HINGED DOOR (2 OFF), (10) BODY END - FIXED (2 OFF)
 (11) BODY SIDE (2 OFF), (12) BRAKE COLUMN, WHEEL SET (2 OFF)

* NOT INCLUDED 'BEMO' COUPLING LOOPS



W.G. Bagnall, Ltd.
Built 1897

8 ton capacity, open stone wagon for
 the Plymton and Hales Tramway.
 Gauge - 2'3"

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