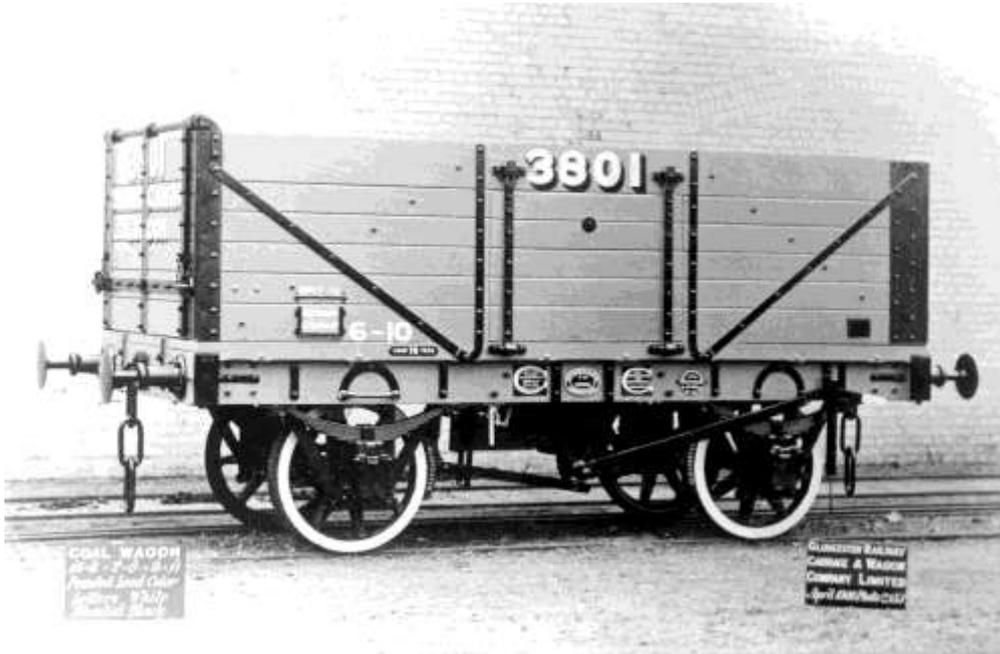


## Resin Body for Gloucester Railway Carriage and Wagon Works Stephenson Clarke 6 plank wagon with side, end and bottom doors



These wagons were unusual in that they were built to a Stephenson and Clarke design with enlarged corner plates, internal diagonal strapping, forming a cross with the external strapping, and were fitted with RCH standard 'V' hangers (one assumes so that replacements could be sourced anywhere).

The Gloucester Order Book records show an order for 500 new 10 ton wagons for £68 cash each. Entry is dated 12 July 1899. They were registered by the GWR with fleet numbers 3501 to 4000. The first 28 were registered on 1st December 1899 and the rest on 20th December 1899. The split between those with bottom doors and those without is not known but the photos show that there were both types in this batch of 500.

There are three photographs available in the HMRS collection showing wagons from this order, 3663 without bottom doors dated January 1900, 3801 with bottom doors dated April 1900 and 4000, again with bottom doors, dated August 1900. This probably means that the wagons were built in late 1899, then registered, with painting and signwriting following after.

The oval plate in the centre of the wagon reads in the top of the outer section 'STEPHENSON CLARKE' with 'CONTRACTORS' in the bottom. In the middle, the top Line reads '& CO' with 'LONDON' underneath.

The wagons were fitted with Ellis grease axleboxes with 7 leaf springs with cast shoes.

This moulding requires the following (or similar) items for completion: -

|            |                    |   |                |
|------------|--------------------|---|----------------|
| underframe | Brassmasters       | RCH 1907 subframe   | R041           |
| springs    | MJT                | 7 leaf pressed steel shoes                                  | 2285           |
| springs    | MJT                | 5 leaf cast shoes steel ends                                | 2282           |
| axleboxes  | MJT                | Ellis Grease  | 2246A          |
| buffers    | Alan Gibson<br>51L | PO wagon buffers (sprung)<br>MR/PO wagon buffers (unsprung) | 4967<br>MRC020 |
| couplings  | Brassmasters       | 3 link (fine or scale links) with hooks                     |                |
| wheels     | various            | 3' 1" split spoke pin point axles                           |                |
| transfers  | POWsides           | Stephenson Clarke<br>Gloucester symbols etc                 | 345<br>123     |

#### References

Model Railways Illustrated July 1995 – A Wagon for All Season

The 4mm Coal Wagon – John Hayes published by Wild Swan

HMRS photos

3663 - ACG732

3801 - ACG734

4000 - ACG736

To make the bottom door catches, drill a 0.4mm hole into the base of the solebar just below the left hand edge of the side door, and insert a piece of 0.4mm brass wire. This is cut to leave approximately 2.5mm projecting from the bottom of the solebar and is then bent inwards slightly. Each side of this, fix a square of 10 thou x 40 thou plastic strip, followed by tiny triangular pieces each side of the pin to represent the vertical parts of the catch.

The livery for these Gloucester wagons is believed to have been mid-grey with black ironwork. Other types of Stephenson Clarke wagons certainly had red painting of the corners, though this is not apparent on this batch in the photos. Small variations in the application of the livery and lettering are apparent, so try to check against photos.

Brassmasters would like to thank John Arkle, HMRS Private Owner Wagon Steward, for help with the historical data on these wagons.

The Historical Model Railway Society has stewards to help with all aspects of railway history, right up to the present day, to help make accurate models. They have an extensive photographic library and also produce a large range of transfers for locos, carriages and wagons. Have a look at what they do on <https://hmr.org.uk/>