Scottish Wagon Works

Highland Railway Jones 8-ton Double Decked Sheep Van

The main difference between the Jones and the early Drummond sheep van, the Jones van has double doors for each level, no diagonal bracing and 3ft 8in 8 spoke wheels, whereas the Drummond version has a single door for each level, diagonal side bracing and 3ft 2in 8 spoke wheels.

The Jones version could also have central internal dividers to allow 4 separate loads of sheep, or sometimes for transporting pigs to England.

16 ft long, 8ft wide on a 9ft wheelbase chassis.

Two sets of running numbers 1477 – 1496 & 1788 - 1797

The Kit is based on the Diagram 17 drawing in Peter Tatlow's "Highland Railway Carriages and Wagon" book.

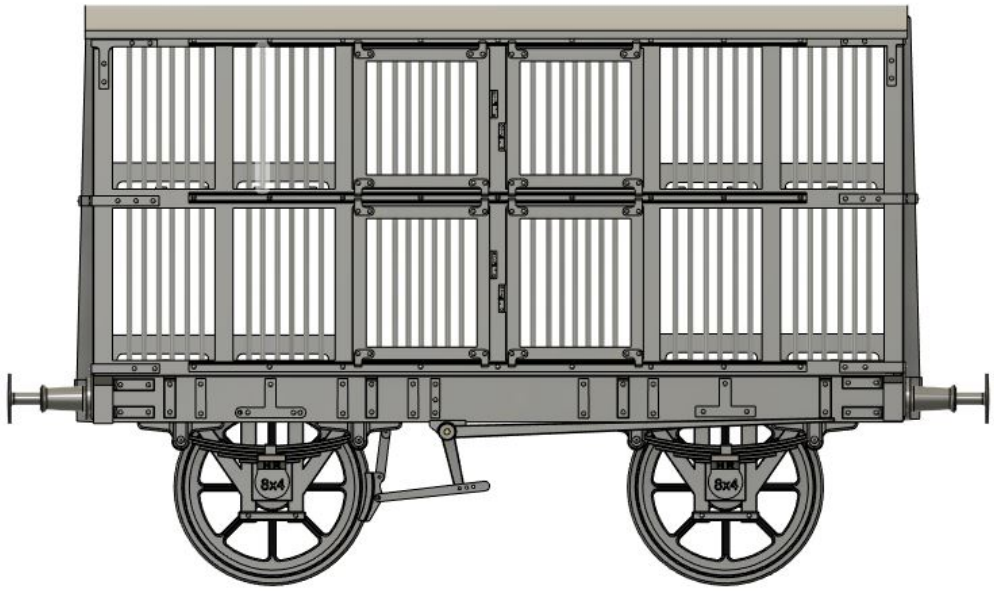
Livery

Body - Claret until 1896 then Rich Red Oxide

Roof – White

All Iron work – Black

Wheels – Black with white tyres when new.



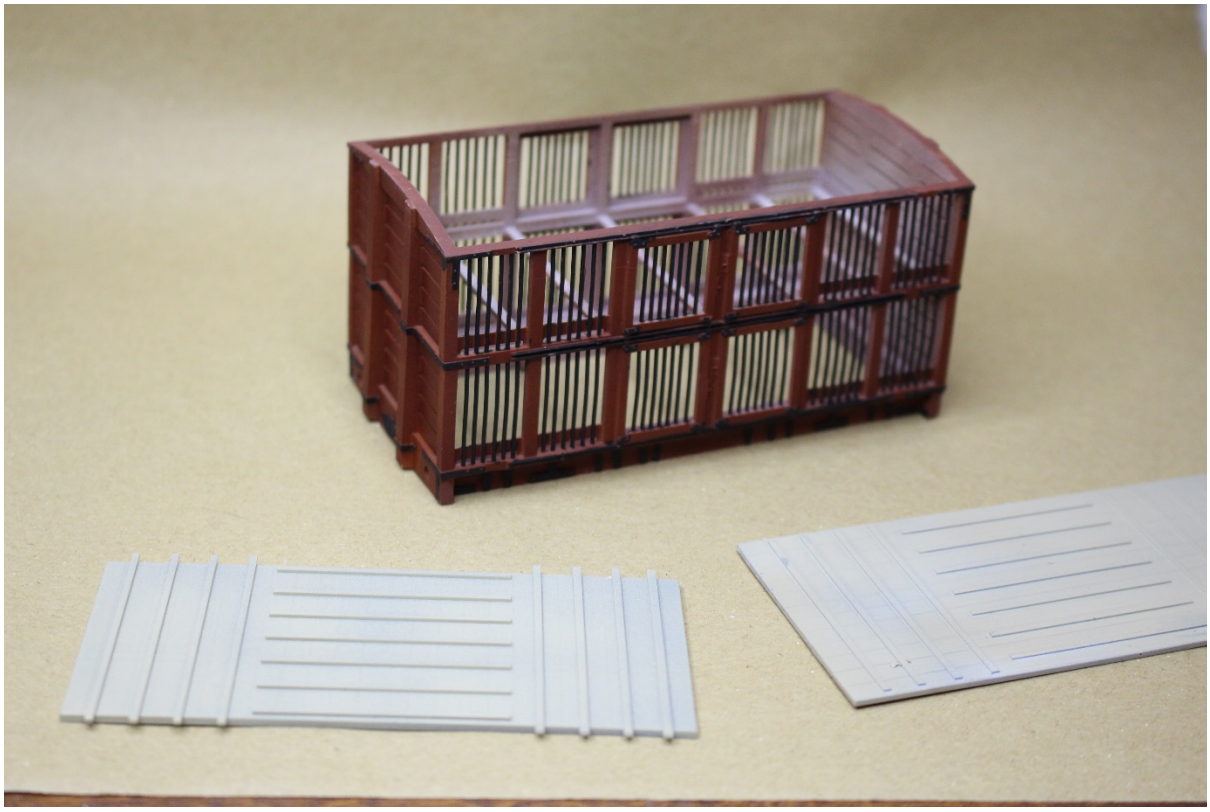
Construction

Preparation, clean up the parts with scalpels, fine sand paper – it is advisable to wear a dust mask when filing / sanding resin parts.

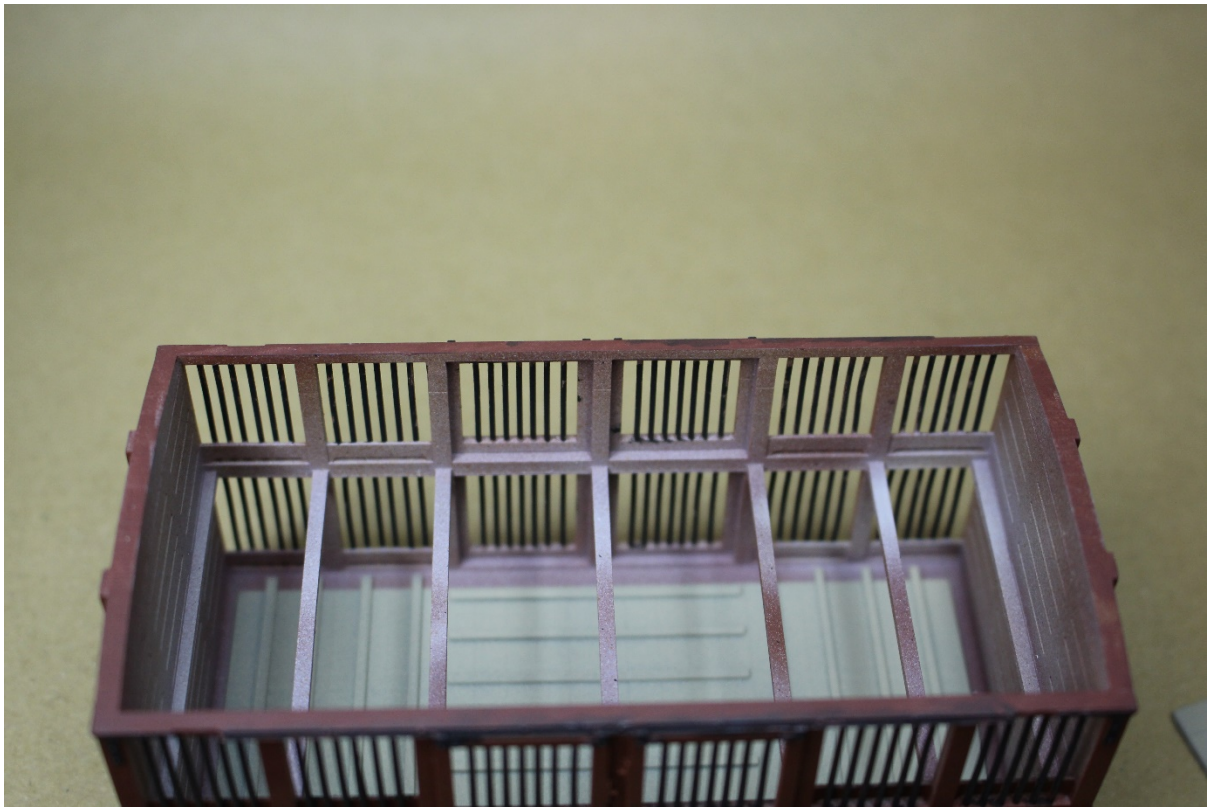
If using our buffer shanks test the fit in the headstock, and if necessary drill out to 3.3mm. Otherwise drill out to a size to suit the buffer shanks you decide to use.

Drill out the holes in the solebar (for the rope hooks), the brake pivot block, brake shoe assembly and brake lever to 0.6mm.

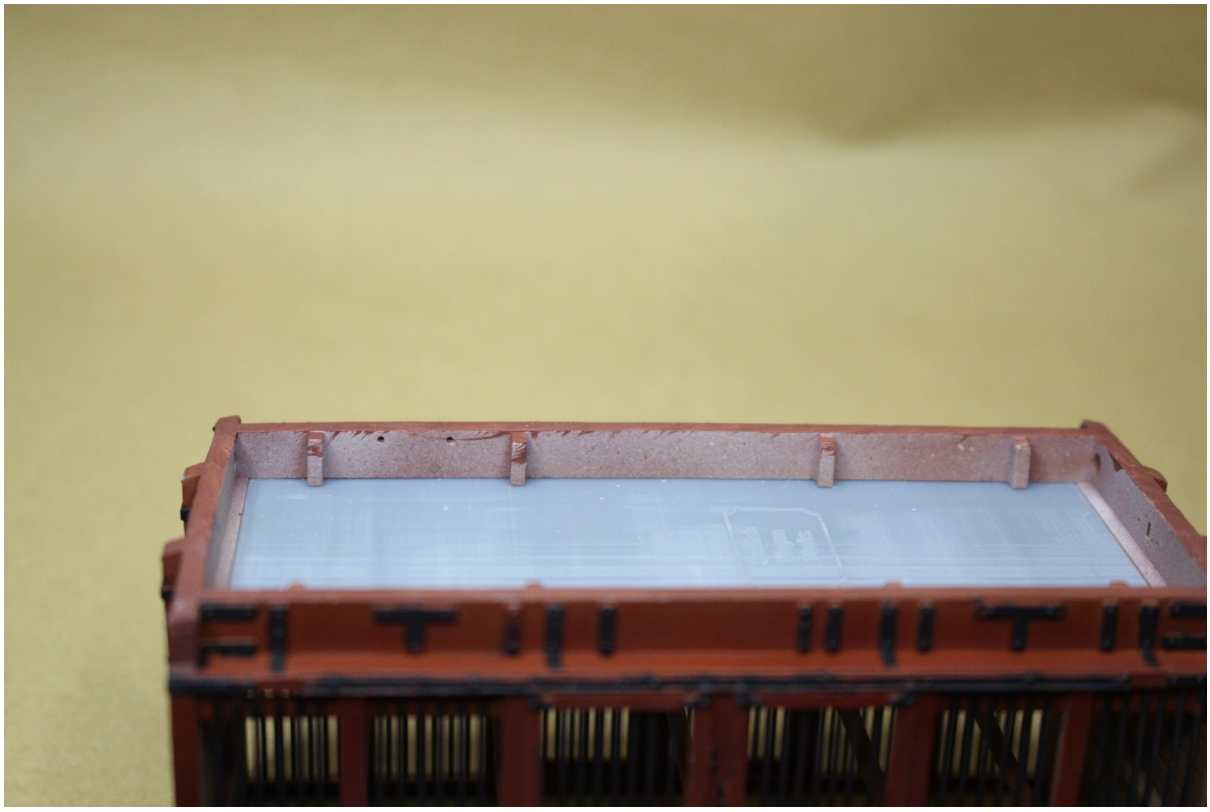
I found this model is easier to finish if painted prior to assembly.



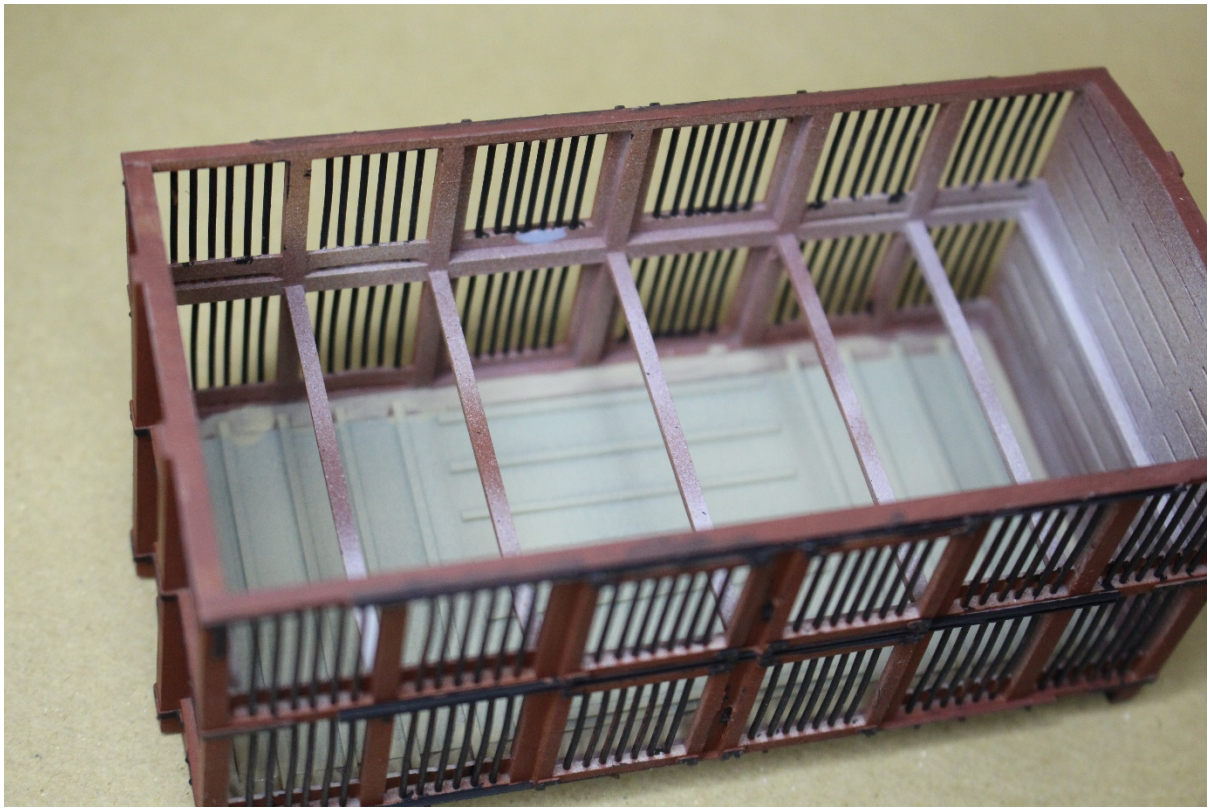
Insert the lower deck floor from the underside with the bars upwards.



Ensure that the floor sits flat on the supports before gluing with Super Glue

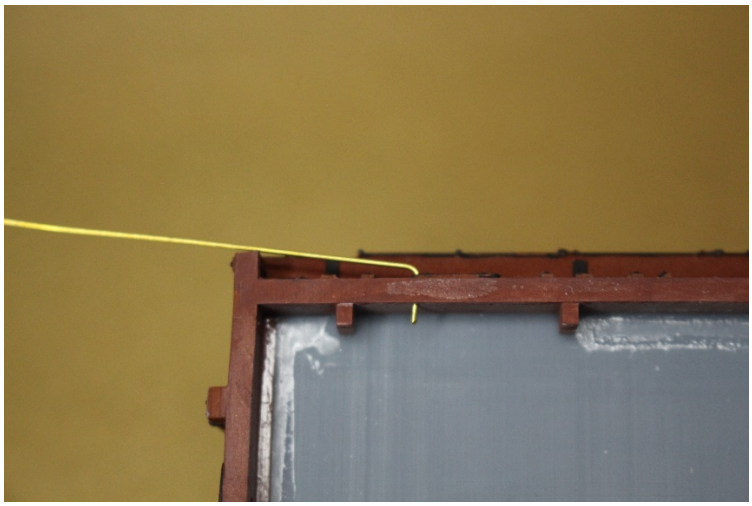


It is easier to paint the floor rails to the same colour as the rest of the floor.



Bend the wire to 90 degrees approx. 5mm from the end

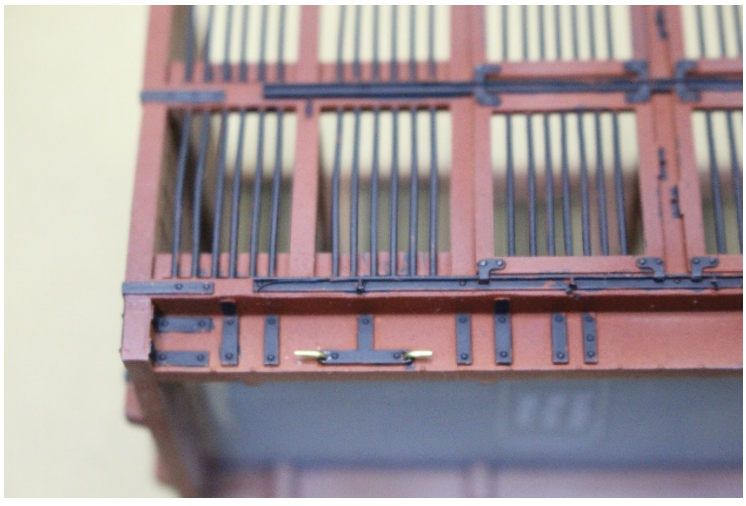
Insert into the solebar



Secure with Super Glue

Trim flush to the sole bar with flush cutting cutters.

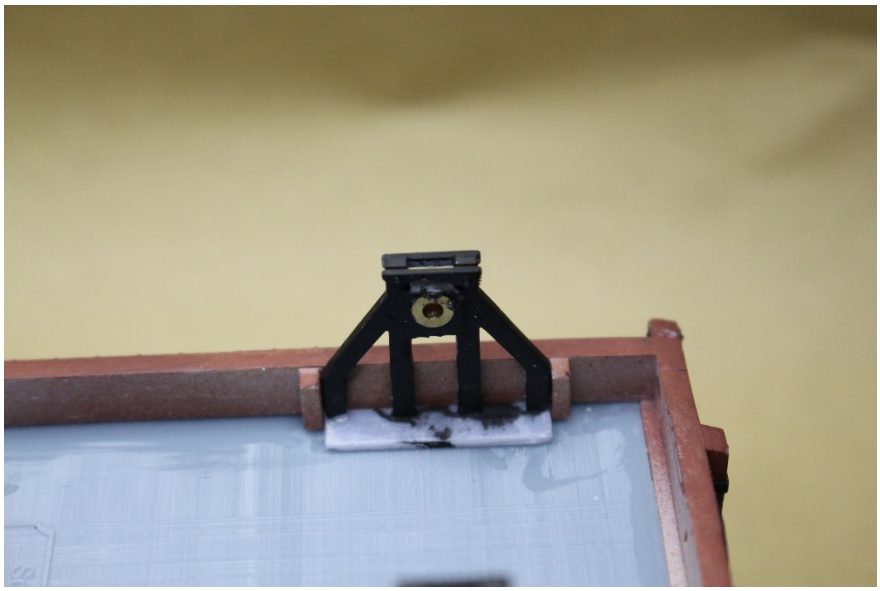
Repeat for the remaining 3 hooks and trim the hook to length



Drill out the Axle guards to suit the wheel bearing of your choice (2.4mm for Slaters, Parkside or Haywood).

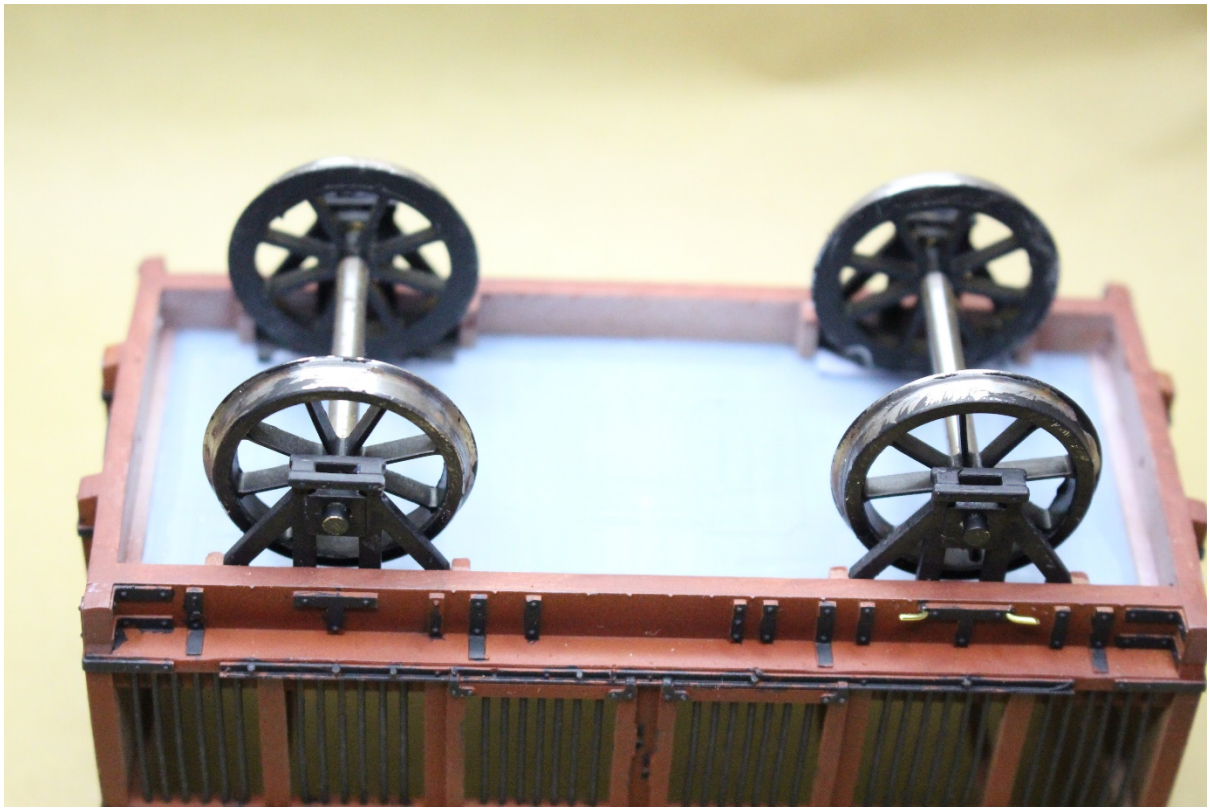
Insert the wheel bearing – no need to glue in place.

Then glue the axle guard in place between the locating lugs on the rear of the solebar.

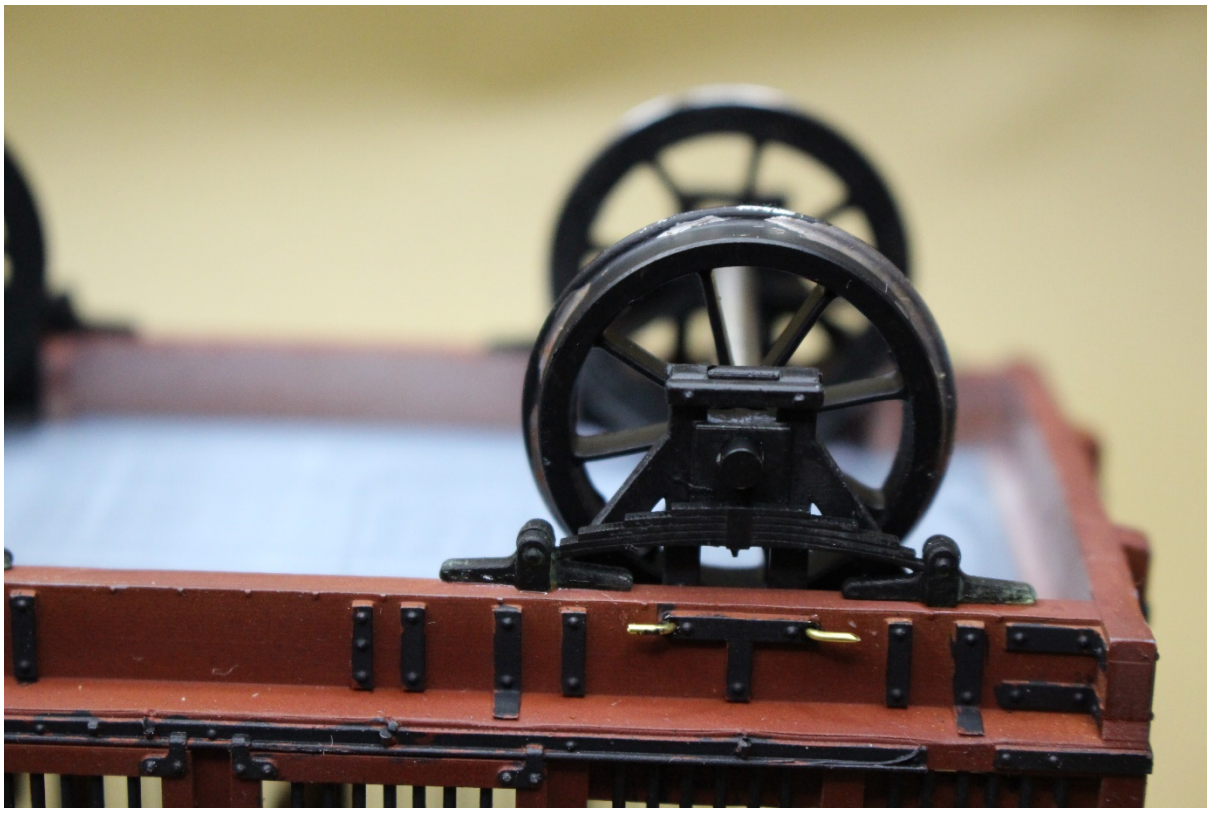


Repeat for the remaining axle guards.

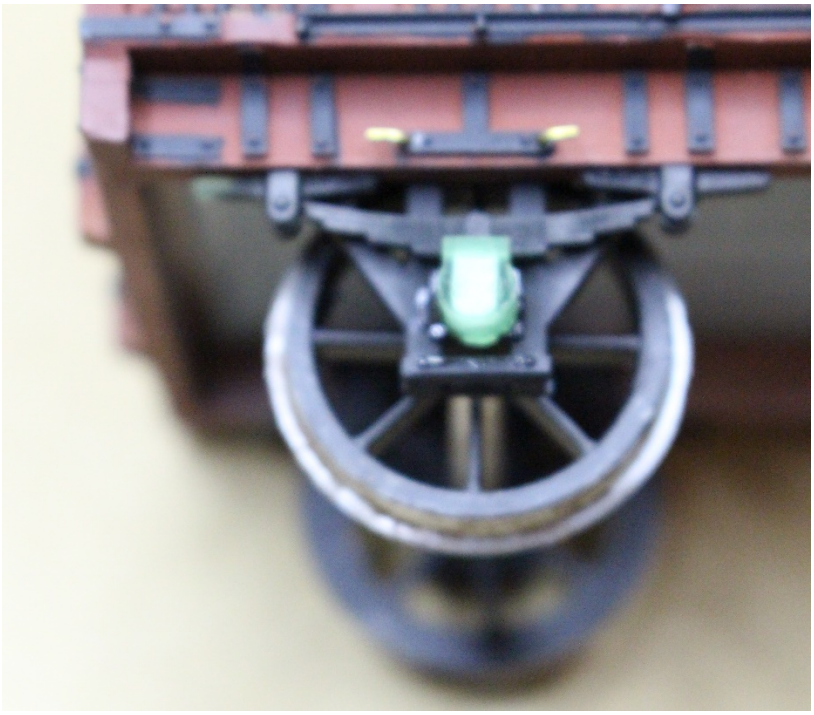
Gently insert the wheels and check that they rotate freely.



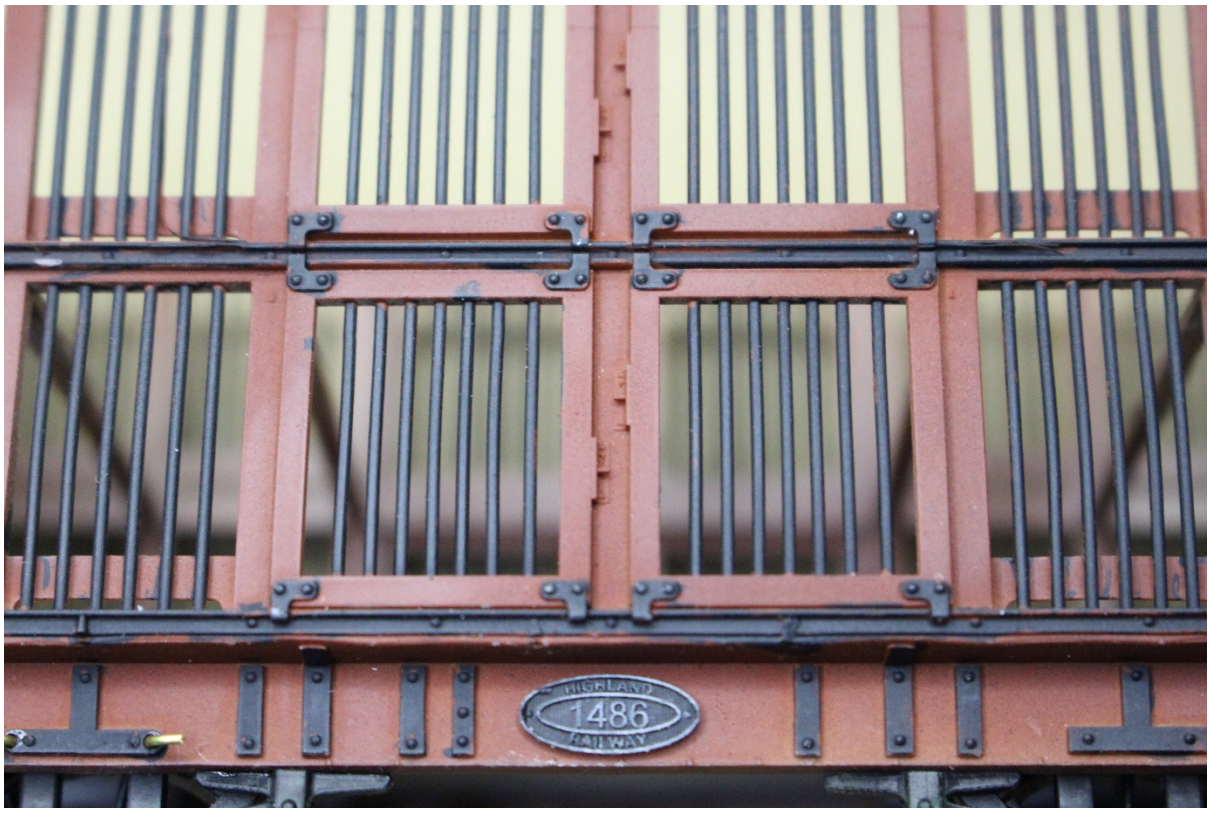
Glue the leaf springs in place – aligning the centre of the spring with the wheel bearing.



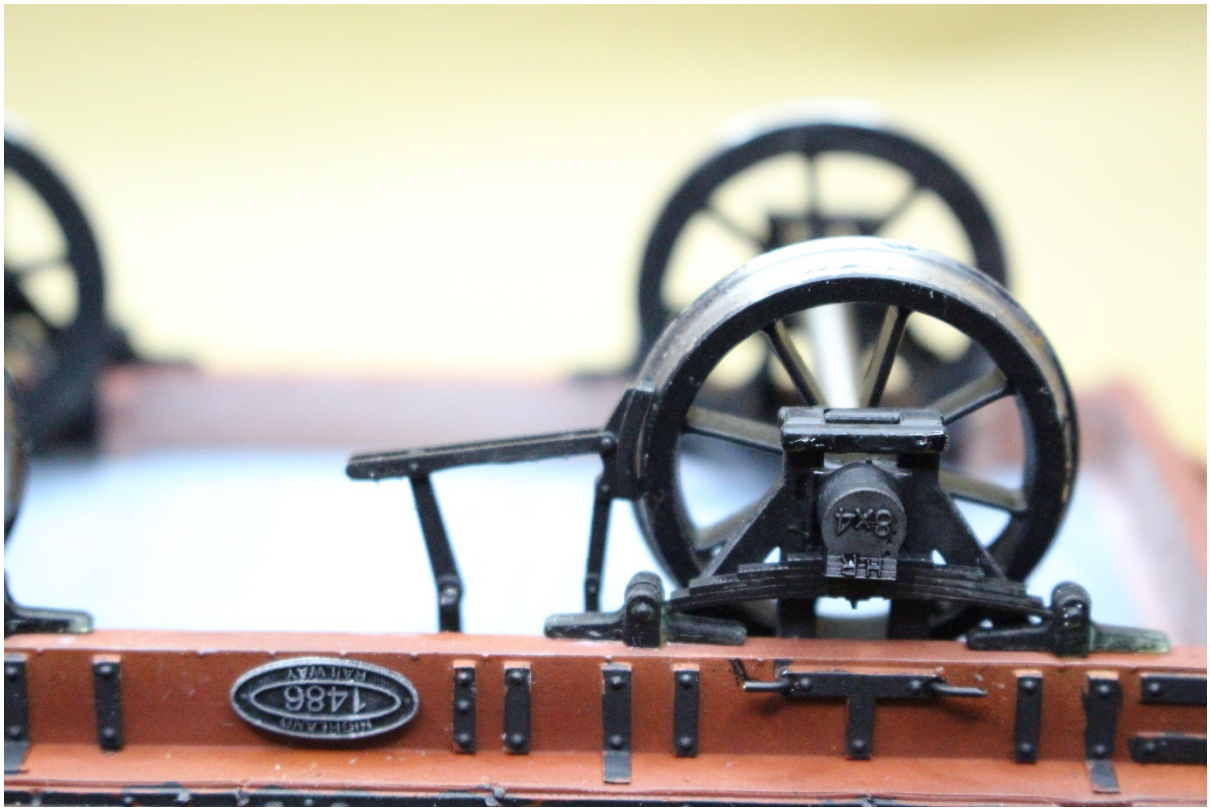
Now fit the axle boxes



My personal preference to paint and fit the number plate before fitting the brake assembly



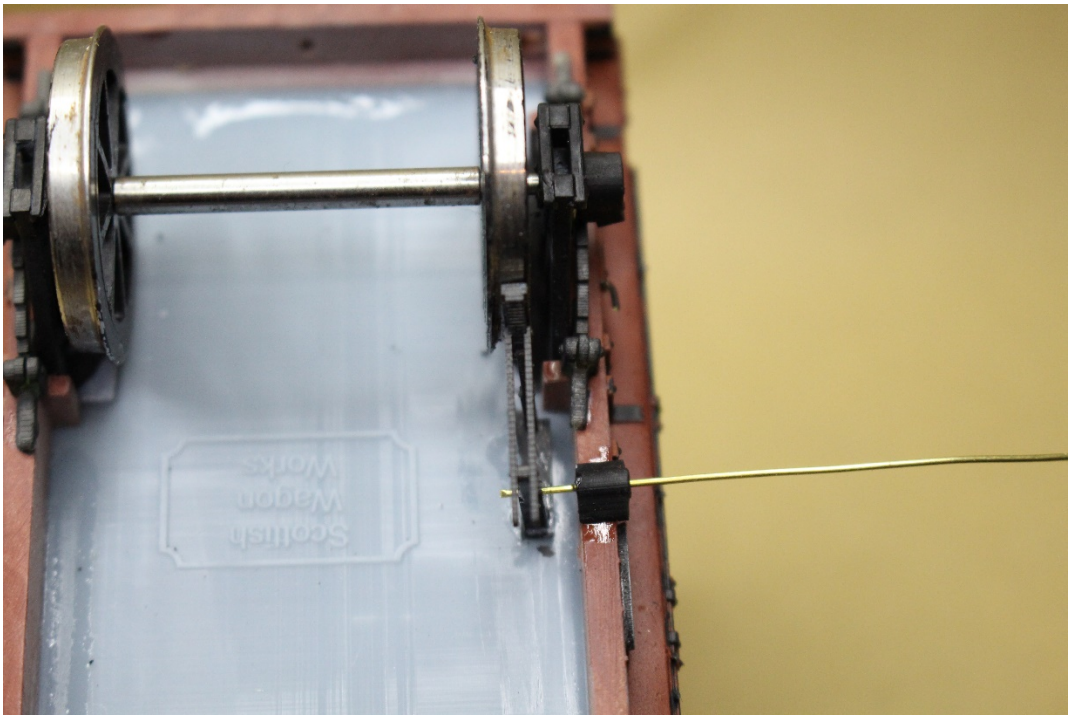
Glue the brake shoe assembly so that it is touching the wheel rim and parallel to the solebar.



Don’t worry if the wheel doesn’t rotate freely – that will be sorted later.

If like me you have painted the model prior to building its worth checking the 0.6mm wire can pass through the brake shoe assembly, pivot block and brake lever.

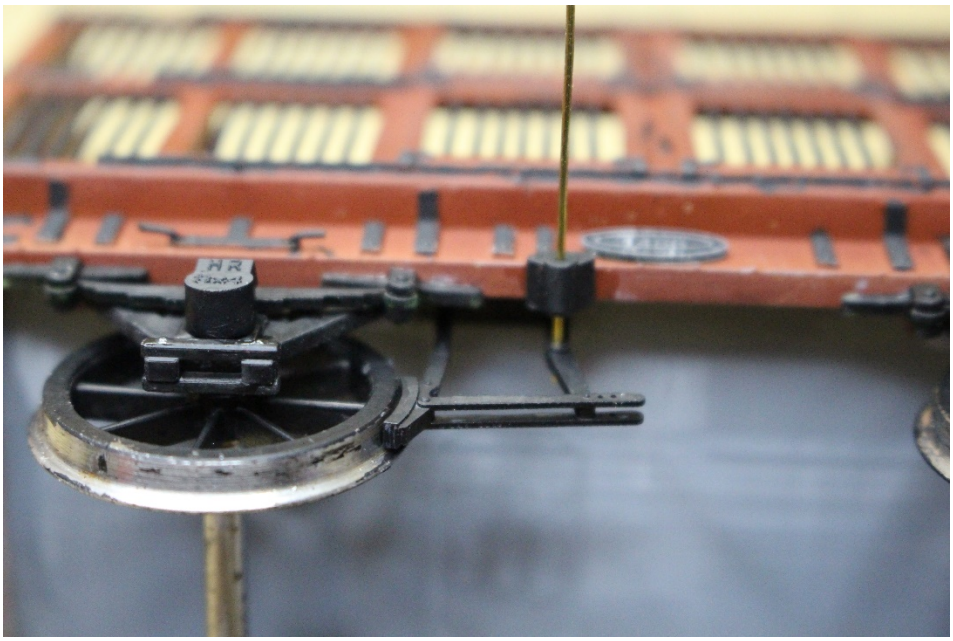
Thread the wire through the pivot block (the lip locates on the outside face of the solebar), then through the brake shoe assembly. Glue the pivot block to the sole bar.



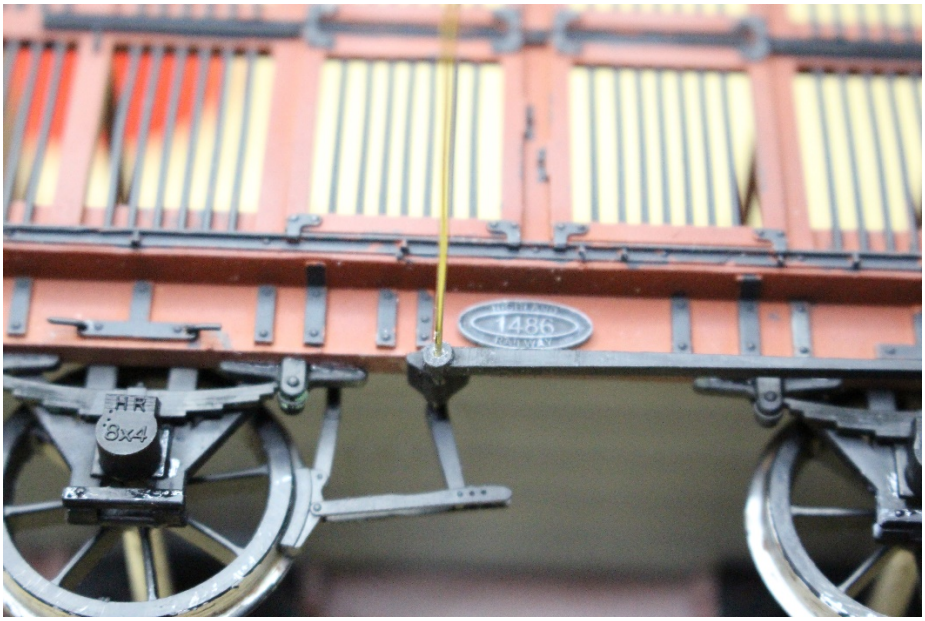
Feed the wire a few millimetres past the inner edge of the brake shoe, apply a spot of glue the wire both between the shoe assembly and the pivot block and to the inside of the shoe.

Pull the wire so that the glue goes into both the brake shoe and pivot block. Allow yo dry for a few mins.

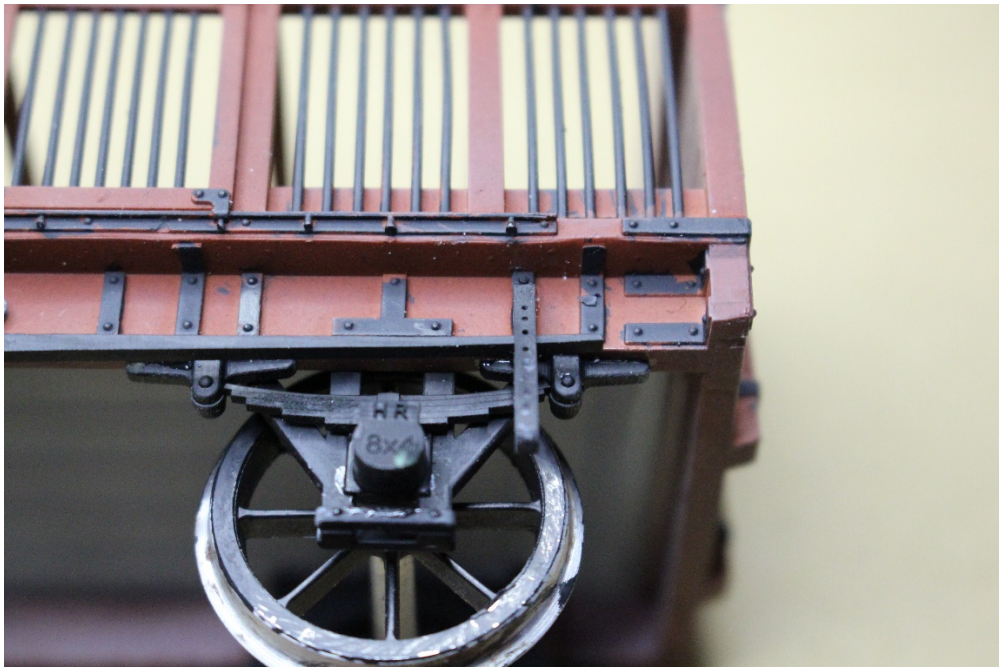
If the wheels don't rotate freely, insert a piece of 2000 grit wet n dry paper between the brake shoe and wheel tyre and gently sand the brake shoe surface. It will not take much sanding but you will end up with free running wheel with minimal gap between the wheel and brake shoe.



Thread the brake lever on to the wire – the bass facing outwards.



Thread the brake lever guide on to the brake lever – its easier to insert with the brake guide 90 degrees out then rotate the brake lever guide to the correct orientation.



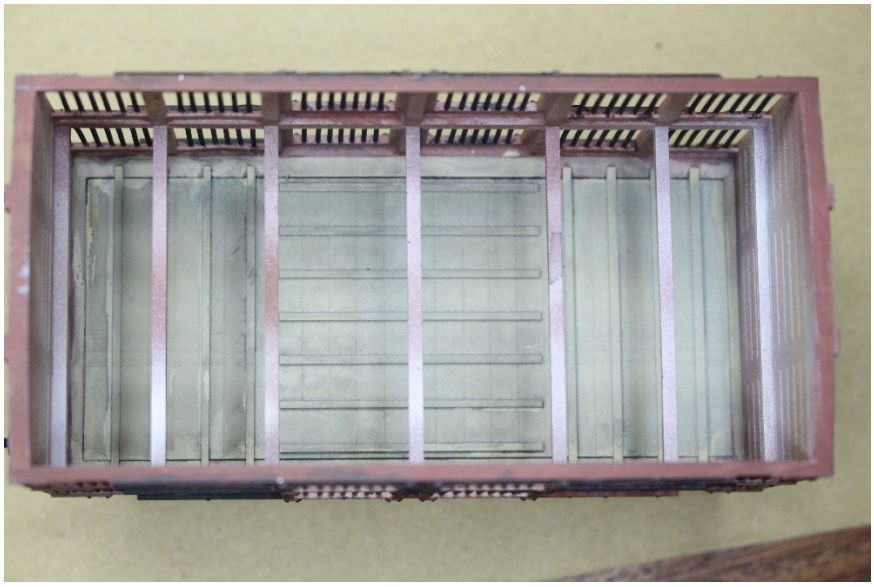
Adjust the position of the brake lever guide to the correct position and sitting vertical, then glue in place.

Again, give it a few mins to set, then ease the pivot end of the brake lever away from the pivot block apply a spot of glue and push the brake lever back into contact with the pivot block.

Trim the brass wire with approx. 0.5 mm protruding past the brake lever.

Fit the buffers and coupling hook.

I applied a wash to both deck floors, and for those brave souls, it's time to add any sheep you may have, before securing the upper floor and roof in place.



I hope you enjoyed the build.