N Gauge Society Kit 62 British Railways Type A and BD Containers NGSK0620

This is not a toy. Only suitable for persons over the age of 14. May contain small parts and sharp edges. Keep away from small children.

To complete this kit you will need: Glue, Paint & Transfers

Getting Started

First, read the instructions thoroughly all the way through and be sure you are confident that you have identified all the parts. It is recommended that you adhere to the suggested order of assembly, though with experience, you may choose to deviate.

The kit has been designed to make two of the most common types of container designed by British Railways.

It was originally produced by Parkwood Models and the tooling is now owned by the N Gauge Society.

The Prototype

A40047B (left) at Gloucester26/05/1978. BD46274B (right) Dia 3-050 lot 2785 from Wolverton, 1958 at Swindon Works 19/05/1979. Both images © Paul Bartlett and reproduced by kind permission.

The concept of the container was still relatively new by the time of nationalisation, thus the four previously independent railway companies had largely standardised their container designs. British Railways followed these designs closely, sometimes even using Railway Clearing House (RCH) drawings. They were regarded as detachable wagon bodies, although they were issued their own diagram book.

Numbering was different as well, with a one, two or three letter prefix to denote type; the suffix denoted the builder, usually B for British Railways.

A Type (Pressed-Steel End) : A111-290, A341-680, A3316-3840, A40000-41149
A Type (Boarded End) : A681-1310, A2916-3315
BD Type (Pressed-Steel End) : BD4000-4224, BD4495-5125, BD46000-50999, BD5420-7994
BD Type (Boarded End) : BD5125-5419, BD6001-6150, BD6475-6674

The A type container was the smaller design, with doors at one end only. It was approximately 7ft 6in long, 7ft wide and 8ft high giving a capacity of approximately 325 cu ft. Original designs were rated at one ton but this was increased to 4 tons. There were three distinct designs, of which the plywood end version cannot be represented by this kit, though the tongue-and-groove and pressed-steel ends can.

The BD type container was the most popular with British Railways, basically an A type container but much longer. Capacity was around 720 cu ft and load four tons (later five tons). As with the A type, there were three types of end, the tongue-and-groove end was used though by far the most populous was the pressed-steel end.

Containers were usually carried on a Conflat wagon (such as the Peco and Bachmann models) secured by four chains, one at each corner. For the smaller A type, the end door always faced one end of the wagon and the container was

placed centrally. Occasionally they were roped to other flat wagons, though more common was to use a medium (three plank Medfit) or high (five plank Highfit) open wagon (there are many suitable models, in particular, the N Gauge Society's Kit 47 Highfit and Kit 48 GWR/LMS five plank open).

At the height of their use, there were over 50,000 containers. This declined steadily from the 1950s as the railways lost traffic to road competition, however, the proportion of containers to railway wagons actually increased, a sign of things to come and the all-encompassing utility of the container concept.

Many containers had useful lives beyond railway use, either as a store shed in a yard, or a cattle shelter or hay store on a farm. This kit would make a suitable detail for modelling yards or farms, and for extra variety, cut out some of the doors, or model them in the open position.

Livery and Lettering

As built, the wagons were painted maroon or early freight bauxite with grey roofs. Over time this changed to the later slightly darker freight bauxite (or freight brown). After years in service, the livery became faded and weathered.

Lettering generally followed the standards used by BR at the time for wagons, though more comprehensive since these containers could be loaded on to road transport and stray away from the railway. Typically, this consisted of BRITISH RAILWAYS, tare, capacity and container number. In later years this information was duplicated in imperial and metric, as well as the addition of the white/black arrows logo and the legend 'door to door'.

The following is not an exhaustive list, but gives typical examples of livery and condition:

- *British Railways Wagons (The First Half Million)* by Don Rowland: Chapter 12
- *British Railways Unfitted And Vacuum Braked Wagons In Colour* by Trevor Mann P65/6
- http://paulbartlett.zenfolio.com/ '*Paul Bartlett wagon photographs*' Paul Bartlett's useful web site

General Notes On Construction

Naturally, the N Gauge Society wants you to achieve the best results you can. These simple guidelines should help:

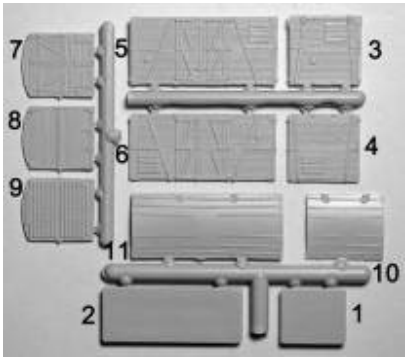
- Read the instructions through fully before you begin
- Use a sharp knife to separate the parts from the sprues
- Clean off any flash or moulding pips with a sharp knife and wet 'n' dry sandpaper
- Check fit before gluing
- Use a small paint brush to sparingly apply liquid plastic cement when joining parts
- Photographs of the prototypes will help you

But above all .... TAKE YOUR TIME!

Parts

Use the following photograph and table to identify all the parts. Keep all the parts in a container or re-sealable bag to avoid loss and only remove parts from the sprues as you need them.

Part Number	Quantity	Container Type	Description
1	1	A	Floor
2	1	BD	Floor
3	2	A	Side (end door on RHS)
4	2	A	Side (end door on LHS)
5	2	BD	Side (end door on RHS)
6	2	BD	Side (end door on LHS)
7	2	A and BD	End (doors)
8	2	A and/or BD	End (tongue-and-groove)
9	2	A and/or BD	End (pressed-steel
10	1	A	Roof
11	1	BD	Roof



Construction

N Gauge Society Kit 62 – BR Type A and BD Containers

Only a few basic tools are required – a sharp craft knife, wet 'n' dry sandpaper, and tweezers. A liquid polystyrene glue such as Mekpak is best, using a small paint brush to apply small amounts to joints.

1. Drill a hole through each floor (**Part 1** and **Part 2**). This will allow any fumes from the liquid polystyrene glue to escape once the body structure is completed and sealed.

2. Choose which non-door ends to use for each container (**Part 8** or **Part 9**).

3. If using the tongue-and-groove end (**Part 8**) then scribe the planking on to the side steel strapping plate to match the end (**Part 3** and/or **Part 5**, LHS; **Part 4** and/or **Part 6** RHS).

4. Build each container around the floor making sure that all corners are square. Apply glue sparingly on the inside faces to avoid damaging the detail on the outside. It is best to glue both sides and ends at the same time; the liquid polystyrene glue softens the plastic and it stays soft for a few minutes which allows time to adjust the fit of the parts. If the plastic starts to harden, apply a little more glue to soften it again.

5. The key thing when building these containers is to make sure that the sides are the right way up and that the ends are glued to the right end. When viewing the sides, there are diagonal straps that run from the top to the bottom away from the doors. These straps will match to the lifting rings on the roof.

6. The example below shows the layout and orientation of the parts (**Part 9**, **Part 5**, **Part 7**) for a BD type container with a pressed-steel end.

7. The example right shows the layout and orientation of the parts (**Part 7**, **Part 4**, **Part 8**) for an A type container with a tongue-and-groove end. This one is a little harder to distinguish each side and where the end door goes, but look for the right-angled plate top left of the side which denotes the end where the end door goes.

8. Finally, glue the roof (**Part 10**, **Part 11**) to the body.

9. Paint the containers in the chosen colour. It may be easier to paint the body and roof separately before gluing the roof to the body.

If you have a pressed-steel end (**Part 9**) left over, you can use it to convert a Peco container to a B or BC type (BC9700-9890, B9891-9950, B5800058099). For a Conflat P (Condor) use a Peco 15ft plate wagon and remove the floor and sides only. Each wagon would carry one A and one BD type container. For the later Condor bogie conflat, use the N Gauge Society Kit 8 Bogie Bolster D with a flat floor, no curb rail and Freightliner type bogies (TOPS code FCV). Each wagon could carry up to three BD type containers.