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PARRY PRIVATE OWNER WAGON KIT

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The kit is for a T S & C Parry 3 plank 8' 10" wheelbase private owner wagon and is the result of research and drawings made by Simon Turner of the Brighton Circle, based on a photograph given to him by Gordon Weddell. The photograph, ca 1870, shows part of a train of wagons taken at Windsor and consists of six Parry's and others. The Parry's vary slightly from each other in respect of lettering arrangements, wheelbases and the number of planks forming the sides and ends. None are in the more usual Parry style like the ones shown leapfrogged in the HMSO book, as this finish seems to have appeared in the mid-1870's.

The kit was shown to me by Alan Budgen at one of our meetings and it intrigued me by showing in addition to its Parry ownership, North London Railway lettering. Eager to know more, I ordered a couple!

The kit, in white metal, is simple to make and consists of 2 sides, 2 ends, 4 axle guards, 1 brake block and 1 brake handle. The purchaser has to produce a floor, wheels, couplings, bearings and a compensation unit if desired. Flash was minimal and easily removed. I used gel superglue, which I find quicker than low-melt soldering, and glued the sides to the ends, making sure they were square and parallel. I had some planked plastic which I roughened slightly, to stick better, and formed the floor. I used waisted bearings and Alan Gibson's split spoked wheels with an "MJT" inside bearing pivot for one end. The axle guards are slotted instead of having a hole for the bearing to drop into, which made the job of keeping the wagon level, slightly easier. I drilled, pinned and glued the brake block and handle to the sole bar, as glue alone doesn't seem strong enough. Couplings remain to be fitted but will probably be three-link between the two wagons, with "KTG" automatics on the outer ends.

A coloured photograph is printed on the wrapping showing the wagon in red-brown colour, the lettering in white with black shading,

and ironwork in black. The manufacturer supplies transfers for the lettering as an extra. It must be emphasised that this is the most likely livery. Also with the kit comes a brief history of Parrys, the result of Simon Turner's research, which I quote:

"Thomas Sparke and Charles Parry were established before 1850 in the London coal trade. Their head office was at Caledonian Road on the NLR and they had numerous depots around London. There is evidence that part of their remit was as agents for the Butterley Coal & Iron Co, suppliers of a considerable portion of London's railbourne coal."

Just to round things off, and with Simon's permission, we show the drawings of the other Parry wagons in the train mentioned in the photograph. The kit is a Parry "F" using Simon's nomenclature. There is no drawing for the "E" but if you add an extra plank to the "D", an elliptical end and a tie-bar between the W-irons, that makes an "E".

Simon used his 25 years of wagon experience to produce the drawings, but they are not gospel and if anybody has further information please let us know.

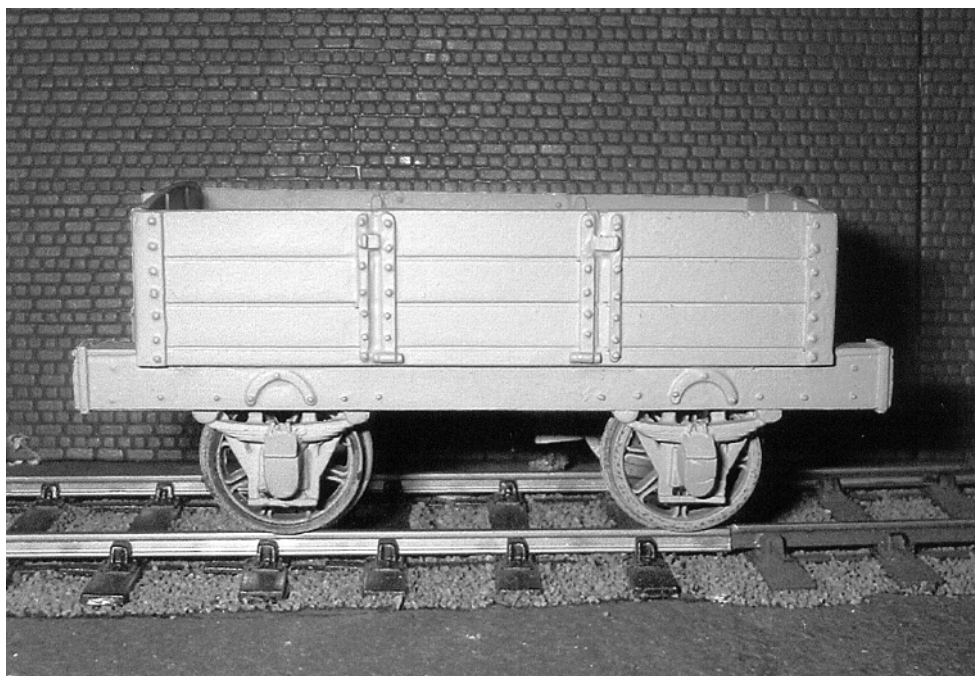
The kit is available from:

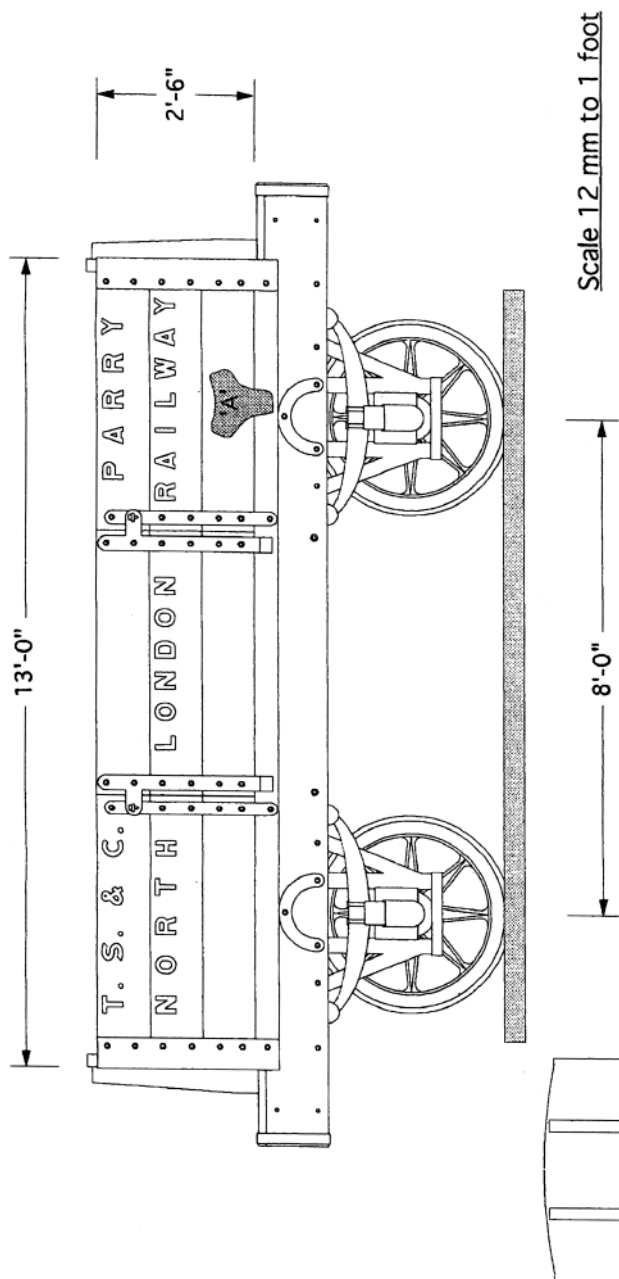
Chris Cox
5 & 9 Models
30 Hodge Bower
Ironbridge
Shropshire TF8 7QQ

Tel: 01952 432747
www.5and9models.co.uk

The price was £5.00 plus £1.50 for transfers, plus postage

Photographs of both sides of the wagon are shown opposite and drawings of types F, D, B and A on pages 12-15, courtesy of Simon Turner.





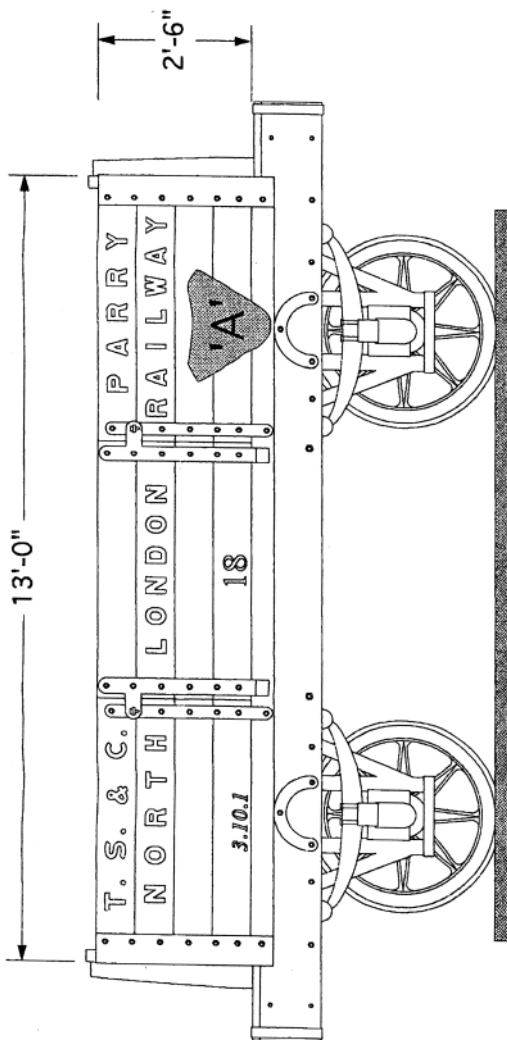
T.S. & C. Parry Coal Wagon

Drawn by S.T.Turner Mar 98

End profile

N.B. The feature at 'A' was presumably some sort of builders' or finance company plate. No brakes are apparent but there was probably a single shoe on one side only.

Ref: Parry F



Scale 12mm to 1 foot

T.S. & C. Parry Coal Wagon

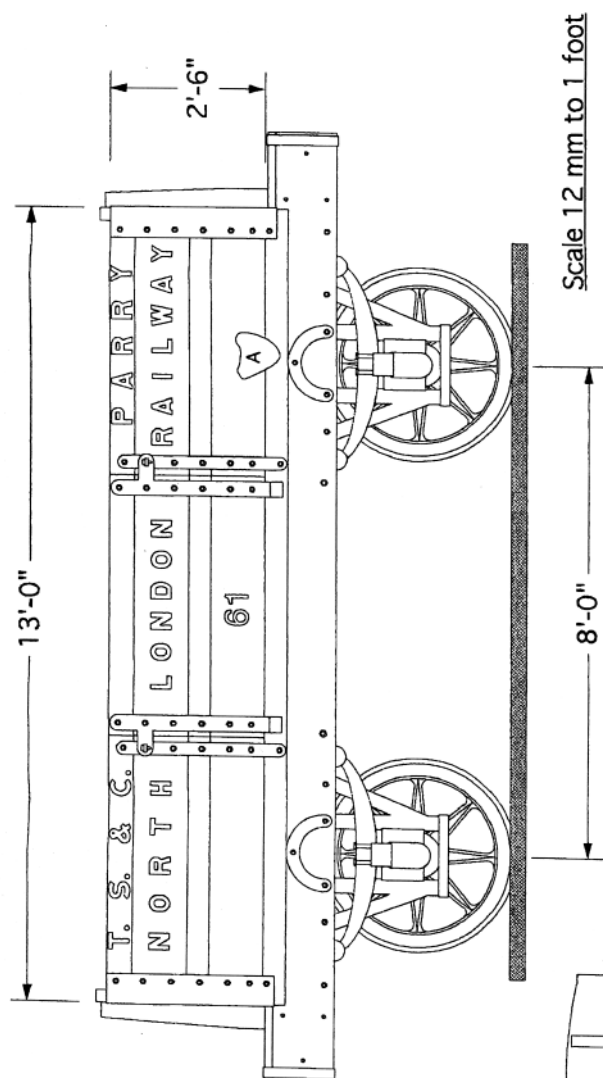
Drawn by S.T. Turner Mar 98

N.B. The feature at 'A' was presumably some sort of builders' or finance company plate. No brakes are apparent but there was probably a single shoe on one side only.



End Profile

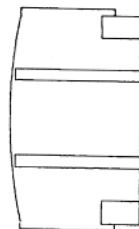
Ref: Parry D



T.S. & C. Parry Coal Wagon

Drawn by S.T. Turner mar 98

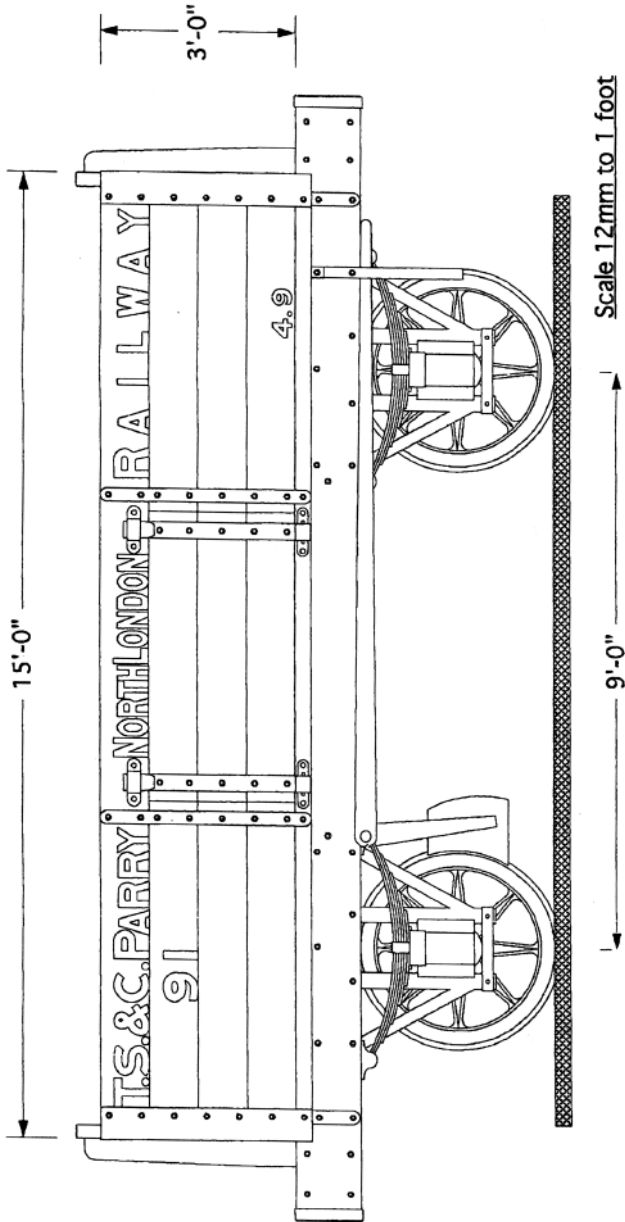
End profile



N.B. No brakes visible on the vehicle but it probably had a single lever and shoe type. The number is also open to doubt as it is unclear on the photograph from which the drawing was prepared.

Ref: Parry B

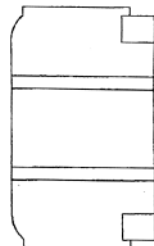
Ref: Parry A



T.S. & C. Parry Coal Wagon c.1865

Drawn by S.T.Turner Mar 98

N.B. The arrangement of the brake is conjectural. The photo from which the drawing was prepared showed the non-brake side and hence only the back of the shoe and crank were visible.



End Profile