

The first General Service horse drawn wagon – the Mark I - was introduced by the British Army in 1862. The design was developed and improved over the years.

The Mark X General Service wagon was introduced in 1905 and was the last type used by the British Army on active service. These were used throughout the First World War and provided flexibility – a horse drawn wagon being able to go where a motor vehicle couldn't. They lasted in service until after the Great War when mechanised transport took over.

During the First World War, the General Service wagon was used by the British, Canadian and Australian armies. It was used for carrying a wide range of loads – from fodder for the horses (and men!) to barbed wire and ammunition. It was a rugged vehicle and could withstand rough treatment in all weathers and on all conditions on the roads.



### Before You Begin

This kit is produced using three materials – whitemetal, resin and etched nickel silver. All are potentially harmful if not handled or used as intended. Do not feel tempted to place any parts in your mouth! Please wash your hands after a building session. The dust caused whilst filing or sanding should be cleaned away as soon as possible and must not be breathed in and we recommend the use of a face mask when sanding resin.

The detail parts are cast in a high quality whitemetal to provide as much detail as possible. Casting marks and 'flash' should be minimal but can be removed carefully with a knife blade, fine file or fine sandpaper. Some of the smaller parts are cast on to a sprue which also needs removing. Hold the sprue carefully using a pair of fine pliers and carefully cut the parts away.

The resin parts should feature minimal casting marks but again these can be removed with a fine file, knife blade or fine sanding paper. Take extra care as the resin is softer than the whitemetal and material will be removed quicker. The resin should be carefully washed and dried to remove any mould release. Warm water is best for this. Don't use washing-up liquid – it may prevent glue from sticking to the resin. Should any of the resin parts become distorted they can be immersed in hot water – TAKE CARE! – and gently tweaked back into place. Do not leave the parts in the water for too long as this may have an adverse effect, making them too soft. Under no circumstances, use a naked flame to heat the parts.

The fret of etched nickel silver details requires careful handling as its edges may be sharp. Cut each part in turn from the fret using a sharp knife blade and file any remaining tags with a fine file. Fit the etched parts using glue.

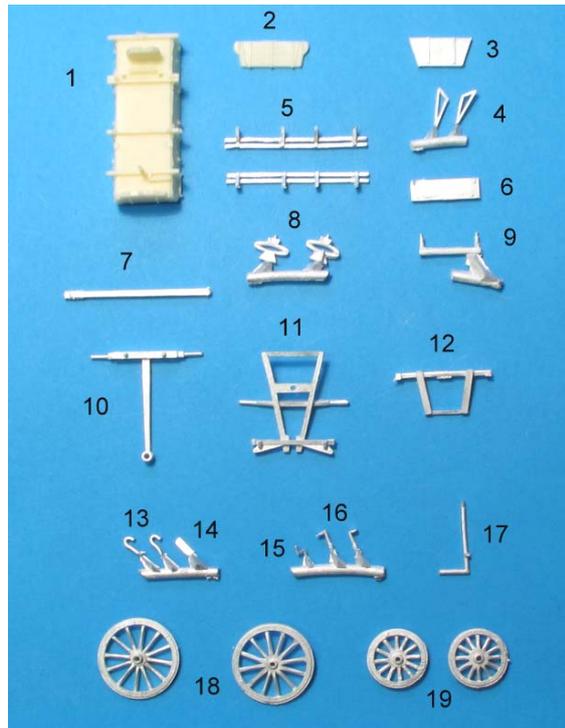
We recommend that the parts are glued together using either 'super glue' – ACC - or a quick setting epoxy resin such as 'Araldite'. Don't be tempted to use the 'instant' versions of these products. A little time to adjust the fit is always wise! Always follow the adhesive manufacturers' instructions.

### Acknowledgements

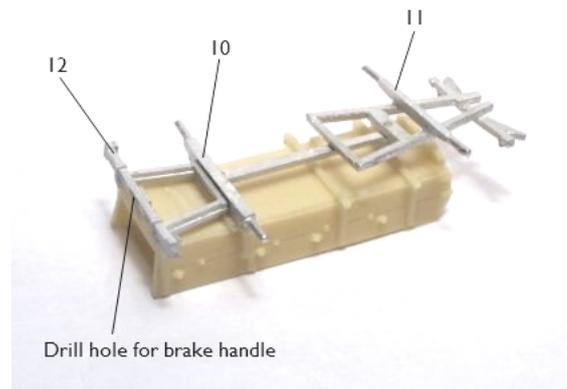
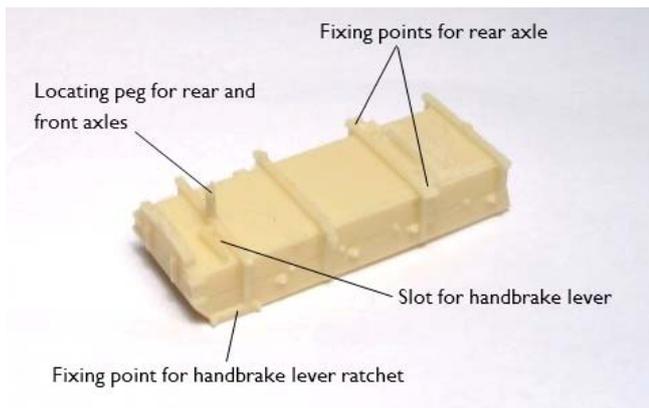
WAD Models thanks Ian Armstrong for the masters, Neil Moss for the etch, Nigel Bristow for information and allowing the use of photographs of his restored wagon and to David Gander for his help, advice, support and the instructions.

## Parts List

- 1 Wagon Body
- 2 Tailboard
- 3 Footboard
- 4 Footboard Stays x 2
- 5 Raves x 2
- 6 Driver's Seat
- 7 Draft Pole
- 8 Seat Springs x 2
- 9 Back Rail
- 10 Rear Axle Assembly
- 11 Front Axle Assembly
- 12 Rear Brake Assembly
- 13 Draft Hooks x 2
- 14 Handbrake Lever Ratchet
- 15 Brake Handle
- 16 Footsteps x 2
- 17 Handbrake Lever
- 18 Rear Wheels x 2
- 19 Front Wheels x 2
- 20 Driver
- 21 Horses x 2



## Construction



1) Turn the body upside down and drill out the locating holes for the rear axle using a 1mm drill. Carefully drill out the front locating ring in the rear axle assembly and glue in place.

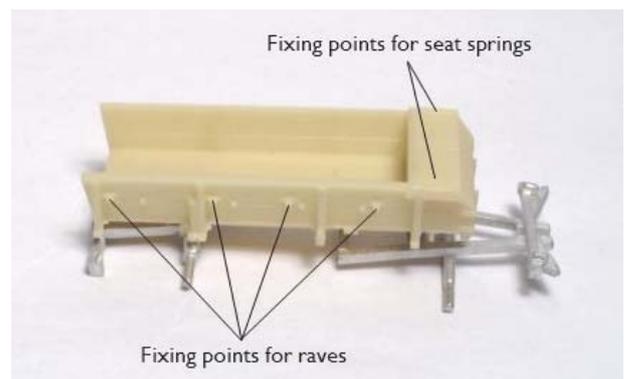
2) You need to decide the angle at which you wish to set the front axle and wheels and glue the front axle assembly (11) in place.

3) Temporarily fit the rear wheels (18) in place and use this to space the rear brake assembly (12). Glue in place. Once set, turn the wagon over.

4) Fit the Raves (5) - notice that these are handed.

5) Drill out the locating holes for the seat springs (8) using a 0.8 mm drill and glue in place. Drill out the locating holes for the back rail (9) in the seat (6) using a 0.5mm drill and glue in place. Once set, glue on to the seat springs.

6) Glue the footboards stays (4) to either side of the footboard (3) and glue to the front of the body.

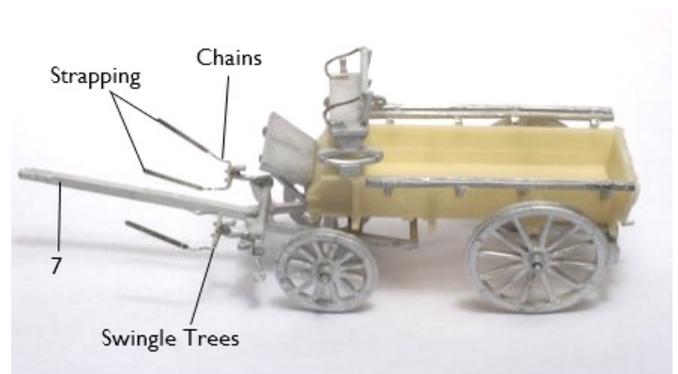
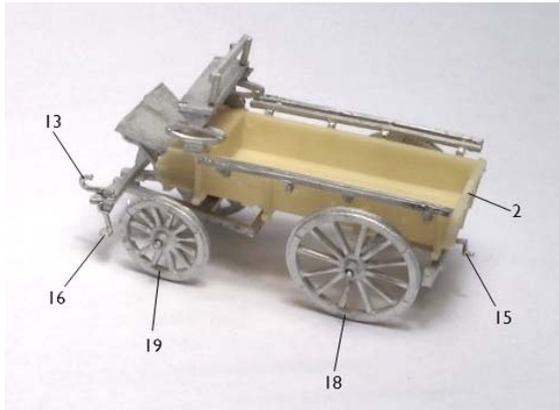
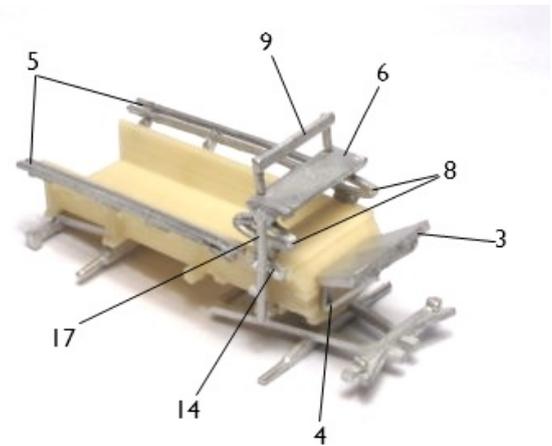


7) Glue the tailboard (2) in place

8) Carefully drill out the locating hole for the brake handle (15) in the rear brake assembly and glue in place.

9) Glue the handbrake lever ratchet (14) in the slot on the driver's side of the wagon body. Once set, glue on the Handbrake lever (17) with the bottom piece in the slot on the underside of the body.

10) Glue on the front (19) and the rear wheels (18), ensuring that they remain parallel and vertical as the glue sets. When set, glue on the footsteps (16) which are handed. Glue on the draft hooks (13) to the front axle assembly.



11) Fit the draft pole(7).

12) Make up the guard irons from the supplied 0.45mm wire. The box art gives an indication of the correct shape.

13) Identify the following parts on the etch. For this kit the four large hooks are not required. If you are building a wagon with horses, use the swingle trees without the chains and straps fitted. If you intend to fit the horses, use the swingle trees with chains and strapping.

14) Carefully remove the required parts from the etch. Fold over the swingle trees back on themselves and carefully strengthen with superglue along the seam. The chain is quite delicate - to give it strength carefully flood this area with superglue. Glue the swingle trees to the draft hook (13), ensuring they remain horizontal.

15) The horses (21) have their harness moulded on to their bodies. Align the etched strapping so that it fits on to the harness.

16) The driver (20) comes with a choice of heads. Fit the required head to the body and position on seat. No provision is made for the horses' reins as these are very fine. They could be cut from thin paper or plastic and carefully glued in place. You may need to carefully drill through the driver's hands to fit the reins in the correct position.

## Painting

Ensure that all surfaces are grease and dust free. Clean the model carefully in warm soapy water if required, taking care not to lose detail. Allow to dry and then spray with a suitable primer from an aerosol – we use Halfords Grey Primer.

The wagon should be painted War Department Green – see the prototype photographs. Humbrol 102 is a close approximation to this. Note the company markings on the side of the wagons. The wheel tyres can be painted a suitable grey – Humbrol Gunmetal is appropriate. The horses may be painted any suitable horse colour!

## References and source material

Landships – dedicated to modelling WWI hardware – [www.landships.freesevers.com](http://www.landships.freesevers.com)

Horse drawn transport of the British Army by D J Smith, published by Shire Classics

A useful set of detail photographs of a Mark X GS wagon preserved in Australia can be found at the following URL:

[http://www.ammsbrisbane.com/ajax/reference/gs\\_wagon.html](http://www.ammsbrisbane.com/ajax/reference/gs_wagon.html)

