

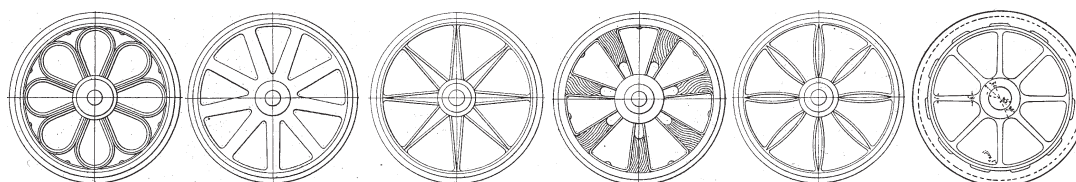
Parliamentary Trains

36-inch wheels for 0 gauge

An unexpected difficulty in producing models of very early railway vehicles was the extremely small size of their journals and axleboxes, to the extent that in some cases commercially available wheels and bearings which are perfectly satisfactory for more modern prototypes simply could not be fitted in. This factor more than any other led Parliamentary Trains to develop their own range of wheels for early carriages and wagons. A very large proportion of such vehicles ran on 3 foot diameter wheels of various designs, which were interchangeable as long as they had the same journal size. When we studied these wheels it was noticeable how slender the wheel rims and tyres were compared with later types, so we have taken this into account, as well as greatly reducing the outward projection of the axles and bearings. We took care to keep the distance between axleguard faces and the diameter of the bearings unchanged, so that as long as wheels and bearings are both replaced, our wheels can be directly substituted for other makes. One factor which changed with the years is that thicker tyres were fitted, increasing the diameter on the tread by an inch. Our wheels retain the original diameter.

In the interests of appearance the wheels and axles have been chemically blackened. The various centre designs are laser cut from a rigid black plastic material. All types are available to both Fine Scale and Scale Seven standards for Gauge 0. Five of the drawings below are taken from D K Clark's *Railway Machinery* of 1855 and show 3ft diameter wheels. The one on the right is a 3ft 1in wheel as illustrated in *Railway Mechanical Engineering*, published in 1923, and has a noticeably heavier rim. Our version of this wheel has the same slender rim as the other types.

The double-spoke Hague wheel and the 8 single-spoke type became predominant, and were common for as long as traditional British goods wagons remained in service. The others were not in production so long, but all could commonly be found on mid-nineteenth century wagons and carriages. The least-known of them, the Haddan's wheel, was surprisingly common among the coaches illustrated in the Hansard report to Parliament investigating how the various companies had implemented the Railway Regulation Act of 1844.



Brahmah
& Fox
Code B

Bury
cast iron
Code C

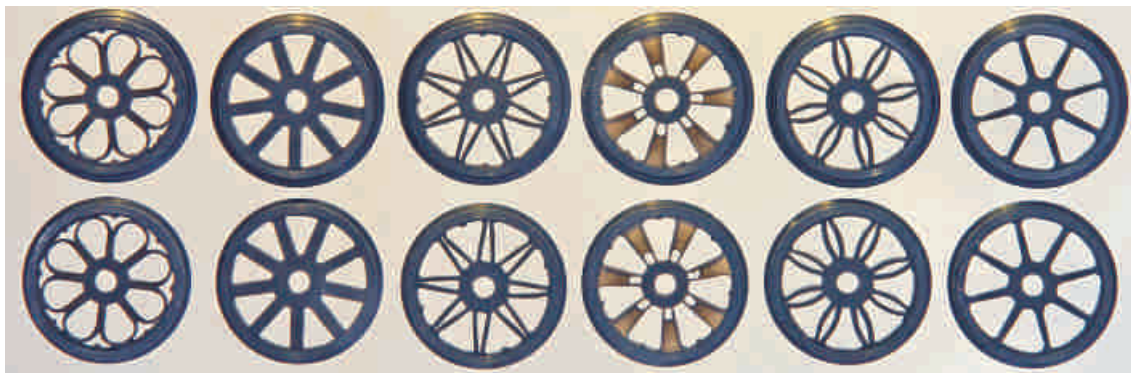
Double spoke
Hague
Code D

Haddan's 7-
double spoke
Code H

Losh & Bell
double spoke
Code L

8 single
spoke
Code S

Flange code: Fine scale: FS Scale Seven: S7



The photo to the left shows an LNER wagon wheel of the 1890s. The one above shows the various types initially offered by Parliamentary Trains, prior to the wheels being assembled on their axles. The bottom row have Scale Seven flanges, whilst those above are fine scale. All these illustrations are at approximately 7mm scale.

Three assembled wheel sets. These are, left to right, a Brahmah and Fox with Fine Scale flanges, a Losh and Bell with Scale Seven flanges, and a Haddan's for Fine Scale.

