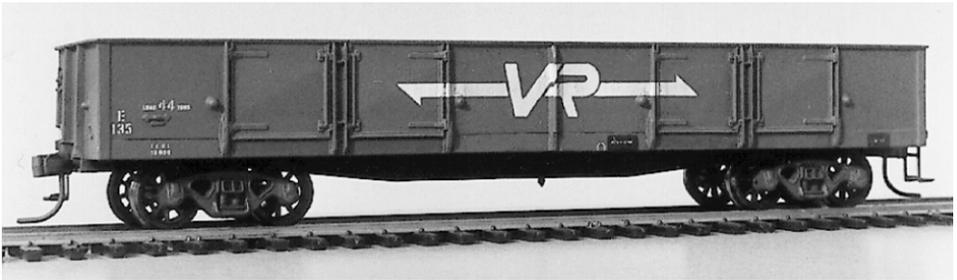




C/- P.O. Rhyll, Victoria, 3923.

VICTORIAN RAILWAYS 'E' WAGON

202 E class bogie open wagons were constructed at Newport workshops from 1925, using pressings supplied by American Car and Foundry Export Co. U.S.A. During W.W.II many of these gondolas were converted to S class bogie flat wagons, for transport of military vehicles, by having their sides and ends removed. During the 1950s a number of these flat wagons were rebuilt as gondolas, utilising pressings from the GY wagons then being constructed. This kit is representative of this series of wagons, being numbered from 1 to 202, although not all numbers were used.



Model illustrated has been fitted with shunter's steps and couplers (not included).

Necessary Equipment

This kit is made up from GY parts and strip styrene. Cutting and joining of certain parts is necessary. Read instructions fully before commencing construction. It is recommended that this Kit be assembled with liquid solvent cement such as Testors or MEK, etc.

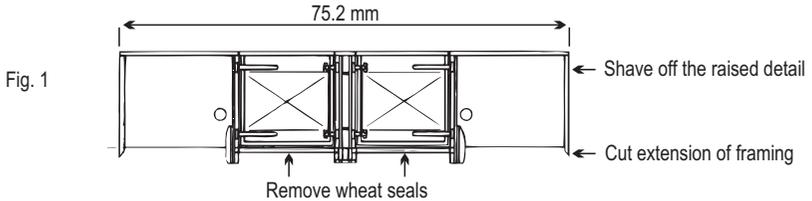
The usual modelling tools such as needle files, hobby knife, steel straight edge and flat working surface are required. An additional useful tool is a sanding surface and guide made by gluing a sheet approximately 300 x 100mm of 180 grit opencote aluminium oxide sandpaper to a piece of 25mm thick particle board. The guide is simply a 45 x 20mm x 200mm long piece of timber with at least one edge planed square.

Assembly

Commence construction by cutting the sides free of the runner system and trimming the mould gates with a sharp knife. Remove the wheat seals from beneath each door. This is most easily done by holding the side flat on your work surface with the lower edge of the side overhanging. A 15mm flat file can then be used in an up and down motion to file away the wheat seal. Stop when there is just the angle framing remaining at the bottom of the door.

Remove the moulded-on lashing rings from the sides and shorten each end of each side by 0.4mm so that the overall length of each side is 75.2mm.

Cut the extension of the angle iron framing from the lower corner of each side and also shave off the raised detail of this angle from each end of each side. Refer to Fig. 1. Butt two sides together on a flat surface and cement them together.



Cut pieces of 0.030" x 0.125" polystyrene from the strip provided and cement to the lower edge of the sides. Cut each piece to be a neat fit between the door stanchions and fill the small gaps at the bottom of each stanchion with little off-cuts. Because the bottom edge of each side is now a bit uneven, allow the cement to dry and then true up the bottom edge, using the sanding block and guide described earlier.

Remove the ridge pole pivot and brackets from each end and also make a small square cutout in each lower corner. Cement small offcuts of 0.040" polystyrene into these cutouts. Each piece can be oversized and trimmed back flush with the edges when the cement has dried. Refer to Fig. 2.

Sides and ends can now be glued together, upside down on a flat surface, so as to form an open box.

Trim one end of each floor so that the overall length of each is 75.2mm. Remove and trim the moulded-on framing detail as shown on Fig. 3. A sharp 20mm paring chisel is a useful tool for this task.

Cement the two floors together on a flat surface, making sure that the cut ends are abutting.

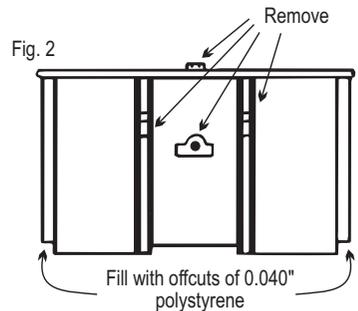


Fig. 3

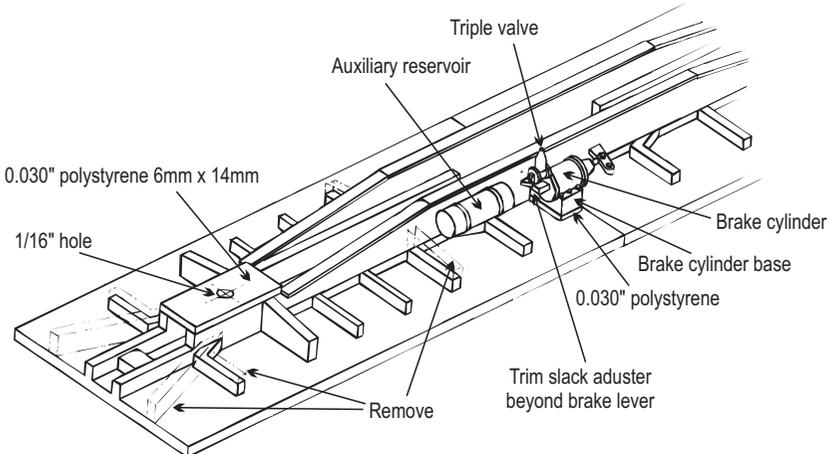


Fig. 5

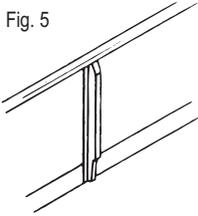
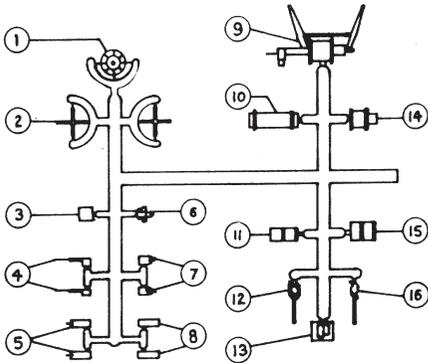
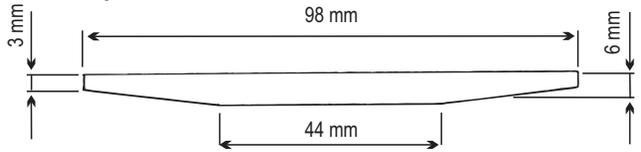


Fig. 4



1. Miner handbrake wheel.
2. Spider handbrake wheel (2 off)
3. Ratchet handbrake bracket.
4. Brake release NSWGR/SRA (2 off)
5. Grade control type 1 (2 off)
6. Triple valve.
7. Grade control type 2 (2 off)
8. Load compensating control (2 off)
9. Brake cylinder.
10. Auxiliary reservoir.
11. Load compensating device base.
12. Ratchet handbrake - double reduction.
13. Miner handbrake bracket.
14. Load compensating device.
15. Brake cylinder base.
16. Ratchet handbrake - single reduction.

Cut two strips from the sheet provided to form the fishbelly centre still. Refer to fig. 4 for dimensions. Cement these strips to the floors so that the lower edge of each strip is resting on top of the underframe transoms moulded on to the floor. Also ensure that they are centrally located. Flanges can be added to the lower edges of the fishbelly using 0.010" x 0.060" styrene strip, if desired.

Cut two pieces 0.030" styrene 6mm x 14mm and cement to the original centre sills at each end of the fishbelly. When these pads are dry, mark and drill a 1/16" hole 21mm in from each end in the centre of each pad.

Cement the brake cylinder to its base and cement the triple valve to the brake cylinder. Add an offset of 0.030" polystyrene to the top face of the brake cylinder bracket so as to space the cylinder lower off the floor.

Trim the brake levers and slack adjuster and cement the brake cylinder assembly and auxiliary reservoir to the underframe. Refer to fig. 3 for positions. Cement the floor into the box formed by the sides and ends, so that the bottom face of the floor is even with the lower edge of the original side mouldings.

Cut 1.3mm wide strips from the 0.005" styrene sheet provided. Cement a length at each end of each side to form the outer surface of the angle post at each corner. Cement a further length in the centre of each side to cover the join. Cement a length of 0.030" x 0.040" styrene strip on edge, centrally over this strip on each side so as to form a pillar with 'top-hat' cross section. When the cement has dried, trim this post to the profile illustrated in Fig. 5.

Add the ratchet hand brake detail to the end, using parts 3 and 16 above, in the position shown on the lettering diagram. Shunter's steps are available separately in detail kit E6. Kadee No. 5 or No. 58 couplers can be cemented directly to the mounting pad moulded on the underframe.

The model should be washed in lukewarm soapy water and rinsed before painting.

The model should be painted overall V.R. Wagon Red. We recommend Steam Era Models V.R. Wagon Red Spray Enamel.

