



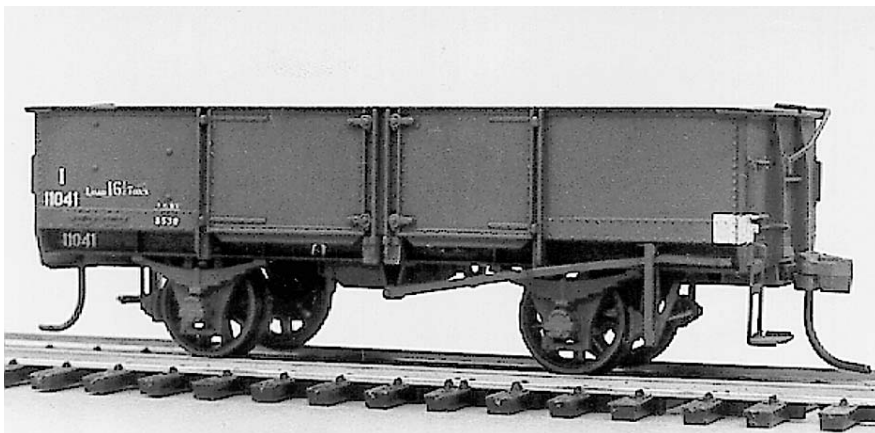
C/- P.O. Rhyll, Victoria, 3923.

VICTORIAN RAILWAYS I WAGON

Prototype Notes

The first "standard" 15 ton steel I wagon No. 7671 was issued to traffic on 19-10-1908, the forerunner of over eight thousand similar wagons, the last of which (no. 15869) was issued on 23-8-1929. This total includes the derivative IY and G class wagons.

Designed as a general purpose open wagon, this numerous class was to be seen throughout the Victorian Railways system transporting all manner of goods from mallee roots to old tires. With the arrival of the GY bulk wheat wagons in large numbers in the early 1950's, numbers of I wagons were released for conversion to specialized usage, common amongst these were HD and HR departmental service stock, IC tippler wagons for briquette traffic, K flat wagons, KW car body transporter, KT and IT scantling wagons and numerous others. The B class box van utilized the underframe of the I wagon, these being constructed in the late 1950's .



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

The IA code and dual load stencil was a concession to farmers allowing them to ship produce at the higher load and be charged at the lower load rate. IA numbers were scattered randomly throughout the I number range.

With the introduction of large numbers of bogie vehicles in the 1960's, wholesale withdrawal of I wagons was implemented and by late 1982 none remained in revenue service. The pattern I No. 7671 was removed from the register on 18-12-1974 and scrapped on 15-6-1976.

Assembly

It is recommended that this kit be assembled with a liquid solvent (MEK or Testors etc. . . .). Whilst assembling is quite straight forward, the following notes should be studied carefully as the sides, sidesills and floor mouldings are all "handed" and must be assembled in their correct positions if an accurate model is to be produced.

Carefully remove all parts from sprues. Use a knife or razor saw, do not snap parts off, and remove the 8 moulded on pins from the back of the sidesills and brake shoes. In all cases the "fit" or parts should be checked before cementing.

To ensure a true, square assembly it is also recommended that the "draw" or taper moulded into the top edge of the sidesill be removed as follows:

Glue a piece of 180 grit opencote aluminium oxide sandpaper to a suitably flat surface (e.g. chipboard 20mm thick, approx. 200 x 100mm). Use a piece of wood (100mm length of 50 to 25mm with edges dressed square) as a guide. Clamp the sidesill to the wood with fingers and thumb and rub the block and sidesill back and forth across the emery until the entire top edge is flat and square. It may be necessary to regulate the pressure of the fingers against the sidesill to remove the excess material evenly.

Commence assembly by gluing one side to an end. Note that the edge of the end should be approx. 0.15mm short of being flush with the sides (See Fig. 1). Glue remaining sides and ends together and check that the resulting box is square.

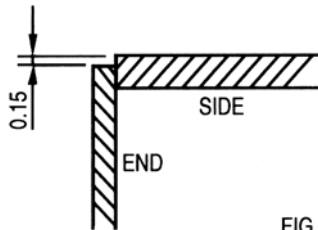


FIG. 1

Check the fit of the floor within the box. It may be necessary to remove a small amount from each side using the sanding block and guide described previously. Do not glue floor in place at this stage.

Press a Delrin bearing into the back of each axle box before cementing the sidesills to the floor with the wheelsets sandwiched between. Be careful to position the right sidesill on the right side of the floor, as shown in fig. 2. Check that the sidesills stand up, square off the floor, that the axles are perpendicular to the wagon centreline and that the wheels turn freely.

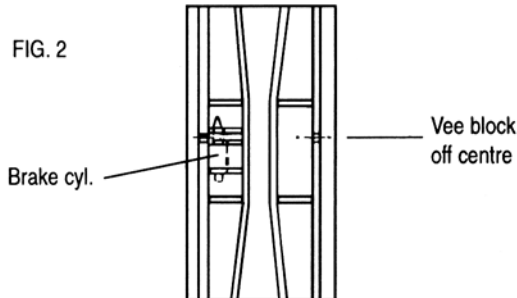
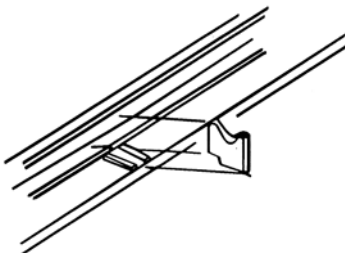


FIG. 2

Cement the 8 small gussets to the floor/sidesills using the marks moulded in the floor as a guide. Refer to fig. 3. If necessary trim the edges of the gussets flush with the edge of the floor.

FIG. 3



Cement the brake cylinder/auxiliary reservoir to the brackets moulded in the floor. The reservoir should be hard up against the sidesill. Refer to Fig. 2.

Six brake shoe mouldings have been provided, however only 4 are required. Trim each hanger according to Fig. 4 and carefully cement to the floor in the lugs provided so that each shoe is just clear of the wheels.

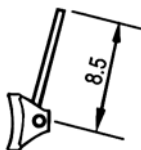


FIG. 4



FIG. 5

Finally cement the floor/underframe assembly into the box formed of sides and ends in step 5. Ensure that the underframe is positioned right way round so that the gussets line up with the stanchions between the doors.

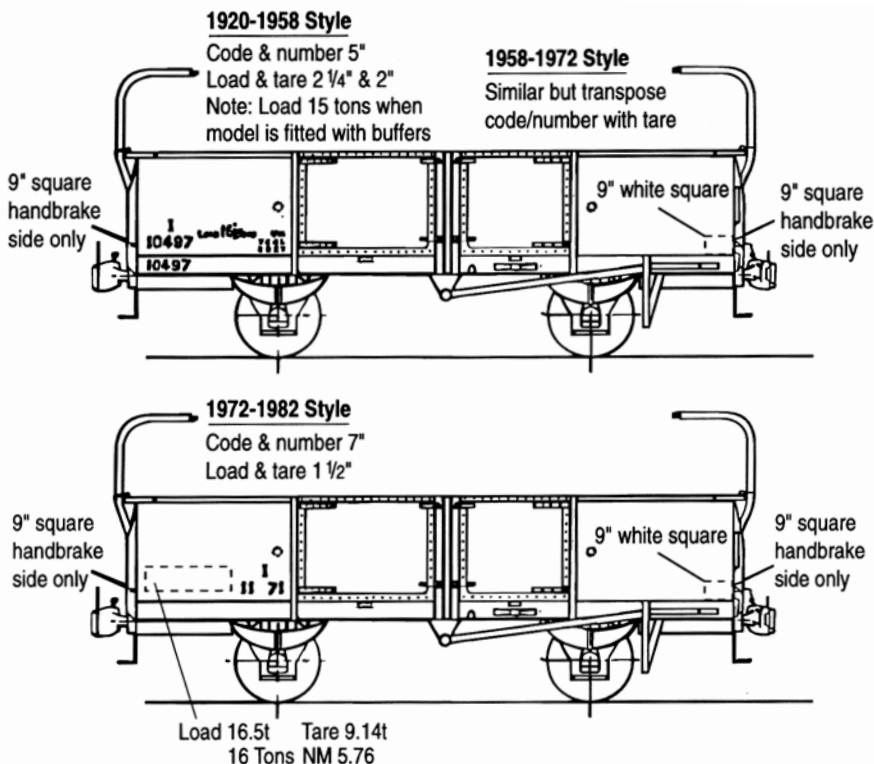
Bend to template (Fig. 5) the wire provided to produce two ridge gear stanchions. Drill No. 69 above the bracket on the wagon end and glue.

The kit is designed to use Kadee No 5 or No 58 couplers. The draft gear box may be glued directly to the floor moulding after first removing the side lugs.

Shunter's steps and handbrake detail are available separately in brass etching E3, which contains sufficient parts for 5 wagons.

Painting and Decals

The wagon should be painted overall VR Wagon Red with white lettering. We recommend Steam Era Models V.R. Wagon Red spraying enamel. Decals are provided for both metric and imperial load/tare and codes. Refer to the diagrams for placement of lettering.



To Apply Decals

Trim decals close to lettering to remove excess film.

Immerse in water for ten to fifteen seconds, then set aside on a tissue until decal straightens out.

Slide decal into position. If it is necessary to adjust the final position, use a small brush that has been dipped in water.

Use a tissue to soak up excess water.

The use of a decal setting agent such as Solvaset is recommended to assist decals in snuggling down over rivets, etc.

A flat finish such as DDV or Estapol matt applied to the entire model will give a uniform dull finish.

NOTE: DECALS ADHERE BEST TO A GLOSS SURFACE.