



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

VICTORIAN RAILWAYS P EXPLOSIVES WAGON

Prototype Notes

Twenty five new explosives vans were built at Newport workshops during 1953/54. Coded P and numbered 1-25 they utilised the underframes from wooden U vans whose bodies had been condemned. These new vans were designed to replace the existing fleet of explosives wagons, which dated from the previous century. A second batch, numbered 26-45 were built in 1958/59, but differed in some details such as the diagonal side bracing and the bracing of the ends. A further six vans, P46 to 51, were constructed in the early 1960's and were generally similar to the second batch.



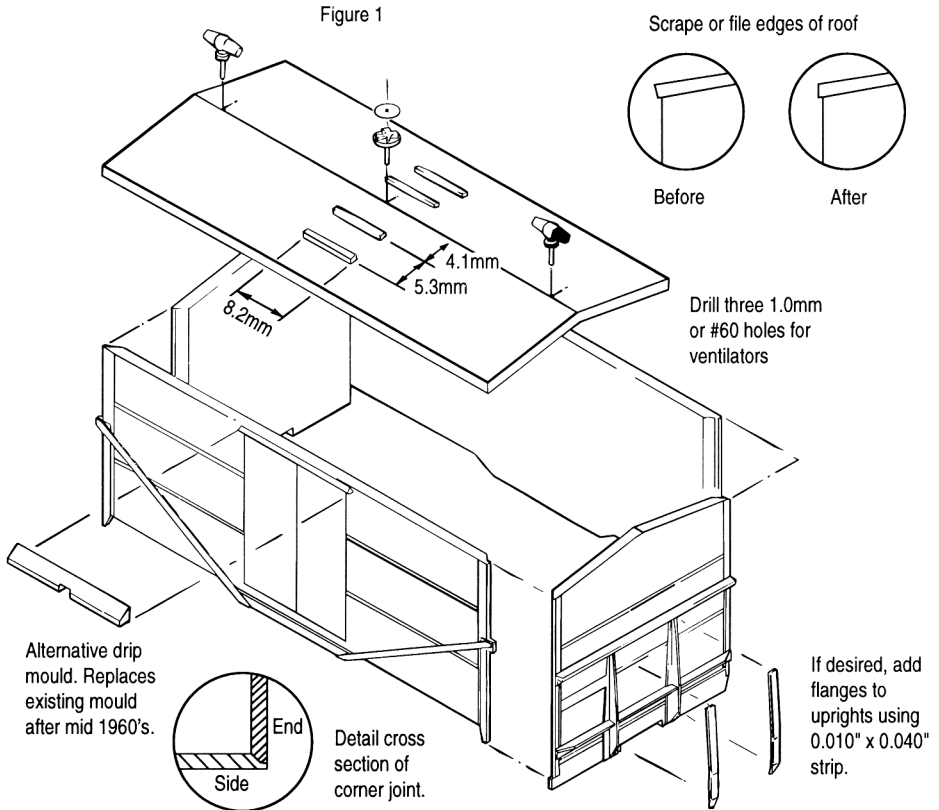
Model illustrated has been fitted with handbrake, shunter's steps and couplers (not included).

Our kit represents one of the first series vans and includes the roof ventilators with which these vans were originally equipped. These ventilators were removed about 1968. The P vans continued in traffic up to the mid 1980's when they were withdrawn, along with most other four wheel wagons. A number have been preserved, with several examples on the Castlemaine and Maldon railway, and the bodies from P vans can also be seen around Victoria in use as sheds.

Assembly

It is recommended that this kit be assembled with a liquid solvent (MEK or Testors etc...). Each part is attached to the runner by a small "gate". When removing a part, cut close to the runner, then carefully trim and file the gate to the part. Leave parts on the runners until called for in the instructions, and do not twist them off, as they may be damaged.

These vans were originally constructed with a small drip mould above the doors. Evidently this was insufficient and some time in the mid 1960's a sheet metal cover of more generous dimensions was added. If it is desired to represent this later design the existing drip mould should be carefully shaved off the side, together with a small amount of the door securing clip, to allow the separately moulded cover to be installed.



Cement a side to an end to form an L shaped subassembly. The step on the back of the side aids positioning. Ensure that the top edges of the side and end are even. Repeat for the remaining side and end. Cement these two subassemblies together to form an open box.

Trim the floor moulding to the size indicated on Fig. 2. Use a sharp knife and a steel straight edge, finishing with a large file. Check that the floor is a neat fit in the body **before** adding the sidesills.

Remove the draw or slight taper from the top of each sidesill by careful sanding. Glue a piece of 180 grit "Opencote" aluminium oxide sandpaper to a flat piece of wood and rub the top edge of each sidesill over it, using a second block of wood with one edge planed square, as a guide. This step will ensure that the sidesills are installed at 90° to the floor. Fit the Delrin bearings into the holes in the axleboxes.

Figure 2

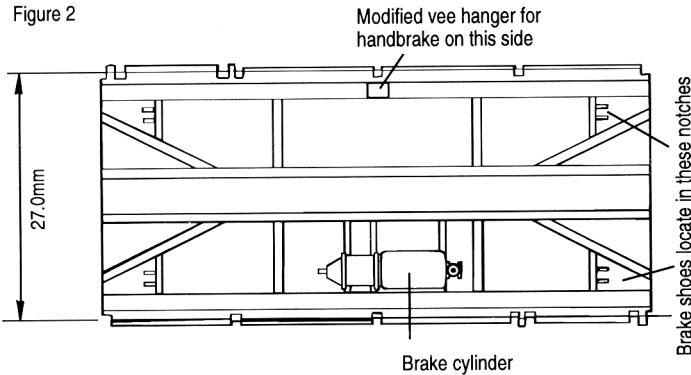
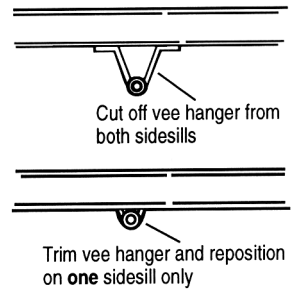


Figure 3



Cut the vee hanger from the central position on the lower edge of each sidesill. Trim one of these offcuts and cement it back in position as shown in Fig. 3.

Cement the sidesills to the floor with the wheelsets sandwiched between. Make sure that the back of each sidesill is hard up against the floor structure, that the wheelsets turn freely and that the axles are at 90° to the sidesills. Cement the brake cylinder to the underframe in the location shown in Fig. 2.

Install the assembled underframe in the body so that the lower edges of the sidesills are flush with the bottom edge of each end. Secure with a brush of solvent around the edges of the floor.

A piece of 0.060" polystyrene sheet is supplied for a roof. Carefully scrape or file the edges of the overhanging roof so that they are vertical rather than perpendicular to the top face. Gently fold this sheet in the centre along the score line (score to outside of bend) and cement on top of the body. Check that the overhang is even. Drill 1.0mm or #60 holes at three positions on the roof centreline; one in the centre and two located 4.5mm from each end. The score down the centre of the roof will have opened up, so fill the resulting crack with plastic filler (Milliput or similar) and sand smooth.

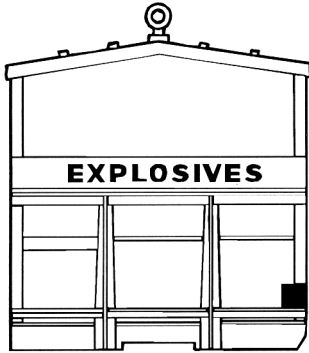
Cement the ventilators in the holes drilled on the roof centreline. If modelling post 1968, the ventilators should be cut off, but leave their bases cemented to the roof. These bases represent the blanking plates fitted at this time. If modelling prior to 1968 then four battens should be cut from the 0.020" x 0.030" strip supplied. Position the battens as shown on the exploded view.

Cement the brake shoes to the floor using the lugs moulded on the floor as a guide. Ensure that the brake shoes do not drag on the wheels. Etched brass shunter's steps and handbrake detail is available separately in Steam Era Models Kit E4, which contains sufficient parts for five wagons.

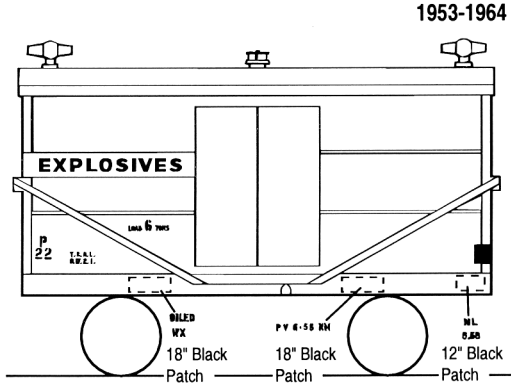
The underframe is designed to accept Kadee No5 or No58 couplers which may be cemented directly to the floor, after first removing the side lugs from the couplers draft gear box.

Painting and Decals

These vans had a bright red body (including the roof) and a black underframe. We recommend Humbrol #19 Bright Red, and #21 Black. Position the lettering as shown on the diagrams. Because the red has only limited covering power, it is recommended that the body be undercoated in grey (Humbrol #40), to ensure a uniform colour of sides, ends and roof.

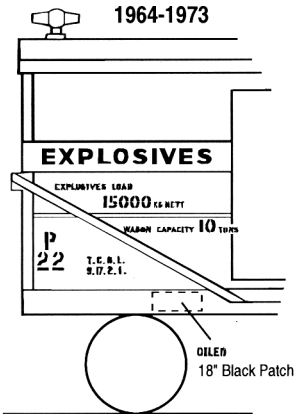


9" White square handbrake side

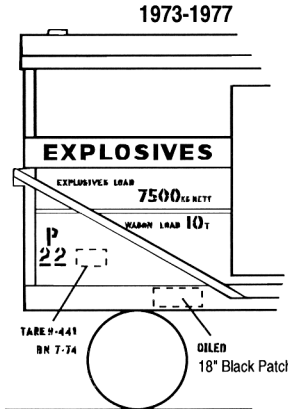


1953-1964

9" White square side and end on handbrake side only



1964-1973



1973-1977

9" White squares to denote handbrake position apply to all lettering schemes

NOTE: Dates given on lettering diagrams are taken from revision dates of prototype lettering location drawing. An earlier scheme could stay in use for some time, until a wagon was repainted.

To Apply Decals

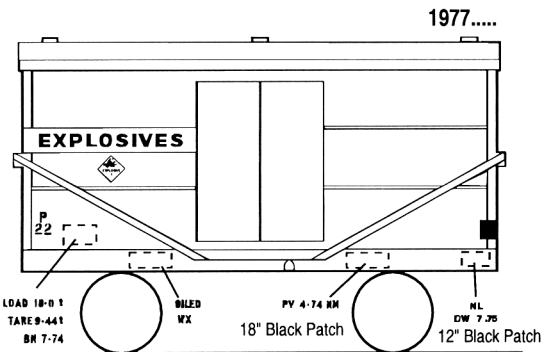
Trim decals close to lettering to remove excess film. Immerse in water for ten to fifteen seconds, then set aside on a tissue until the decal straightens out. Slide decal into position. If it is necessary to adjust the final position, use a small brush that has been dipped in water.

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.



1977.....