



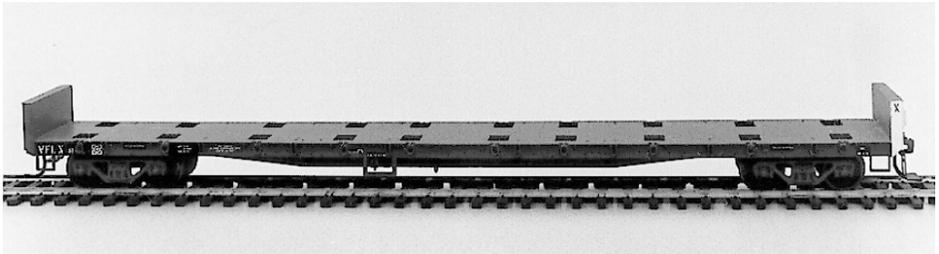
C/- P.O. Rhyll, Victoria, 3923.

## VICRAIL-V/LINE SFX (VFLX) FLAT WAGON

### Prototype Notes

The SFX flat wagons entered service from 1967 to 1970, constructed in the VR workshops at Ballarat and Newport. Designed as a general purpose flat wagon incorporating bulkheads, these wagons were designed for the transport of long loads such as pipes, poles etc. and can also be fitted for container traffic. The first 25 were fitted with a wooden floor, but the kit represents a steel floored wagon numbered in the 26-120 range. Wagons 1-50 were fitted with ratchet handbrakes, the rest being fitted with Miner handbrakes. From 1987, most VFLX (recoded SFX) wagons were converted to container traffic use only, by cutting down the bulkheads and "skeletalising" the floor to reduce tare weight. Some remain (as of 6/89) as built for rail transport and other departmental traffic.

Australian Model Railway Magazine, Issue 125, April 1984, has an article on the SFX class and details of variants, but the associated drawing is not accurate.



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

### Necessary Equipment

Tools required are a sharp knife such as X-acto or surgeons scalpel, an assortment of needle files, a pair of fine pointed tweezers for applying small parts and your choice of a liquid plastic cement, such as MEK or Testors, with a #1 brush for application.

### Preparation of Parts

Figure 1 identifies the components on the wagon sprue.

Figure 2 identifies the brake gear components on the brake parts sprue.

Parts can be removed from sprues by carefully cutting through the moulding gates, then cleaning up parting lines and flash with small files and a sharp knife. Moulding pips on the non-detail side of sides and bulk-heads should be similarly removed.

## Assembly of Floor, Bulkheads and Underframe

Remove sides, bulkhead parts and floor from sprue and clean up as detailed above. Test fit the sides to the floor, ensuring that the length of the sides matches the length of the floor. Carefully file or sand the edge of the floor moulding to remove the 'draw' angle, so that the sides fit at right angles to the floor. Glue the parts together when a satisfactory fit has been achieved.

Test fit the bulkhead flange against the bulkhead moulding, check that the vertical flanges sit centrally on the vertical webs and glue together. The handrail on one flange moulding is too long and deep. Sorry, its our fault! If it offends, trim it to match the smaller one on the other bulkhead flange moulding. Glue the assembled bulkheads to the ends of the floor, with the bottom of the bulkhead flush with the lower edge of the side as shown in Figure 5.

Cut 20 rectangles 9mm x 7mm from the styrene strip provided. Glue under the openings of the chain stowage recesses, to form the floors of the recesses.

## Assembly and positioning of brake gear

1. Remove the following parts from the brake gear fret, using Figure 2 for reference.

9. Brake cylinder	15. Brake cylinder base
6. Triple valve	14. Variable volume device
5. Grade control (2)	10. Auxiliary reservoir
8. Load compensating control (2)	
2. Glue the triple valve (6) to the brake cylinder (9) as shown in Figure 4 and glue the brake cylinder to its base. Glue the other brake components onto the underframe and glue the protection frames to the wagon sides, as shown in Figure 3.
3. Remove either the Miner (1,13) or ratchet (3,12) handbrake parts from the fret. Remove the two lashing rings lugs on the bulkhead on either side of the handbrake position and mount the handbrake in the position shown in Figure 5.

Note:- The Miner handbrake base (13) is slid between the two bulkhead webs to the position indicated, then glued.

## Details

1. The lashing rings are attached to the lugs moulded on the sides and ends of the wagon, as shown in Figure 5.
2. Cut two handrails, 6mm long, from the plastic rod supplied and attach to the bulkhead flanges as shown in Figure 5.

## Bogies, Couplers and Shunters steps

Attach the bogies with the screws provided. The kit is designed to accept Kadee No 5 or No 58 couplers. The draft gear box may be glued directly to the floor after removing the side lugs. Shunter's steps from etched brass detail kit E6 can be fitted to the headstocks.

## Painting and lettering

The wagon is painted VR wagon red overall, although the bogies may be a different colour if the wagon is running interstate. We recommend Steam Era Models wagon red spraying enamel.

Alternative codes are supplied on the decal sheet. The wagons were coded SFX pre 1980 and VFLX post 1980. Figure 5 shows the position of the various codes etc. To enable the small white lettering to be easily seen on the white paper, colour the BACK of the decal sheet with a spirit based TEXTA pen.

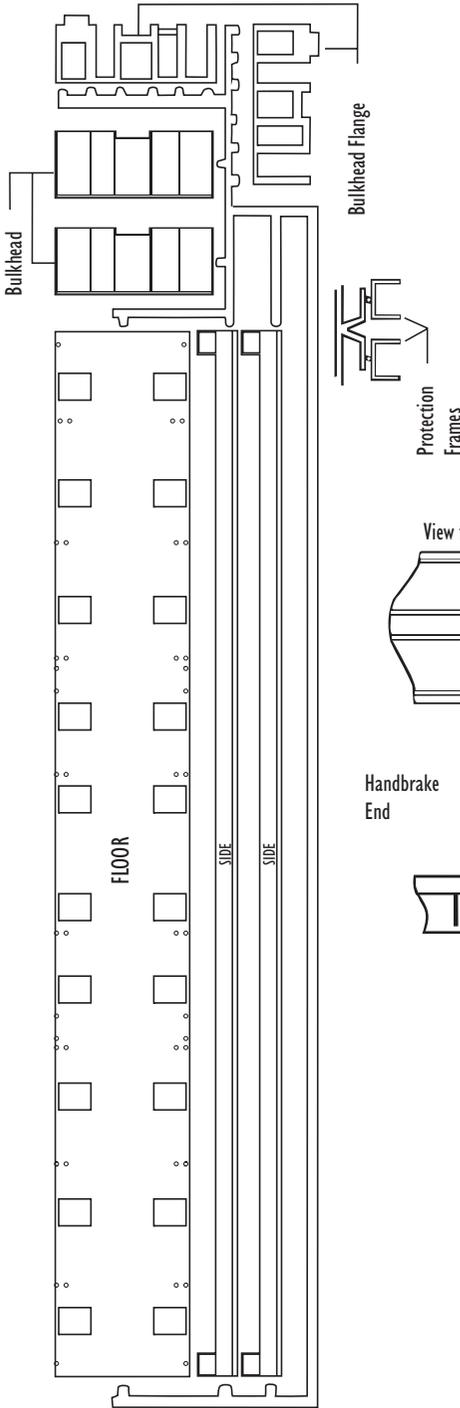


Figure 1

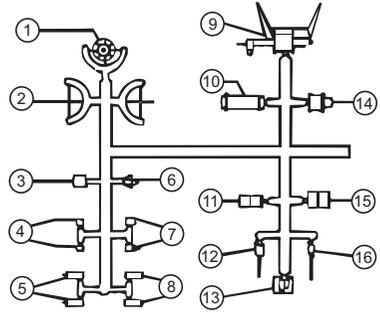
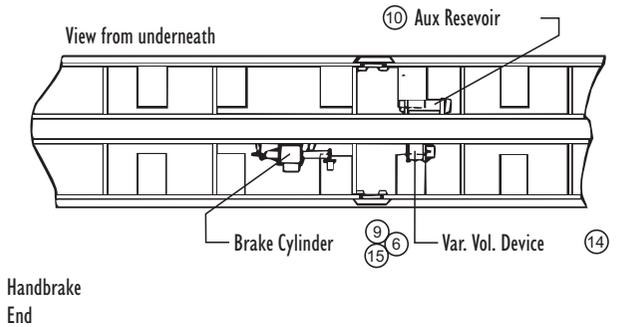


Figure 2



Handbrake  
End

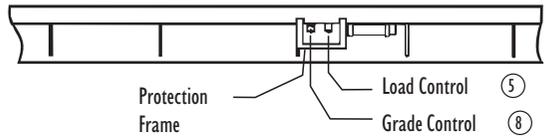


Figure 3

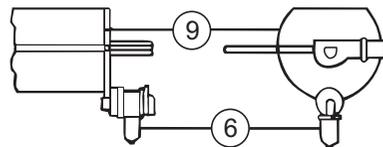


Figure 4

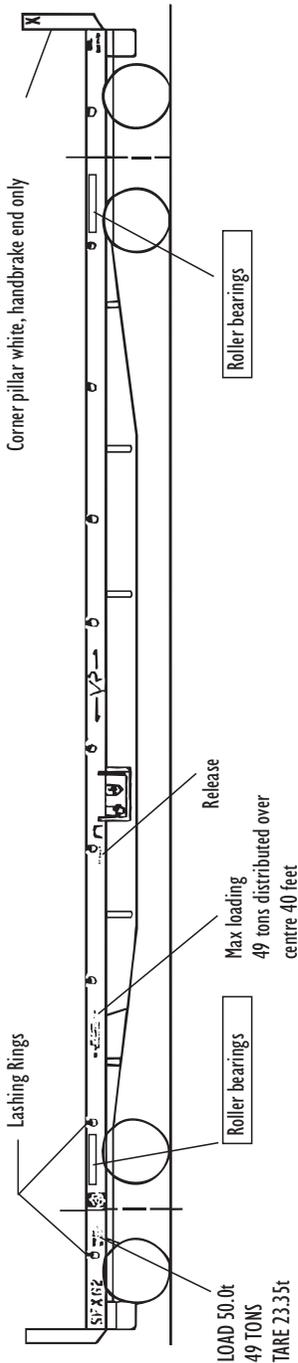
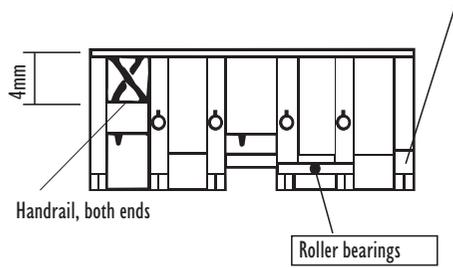
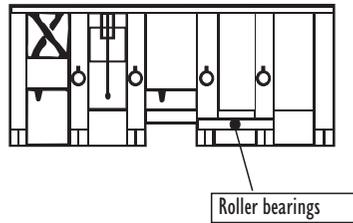


Figure 5

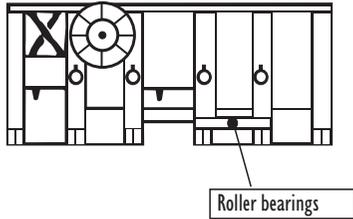
9" white patch handbrake side only



WAGONS 26-50



WAGONS 51-120



### 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.