

PARKSIDE DUNDAS

Instruction Sheet

PS14 BRITISH RAILWAYS 'GRAMPUS' BALLAST WAGON (1/572)

Preparation

Basic items required are craft knife, tweezers, light flat file, round rat tail file, pliers, scribe or similar tool, liquid plastic cement, 'super glue' and paints. Parts **26** and **27** are moulded in ABS plastic. This tough material is not amenable to weaker cements but can be held by ABS cement, super glue or strong cements such as EMA Plastic Weld.

Construction

Assemble coupling chains (**23**). Attach these to eyehole of each coupling hook (**21**). Insert each through buffer beams on the ends (**2**), slide on spring (**22**) and bend out ends to retain spring.

Assemble body. Attach one end (**2**) to one floor (**3**). Note that floor rests immediately above the buffer beam. Then attach both sides (**1**) and the remaining end (**2**)

Assemble chassis. Check that the axlebox backs (**18**) move freely in the axleguards (**20**). Add solebars (**4**) to slots on underside of floor (**3**). They will require to be flexed in. Make sure that they fit snugly. Add the large centre Vee hangers (**6**) into place behind the solebars (**4**) at their middle point. The small Vee hanger (**7**) is fitted immediately to its right on one side only to the right of the large Vee hanger (**6**) (see diagram) behind the four rivets on the solebar. Attach the chassis members moulding (**5**) between ends (**2**) and solebar backs (**4**) with angled edges downward. Push bearing cups (**17**) into axle box backs (**18**), insert into 'W' irons (**20**) and fit wheels in, checking that they turn freely. Put a drop of 'super glue' on the end of each bearing cup (**17**) and add the axle box front (**19**). Alternatively cement the axle box front (**19**) onto the back (**18**). In any case ensure that the assembly moves freely on the 'W' iron. This will give an element of compensation. The axle box can also of course be cemented rigid onto the 'W' iron. Make sure that the axle boxes sit evenly under the springs.

Assemble the brake gear. Remove the ejector pip 'X' on the brake shoe mouldings (**11**) and add the safety loops (**12**). Study the diagrams to choose the correct way round for the brake shoe mouldings for each side of the wagon. Attach to the under side of the floor (**3**) against the chassis members (**5**) and in line with the wheels. The brake shoes have a close fit with the wheels and any flash on the shoes should be cleaned off. The clearance of the brake shoe and wheel can be adjusted by adding to or removing material from the brake shoe hanger, where it contacts the chassis member.

Add the brake lever guides (**10**) to the plain (**8**) and cranked (**9**) brake levers. Gently bend the levers outwards from their pivots and inwards again nearer their mid points so that the brakes lever guides rest square on the sole bars. Take the plastic rod for the cross shaft (**13**) and thread it through the brake shoe mouldings (**11**) centre cranks and cut to fit between the inner faces of the large Vee hangers (**6**). Clear holes for rod with 3/64" drill if needed. Fit the brake levers, with cranked lever (**9**) attached to Vee hangers (**6**) and (**7**). For this lever the small crank at its left hand end should have its bend further increased so that it pivots behind the large Vee hanger (**6**). Brake lever (**8**) is fixed direct to the large Vee hanger (**6**) on the other side of the wagon.

Assemble the baskets. Lay the base (**15**) on a flat surface and cement one side (**14**) onto it. Note the verticals on the side correspond with the crosspieces on the base upon which they sit. When the assembly is set add the remaining side (**16**). When the entire assembly is set add to the underside of the floor as shown in the diagram. The wheels should be released to facilitate this operation.

Assemble buffers. Attach the buffer rings (**26**) to the end of each buffer body (**27**). Slide the spring (**22**) onto the shaft (**24**) and secure with the 12ba nut (**28**). The buffer castings make a tight push fit into the holes on the buffer beam. Note that the short web on the casting should be uppermost.

2.

Identify the various etched parts from the diagram. Take the door springs (**A & B**) and note the two etched spots on each piece. These mark the rivet heads. Place these parts on a piece of board and press out the rivets with a pointed tool such as a scribe or a compass point. These rivet heads will identify the outer face of the door spring. Bend the springs to the profile indicated in the diagram. Fold up the steps (**D**) in the order shown. Add these parts to the model using 'superglue' along with the 'GRAMPUS' (**F**) and the Region plates (**E**) as appropriate.

Painting and Lettering

When first built these wagons were painted black overall, with only the brake lever handles in white. Lettering was yellow. From 1973, bodies were painted (if lucky) in olive (Railmatch 234).

Lettering. See diagrams. The variations of Engineer's wagon lettering were as the years progressed only restricted by the number of wagons in the fleet. However at the beginning the wagons all carried the characteristic 'GRAMPUS' plate as well as one showing the Region of allocation. These were accompanied by a painted District name. The table below shows examples.

This kit is supplied with self-adhesive type transfers. Ensure that the painted model is free from dust and grease. Remove the protective tissue from the transfer sheet and with a sharp knife cut lightly round the transfer required, through the tissue only and not through the heavy backing paper. Lift of the transfer and lay it very gently on the model. Adjust as necessary and then press down firmly. Soak the tissue with water and leave for 20 –30 seconds before peeling of the tissue. Wash of surplus gum and dry. Varnish if wanted, but cellulose varnish should only be air brushed on.

Region	Number	District
Scottish SC	DB 985843	Perth
North Eastern NE	DB 990708	York
Eastern E	DB 990490	Sheffield
Southern S	DB 985640	Tonbridge
Western W	DB 986764	Taunton
London Midland LM	DB 986561	Stoke

Historical

This vehicle derives from a GWR design, but it differs in having removable ends, which would allow mechanical plant to work along a train. The two top planks of the end, were kept when required in the basket under the floor. Construction started in 1951 and some are still in existence even today (2001). Although 4059 were built to this diagram (1/572) a further 722 were fitted with vacuum brakes to diagram (1/574). Although allocated to specific areas many transfers took place.

Number series: DB 984000 – 993, DB 985000 – 6986, DB 990100 – 418. (DB 988200 – 418 – vacuum fitted).

References; BR Wagons, Don Rowland, Leopard. BR Departmental Stock, Larkin.

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