

PARKSIDE DUNDAS

Instruction Sheet

PS19 LNER /BR PLATE WAGON

This kit builds either an LNER all welded body Plate Wagon or the BR version with welded sides and riveted ends. A simplifier detailing the variations in the parts for these is on the next page. Use this simplifier to select the parts you require for the type chosen. The chassis parts mouldings also contain parts for other kits not required for this. Use the two outline diagrams to identify the parts for this kit.

Preparation

Basic items required are craft knife, tweezers, light flat file, round rat tail file, pliers, liquid plastic cement, 'super glue' and paints .

Construction

Assemble three link coupling chains (6) and attach to eye hole of each coupling hook (4) and insert through buffer beam in end (2). Slide on the spring (5) and bend ends right over spring to retain it.

Assemble body. Cement both ends of floor (1) together with ends marked 'V' together. Attach one end (2) to floor (1) . Note that the floor sits on the ledge above the buffer beam. Then attach both sides (3) and the remaining end (2).

Add the solebars (7) to the slots on the underside of the floor (1), and fit the chassis members (8).

Fit the 'W' irons (11 or 12) into the pockets on the backs of the solebars (7). Attach the tiebars (13) across the bottoms of the 'W' irons. Certain wagons shown in the simplifier did not have full length tiebars. For these wagons simply cut off the ends of the tiebars where they are fixed to the 'W' irons and fix these into place. Cement the gusset plates (9) between the solebars and the underside of the floor. Assemble the two halves of the side centre support base (10) and fix into place between the solebar and side as indicated.

Cement the springs (14) onto the front of the 'W' irons. Leave a gap of 0.5mm between the top the spring buckle (in the middle of the spring) and the stop on the bottom of the solebar. A small gauging piece is included with the brake levers moulding to help with this setting.

Push the brass bearing cups (23) into the axle box backs (17). Insert into the 'W' irons from behind and put a drop of 'super glue' on the end of each bearing cup (23) and add the appropriate axle box front (18, 19 or 20) . Insert wheels and check that they turn freely. Alternatively cement the axle box fronts and backs together. In any case ensure that the axle box assembly moves freely on the 'W' irons and this will give a measure of compensation.

Cement the large Vee hangers (15) into place behind the solebars (7) at their mid point. On one side only cement the small Vee hanger (16) to the right of centre immediately below the four rivets on the solebar. Add the brake lever guides (24) to the brake levers (25 and 26). Gently bend the brake levers outwards from their bottom ends so that the brake lever guides rest square on the solebars. Note that for the cranked brake lever (26), the small crank at its left hand end should have its moulded bend further bent so that it pivots behind the large Vee hanger and fits in front of the small Vee hanger. A drop of liquid cement at the appropriate point before commencing the bending operation will assist the process.

Slip the safety loops (29) onto the brake shoe mouldings (28) and attach the assembly to the cross members under the floor with the brake shoes in line with the wheels. Position the brake shoe mouldings with reference to the side drawings. Cut a piece of the plastic rod to fit between the centre pivots of the brake shoe mouldings as the cross shaft (27).

Assemble buffers. Choose the four buffer casings (32) from the middle of the sprue and with a spot of 'super glue' attach the buffer casing ring (33) to the end of each casing. These parts are moulded from ABS material which is not amenable to ordinary plastic cement, although certain of the stronger brands will make a good bond if the parts are pressed together for a few seconds. Slide the spring (31) onto the shaft (30) and secure with the 12 ba nut (34). The buffer casings make a tight push fit into the buffer holes on the buffer beam. Note the short web on the casing should be uppermost.

Painting and Lettering

LNER. Body; grey (photographs show a lighter grey than LNER grey more similar to early BR grey); Chassis, running gear, buffer beams etc., black.

BR. Body including buffer beam, grey (Railmatch 322 to 1965, thereafter 309); Chassis, running gear etc., black. Lettering was done on a black panel. Often on Plate wagons the whole sub section involved, of the side was painted black. Plate wagons in Engineer's service - Winkle- had black bodies and after 1965, bodies were Engineer's olive green (Railmatch 234). Refer to the drawings for details of lettering.

To apply the self adhesive type transfers supplied with this kit, first ensure the painted model is free of grease and dust. Remove the protective tissue from the transfer sheet and with a sharp knife cut lightly round the transfer through the tissue only and not through the heavy backing paper. *Warning; this transfer uses a stronger gum than we have used previously.* Lay the transfer on the model, adjust as necessary and then press down firmly. Soak the tissue with water. Leave for 20 - 30 seconds and peel off the tissue. Wash off surplus gum and blot dry. Varnish if wanted, but cellulose varnish should only be air brushed on.

Historical

As the Depression of the 1930's lifted, the LNER required more medium sized plate wagons. A new design with a 20 ton capacity was originated in 1937. This had an all riveted body. In 1940 the LNER introduced an all welded body version. The LMS also adopted this design but used the riveted body at first. However its last batch was of the all welded design. But as these were delivered after Nationalisation, they were strictly BR wagons. The LMS wagons were 1/4" higher than the LNER, but otherwise identical apart from axle boxes. BR adopted the same design but adopted a compromise of welded sides and riveted ends. Details of the different types are given in the simplifier. The capacity was uprated to 22 tons by BR. Later BR construction had vacuum brakes and clasp brake gear. The main traffic for these wagons was steel, chiefly plate for which battens were laid on the floor to accommodate lifting hooks, but other traffics such as farm implements were not uncommon. Withdrawal took place in the late 1970's, early 1980's. A few wagons were allocated new to the Engineer's, where they were coded as Winkle. This design was also used as the basis of a Double Bolster wagon by the LNER, LMS and BR and for a Trestle wagon by BR. We intend to issue kits for these in due course along with a riveted side Plate wagon to represent the earliest LNER and LMS 20 ton Plate wagons.

References. LNER Wagons, Tatlow, OPC; LMS Wagons, Essery, OPC., British Railways Wagons, Rowland, David and Charles, and British Railways Revenue Wagons, Bartlett et al, OPC.