PARKSIDE DUNDAS

Instruction Sheet **PS22 LNER/LMS RIVETED BODY PLATE WAGON**

The chassis parts mouldings contain parts for other kits which are not required for this kit. 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 the riveted 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 (12) into the pockets on the backs of the solebars (7). Attach the tiebars (13) across the bottoms of the 'W' irons. 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 (19 for LNER or 20 for LMS). Axlebox (19) uses (22) cover. {Note that with repairs over the years, axleboxe types would be swapped about and that BR type axle boxes (18 with 21 covers) might also be substituted} . 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 (Railmatch 624) ; Chassis, running gear, buffer beams etc., black.
LMS. As for LNER but with body colour bauxite brown (612).
BR. Body including buffer beam, grey (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. 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 of the tissue. Wash of 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 substituted an all welded body. The LMS, which upto this time had used wooden sided plate wagons (which it termed Long Lows), adopted the design in 1944 for 250 vehicles before going over to all welded construction. The LMS wagons were 1/4" higher than the LNER, but otherwise identical apart from axle boxes. The capacity was uprated to 22 tons by during the war. 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 1960's and 1970's.

Number Series. LNER. 211763 - 212762 and LMS. 498625 - 498874. After Nationalisation, LNER wagons took an E prefix and LMS an M prefix.

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.

Other kits for steel carrying wagons in our range are

PS17	BR 12 Ton Pipe Wagon
PS19	LNER All welded / BR Part Riveted Body 22 Ton Plate Wagon
PS20	LNER / LMS / BR Double Bolster Wagon
PS21	BR Trestle EA Wagon