

# PARKSIDE DUNDAS

## Instruction Sheet

## PS24 GREAT WESTERN RAILWAY 12 TON COVERED GOODS WAGON (V33)

### Preparation

Basic items required are craft knife, tweezers, light flat file, pliers, 1/32", 3/64" drills, liquid plastic cement, 'super glue' and paints. Parts **23**, **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 body. Attach one end (**2**) to floor (**3**). Note that floor rests above buffer beam. Then attach both sides (**1**) and remaining end (**2**). Attach roof (**5**). Add door catches (**23**) to the holes in sides, drilling out holes with a 1/32" drill.

Assemble chassis. Run edge of knife up and down axle box guides on 'W' irons (**6**) so that axle box backs (**8**) move up and down freely. Attach the 'cam' Vee hanger (**12**) to the middle of the back of one solebars (**10**) and the 'plain' Vee hanger (**13**) on the other. Add solebars (**10**) to slots on underside of floor (**3**). They will require to be flexed in and a 'dry run' is suggested. Make sure that they fit snugly. Attach sub - chassis moulding (**4**) between ends (**2**) and solebar backs (**10**) with angled edges downward. Push bearing cups (**7**) into axle box backs (**8**), insert into 'W' irons (**6**) and fit wheels in, checking that they turn freely. Put a drop of 'super glue' on the end of each bearing cup (**7**) and add the axle box front (**9**). Alternatively carefully cement the axle box front (**9**) onto the back (**8**). 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. This wagon has brake shoes on one side only, which are operated from either side using Morton brake gear. Therefore use only one brake shoe moulding (**14**). Note that all components on each side are joined together by the through rod (**19**). Clean out the holes in these parts with a 3/64" drill (or 1.2mm) so that the plastic rod passes cleanly through. Cut off the ejector pip from the middle of the brake shoe moulding (**14**) and add the safety loops (**15**).

Attach the brake shoe assembly (**14**, **15**) to the under side of the floor (**3**) against the sub chassis (**4**) 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. Trim of the lip from the underside of the sub chassis (**4**) where the safety loops (**12**) attach to it.

Feed the plastic rod (**19**) through Vee hangers (**12 & 13**) and the brake shoe assembly (**14**, **15**) already on the wagon. Add the brake lever guides (**16**) to the brake levers (**17 & 18**). Gently bend the levers outwards from their pivots and inwards again nearer their mid points so that the brakes lever guides can rest square on the sole bars. Add brake lever (**18**) to the through rod (**19**) at the plain Vee hanger (**13**) and cement the brake lever guide (**16**) to the solebar. Repeat this operation for brake lever (**17**) at the 'cam' Vee hanger (**12**), except that the pivot end of the brake lever sits above the cam moulded into the Vee hanger. Cement the various pieces to the plastic rod (**19**) and cut the surplus rod from the front of each brake lever.

Assemble buffers. Choose the four buffer casings (**27**) from the middle of the sprue and cement the buffer ring (**26**) to the end of each casting. Slide the spring (**25**) 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.

Assemble coupling chains (**20**) with three links each. Attach to eyehole of each coupling hook (**21**). Insert through buffer beam; slide on spring (**22**) and bend out ends to retain spring.

### Painting and Lettering

GWR. Body including underframes, buffer casings and running gear; GWR wagon grey (Railmatch 604). Roof; white. From 1936 the tare weight was in the *italic* figures used in the previous style.

BR. Body; grey (309). Roof; aluminium grey. Solebar, buffer beam and running gear; black. The lettering, see below, was painted onto black panels. A black background transfer is supplied for this. Refer to drawings for GWR and BR lettering styles.

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.

### **Historical**

950 wagons of this type were built by the GWR between 1929 and 1933. Many survived until the general slaughter of 9 foot wheel base rolling stock in the early 1960's. It was designed to the 1923 Railway Clearing House specification and used standard parts in its running gear enabling it to be repaired on 'foreign' company's lines. These wagons were regarded as 'common user' throughout their lives and thus could be used by all other railway companies and hence might be seen the length and breadth of Britain.

Number series. 116301 - 900, 114637 - 114736, 123001 - 250. After Nationalisation these numbers took a 'W' prefix.

Reference; A History of GWR Goods Wagons, Atkins, Beard, Hyde and Tourret, David and Charles.  
Great Western Railway Journal, No.9 Winter 1994 'Modern Minks'.

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