

PARKSIDE DUNDAS

Instruction Sheet

PS29 GREAT WESTERN RAILWAY 12 TON GOODS FRUIT VAN (Y8)

Preparation

Basic items required are craft knife, tweezers, light flat file, round rat tail file, pliers, 1/32" drill, liquid plastic cement, 'super glue' and paints.

Construction

Assemble body. Attach one end (2) to floor (3). Note that floor rests immediately above buffer beam. Then attach both sides (1) and remaining end (2). Attach roof (5). Cement in louvre panels (35) after cutting out notches as required to clear the door hinge as on the prototype. They should locate against the under side of the roof. (For clarity only one of the four per side is shown on the exploded diagram). Add door catches (23) to the holes in sides, drilling out holes with a 1/32" drill. (This stage can be left to last to avoid damage to the door catches in building)

Assemble chassis. Add solebars (11) to slots on underside of floor (3). They will require to be flexed in. Make sure that they fit snugly. Attach chassis members moulding (4) between ends (2) and solebar backs (11) with angled edges downwards. Assemble axle boxes by cementing the front (9) to its base plate (10). Use a bearing cup (7) to line both up. Push bearing cups (7) into axle box backs (8), insert into 'W' irons (6) and fit wheels in, checking that they turn freely. Note that for both parts (8) and (9) the correct way up is with the axle hole in the bottom half of the moulding.

Put a drop of 'super glue' on the end of each bearing cup (7) and add the axle box front assembly (9/10). Alternatively cement the axle box front assembly (9/10) 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.

Brake Gear. Add the Vee hangers (12 & 13) to the back of the solebars (11) at their centre points. Note that the two Vee hangers are marked 'X' and 'Y'. For simplicity the two sides of the wagon will be called either 'X' or 'Y' corresponding to its Vee hanger. Slip the safety loops (15) onto both sets of brake shoes (14) and attach the assemblies to the cross members (4) under the floor with the brake shoes in line with the wheels. Use the diagram for the correct alignment of the brake gear. Cement the brake lever guides (16) and brake levers (17) and (18) into place. The 'cam' brake lever (17) should be on the same side of the wagon (the X side) as the 'cam' Vee hanger (12).

Assemble buffers. Choose the four buffer castings (27) from the middle of the sprue and with a spot of 'super glue' attach the buffer ring (26) to the end of each casting. These parts are moulded from ABS material which is not amenable to most plastic cements. 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 eye hole of each coupling hook (21). Insert through buffer beam, slide on spring (22) and bend out ends to retain spring.

Take vacuum cylinder (29) and add trunnions (30) to either side. The thicker part of the trunnions should rest on the lip of the cylinder this will give the correct height for the cylinder. Attach underneath floor (3) with trunnions against longitudinal chassis member (4) and solebar (11), lined up with the circle engraved on underside of floor on 'Y' side of wagon. Slip the short lever (31) onto a length of the thick plastic rod for the cross shaft (19). Fit the crossshaft between the backs of the brake gear centres and cement the thin end of the lever against the shaft of the brake cylinder. Add the lamp irons (32) to the ends (2) as indicated. Attach the vacuum pipes (33) onto the buffer beams using super glue after first bending their tails up to 'disappear' behind the buffer beam.

Fold up etched brass foot steps (36) as shown. Start with the fold on the support to make the 'L' angle and then work through in sequence. Attach to the back of the solebar to the left of the Vee hangers using 'super glue'. Note that the etched fold lines should be folded inwards.

Painting and Lettering

GWR. Body including underframes, buffer castings and running gear; GWR wagon grey (Railmatch 604). Roof; white.
BR. Body; brown (323). Roof; aluminium grey. Solebar, buffer beam and running gear; black. From the early 1960's, when the body shade altered to 235, buffer beams began to take the body colour as well. Refer to drawings for GWR and BR lettering styles. Six pointed white stars were painted on the solebars to show the position of the vacuum brake release cord.

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. Some transfers are for use on other models.

Historical

200 wagons were built between 1937 and 1938 to diagram Y8 chiefly to carry Guernsey tomato traffic to destinations through out Britain. They were used for other fruit and vegetable traffic arising on the GWR such as Cornish broccoli and fruit from Worcestershire. Their telegraphic code was 'FRUIT A'. As these vans were not considered as common user by the GWR, they carried plates instructing their return to the GWR system when empty. Even in BR days many were branded 'Return to Weymouth' their original home station. They lasted in service with BR until the early 1970's and the general scrapping of pre Nationalisation fruit vans. In their later days they might also be used for general merchandise traffic. Number series 134137 - 336, after 1948 these took a 'W' prefix i.e. W 134137.

Reference; A History of GWR Goods Wagons, Atkins, Beard, Hyde and Tourret, David and Charles.
Great Western Railway Magazine, July 1938.
The 4mm Wagon, Geoff Kent, Wild Swan.

ARRANGEMENT

BRAKE GEAR ARRANGEMENT
(Looking from opposite side as
diagram above)

TILL 1936 FROM 1936 BRITISH RAILWAYS

WARTIME GWR

**PARKSIDE DUNDAS, Millie Street,
Kirkcaldy, Fife, Scotland KY1 2NL .
Tel and Fax 01592 640896**

G W R till 1936

GWR TILL 1936 GWR FROM 1936

BRITISH RAILWAYS

B R

G W R from 1937

British Railways from 1948

PS29 GWR 12 Ton Goods Fruit Van (Y8)

PS26

BRAKE GEAR ARRANGEMENT

(OMIT FOR V24)

VACUUM BRAKE ARRANGEMENT

END ARRANGEMENT (V23/26) ONLY

GWR FROM 1937

GWR TILL 1936

ETCHED FOOT STEP

BR FROM 1948

PARTO V23/26

BR FROM 1964

V24

PS71 G W R TRANSFERS

pre & post 1936 & Western Region

PS23 GWR 12 TON OPEN GOODS WAGON

GWR and BR transfers included

ADJUSTABLE SELF ADHESIVE TRANSFERS

Make sure that surface of the 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 the transfer and lay it very gently onto the model. Adjust it as necessary and then press down firmly. Soak the tissue with water and leave for 20 - 30 seconds before peeling off the tissue. Wash of surplus gum and dry. Varnish if wanted, but cellulose varnish should only be air brushed on. Store surplus transfers in a cool dry atmosphere.

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