

## PARKSIDE DUNDAS

### Instruction Sheet

### PS39 GREAT WESTERN RAILWAY CONTAINER WAGON CONFLAT (H7) BC1 CONTAINER

#### Preparation

Basic items required are craft knife, tweezers, light flat file, round rat tail file, pliers, 1/32" and 0.5mm drills, liquid plastic cement, 'super glue' and paints. Parts **26**, **27**, **37**, **38**, and **39** 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 - Wagon

Assemble body. Clean off any round moulding marks from inside of sides (**1**). Cement the bottom of the chain pockets (**35**) against the horizontal locating bars on the backs of the sides, then fix on chain pocket ends (**36**). The smaller recess (**Z**) goes uppermost. Make up the sides (**1**) and ends (**2**) and leave to set upside down on a flat surface. Clean any flash from the edges of the floor (**3**) and drop this into the side/end assembly when it is set. Note that floor rests immediately above the buffer beam.

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. Note that if you are building the wagon in GWR livery the "Return to GWR non Common User" label is partially obstructed by the brake lever (**17 & 18**), it is worthwhile to paint this area and apply the transfer before fixing parts **17** and **18**. 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 these assemblies to the cross members 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**).

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.

Assemble buffers. Attach the buffer rings (**26**) to the end of each casting (**27**). 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**). Attach these to eye hole of each coupling hook (**21**). Insert it through buffer beam, slide on spring (**22**) and bend out ends to retain spring.

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. Drill out the four holes in each side (**1**) a little with a 1/32" drill and fix in the side hooks (**37**). These go with the hook pointing downward.

#### Construction – Container

Make up the end door handle (**46**) from the brass wire. This is made by bending the brass wire in a 'staple' shape 4mm long and glueing into place in the holes provided on the door end (**44**). These holes should be deepened using a 0.5mm drill. Clean up the outer edges slots two thirds up the edges of the side (**41 & 42**) and end (**43 & 44**) mouldings. Assemble one end and on side together. Note that the sides are 'handed' and that the label clip (**A**) is always nearer the plain end (**43**) of the container. Fix the floor (**45**) in place below the locating bars on the side and end and then fit the remaining side and end. Add the roof (**40**). This fits between the two raised parts at the top of each side. Carefully bend the lifting lugs (**B**) at an angle of 45 degrees and fix with a drop of liquid cement behind each bend. Fix the brass loops (**47**) onto the holes in parts (**38**) and (**39**) and fix these into place as indicated.

## Painting and Lettering

Wagon. GWR. Body including underframes, buffer castings and running gear; GWR wagon grey (Railmatch 604).

BR. Body; brown (323).. 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.

Floors would normally be unpainted wood, if this is difficult to reproduce, a thin matt black makes a very professional finish.

Refer to drawings for GWR and BR lettering styles. Five pointed (six pointed from 1936) white stars were painted on the solebars to show the position of the vacuum brake release cord. In BR times the layout of the lettering on the container wagon tended to vary and the examples provided are indications of the styles adopted. Perhaps the limited surface areas available encouraged wagon painters to throw aside all inhibitions of following painting guides when lettering these wagons.

Container. GWR. Body; Brown (Railmatch 602). Roof; (white)

BR. Body; Carriage Crimson (311), Roof (313).

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

One of the main responses of the railway companies to the increase in road competition for merchandise traffic during the period after the Great War was the development of road rail containers. Initially relatively small batches of containers were built and they were usually carried on existing types of wagons although often specially modified to carry containers. By the middle 1930's the GWR was building in quantity. The H7 container wagon was constructed between 1933 and 1939 by which time 913 had been built. It was a very successful design and indeed was the basis of the British Railways standard container wagon. Many lasted in service into the late 1960's. They were classified CONFLAT A by BR.

The container was of a group of 12 built in 1934 for carrying bicycles and was classified BC1. Special racks were fitted inside for this traffic. These racks could be removed to allow the container to be used for general traffic. Probably because of this feature the BC1 containers were later grouped in with the K1 general merchandise containers. Both types were externally virtually identical. The BC1 containers lasted into the middle 1950's.

Number series: Wagon. 39308 - 28/30 – 66, 39368 – 425/7 – 54, 39456 – 785/7 – 881, 39883 – 923, 36461 – 539, 36727 – 49, 36751-948. After Nationalisation in 1948, the wagon numbers took a 'W' prefix.

Container. 1710 – 1721 After Nationalisation, these number would have a 'BD' prefix and 'W' suffix.

Reference; A History of GWR Goods Wagons, Atkins, Beard, Hyde and Tourret, David and Charles.  
Freight Wagons and Loads on the GWR, J H Russell, OPC.

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