

N GAUGE SOCIETY WAGON PROJECT No. 19
B.R. 21 TON MINERAL WAGON

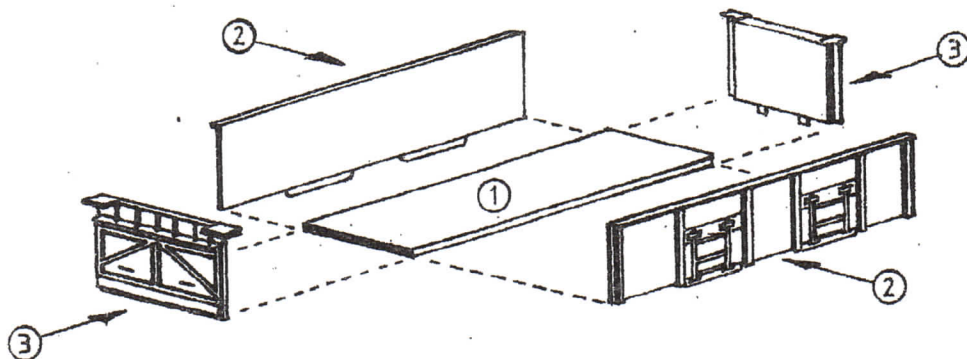
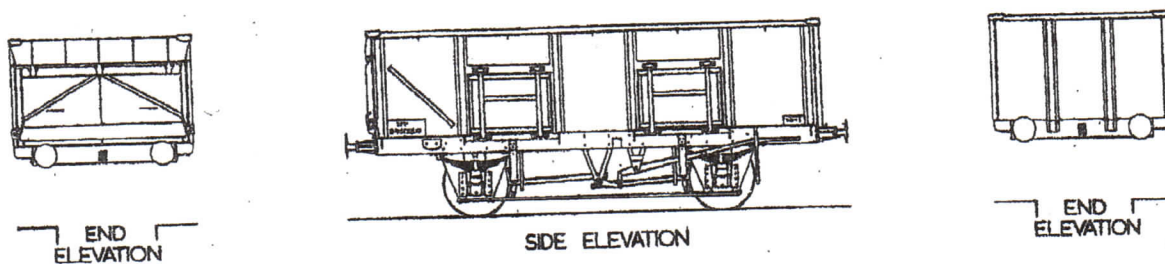


FIG.1 EXPLODED VIEW OF MODEL INDICATING THE FIT OF PARTS

THE PROTOTYPE

This wagon was introduced by B.R. in 1951. It featured a 12ft wheelbase chassis and was fitted with standard R.C.H. long link brakes. A total of 1500 were built to the design represented by the model which is accurate as produced for the period 1951-71, after this period significant changes were made to suspension and braking arrangements.

Both unfitted and fitted versions were produced though the model only truly represents an unfitted version.

LIVERY

In the form modelled, livery was light grey for the body with all other parts black. (However on repainting, it was not uncommon for headstocks and buffer housings to be painted light grey also.)

Lettering was white and a white diagonal line was applied on the sides to indicate the end discharge door. Refer to drawing for position. Transfers to complete this model are available in the excellent Modelmaster range, Ref. 2608

GENERAL NOTES

This kit is not an original product of the Society and was purchased by the Society to avoid its loss to the hobby. Whilst the quality of the kit is good, it is not quite of the high standard we now expect from the Society Wagon Project. Therefore, though simple to assemble, it will require a little more care than usual to keep corners square and true and to deal with mould part lines.

TOOLS

Only a minimum number of tools are required to build this model as follows:- A modelling knife and blades to separate parts from the moulding sprue and basic cleaning up. A couple of fine files also for cleaning up. A piece of medium fine emery paper to remove mould part lines and liquid polystyrene glue together with a fine brush to fix parts together.

ASSEMBLY

Remove all parts from the carrying sprue and clean up attachment points. At this stage, do not attempt to clean up the mould part line found on the top edge of the sides and ends as this will be dealt with later.

Take the floor (1) and remove the four chassis location blocks found on the underside as these are no longer required. Then take one of the sides (2) and fix to the floor. Ensure it is the correct way round (fig. 1) and that the bottom edge of the side is flush with the underside of the floor.

Take an end moulding (3) and glue to the already fixed side and floor, again ensure this part is fitted flush with the underside of the floor and that the side is pushed fully into the rebate found on the inside edge of the end (fig. 1).

Repeat for the opposite side and end. If your confidence allows, we recommend the above assembly be carried out as quickly as possible to allow time for adjustments, should they be necessary before the glued joints harden. Once satisfied, place the body on one side until all joints are set.

Assemble the Parkside Dundas chassis as per that kit's instruction, again allow time for glued joints to fully harden. When satisfied, body and chassis may be glued together.

To improve running, we recommend the addition on a little ballast weight. This may best be achieved with a strip of lead flashing 4mm wide and cut to fit between the coupling pockets on the underside of the wagon floor.

The wagon is now essentially complete, but the more fastidious may wish to deal with the mould part line found running along the top of the sides and ends, as mentioned earlier. This line may be removed by placing the wagon upside down on a piece of emery paper and rubbing it in a circular motion, checking regularly to ensure the same amount of plastic is removed on all four sides. Unfortunately, this process will also remove the top of the corner capping detail which must then be replaced with 5thou plasticard or paper, cut 1mm square (fig. 3).

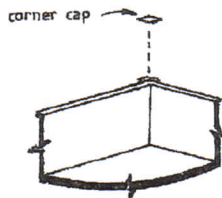


FIG.3-REPLACEMENT OF CORNER CAPPING
DETAIL

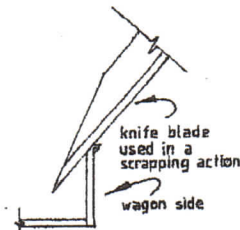


FIG. 4-REDUCING THE OVERSCALE
THICKNESS OF THE SIDES

It may also be consider worthwhile to reduce the overscale thickness of the sides and ends by forming a chamfer to these parts, achieved by scraping with a modelling knife held at an angle until the visible top edge is approximately half its original thickness (fig. 4).

That's it, your model is now complete and ready to visit the paint shop.

We hope you have enjoyed building this model and flush with success, you may now be tempted to try other kits in our range.