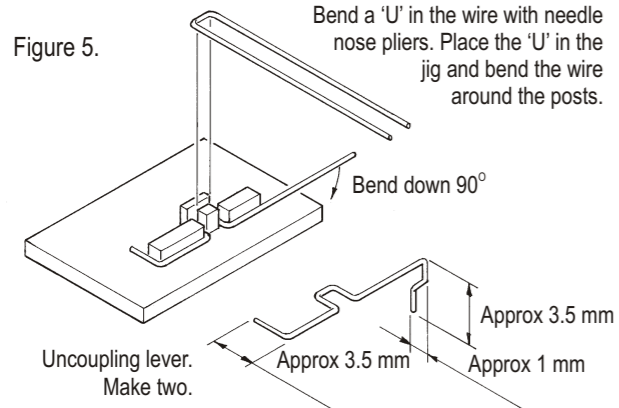


Brass etchings (1 & 2)) are supplied for the handrails, which fit in holes moulded in the ends. Use part 2 for the vertical handrail and part 1 for each of the horizontal handrails. To attach the handrails, apply a small amount of ACC on the end of a pin to each hole and apply the handrails with fine tweezers or smooth pliers.

Uncoupling Levers

Form two uncoupling levers to shape from the 0.3mm wire, as shown on figure 5. Install the uncoupling levers on the ends of the wagon, secured in the moulded brackets with ACC or little cubes of 0.015" polystyrene (not included).



Handbrake Detail

Bend the feet of the brake rigging etch (6) at 90°. Secure the feet to floor with ACC, located by the small ridges moulded between the centre sills as a guide. Thread the length of 0.7mm wire through vee hanger on the handbrake side, through the etched supports and the crank in the centre of the brake rigging to end flush with the outer face of the vee hanger on the second side sill. Secure this shaft in the etched supports and to the crank with a touch of superglue or low-melt solder.

Form the handbrake ratchet (3) to shape, as shown on figure 2. Secure the ratchet to the underframe with ACC, locating the bracket at the top between the two raised dots moulded on the floor and positioning the end of the brace in the recess moulded in the back of the side sill.

Bend a loop in the end of the brake lever (7), with the half etched lines inside the bends. Form shallow bends at the half etched marks on the lever, to form a shape as shown on figure 2. Thread the lever through the ratchet and position it over the 0.7mm cross shaft, along with two washers (5). Secure the parts with ACC or low melt solder and trim the wire flush with the face of the outer washer.

Couplers

The kit is designed to use Kadee No5 or No58 couplers (not included). Assemble the couplers in their draught-gear boxes and clip the ears off each side. Attach the couplers to the floor with cement and/or #2 x ¼" pan head screws (not included) using the dimple moulded between the centre sills at each end of the floor as a guide for drilling a suitable hole.

Painting and Decals

The wagon should be painted overall VR wagon red with white lettering. We recommend Steam Era Models Wagon Red spraying enamel. Position the lettering as per figure 6 and the photo on the front of these instructions. The interior of the wagon was unpainted steel, which can be simulated with washes of browns and dark grey over the bare grey plastic.

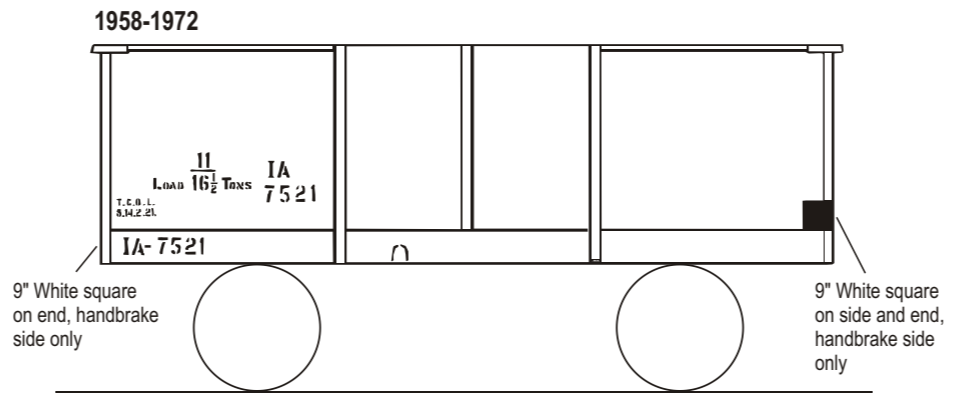
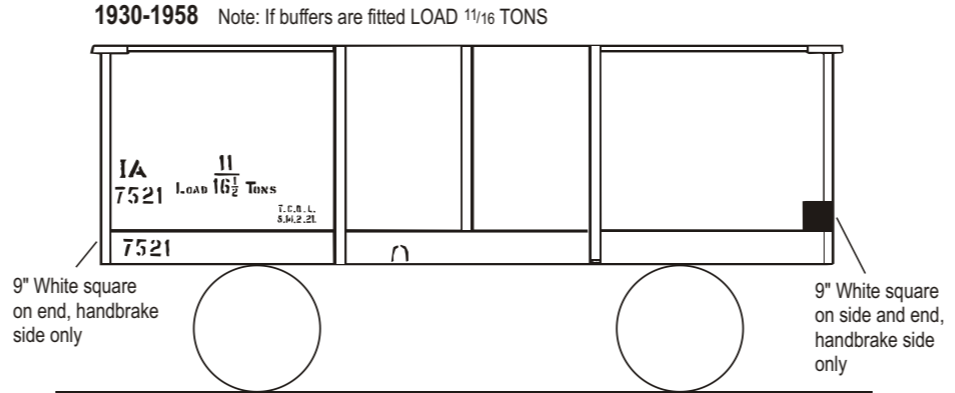
Paint a scale 9" white square on the bottom corner of each end on the hand brake side, as well as the bottom R/H corner of the hand brake side.

Tommy Bent Numbering

"Tommy Bent" I wagons were numbered 6600, 6801-6905, 6997-7096, 7208-7507, 7509-7572 and 7575-7644. A further 166 were "rebuilt" from older wagons at Newport and were numbered at random from 6-6260. A Brief History Vol 4 provides a complete list of these numbers.

Some "Tommy Bent" wagons had additional angle iron uprights located midway between the door stanchion and the corner of the vehicle. There does not appear to be any particular pattern to the numbering of these wagons.

Figure 6.



C/- P.O. Rhyll, Victoria, 3923.

VICTORIAN RAILWAYS IA WAGON "TOMMY BENT"

Prototype Notes

The pattern vehicle, number 6600, for this series of I wagons with 4'6" high steel sides was constructed at Newport Workshops during 1901. The following six years saw the construction of a further 639 wagons, together with 166 wagons to a generally similar design, rebuilt from older wooden I wagons. All these wagons originally had a capacity of 15 tons, but during the 1930s, at about the time they were fitted with auto' couplers, they were recoded IA and given a dual load rating of 11/16 ton. About 1957, when the buffers were removed, the load rating became 11/16½ tons.



Model illustrated has been fitted with couplers (not included).

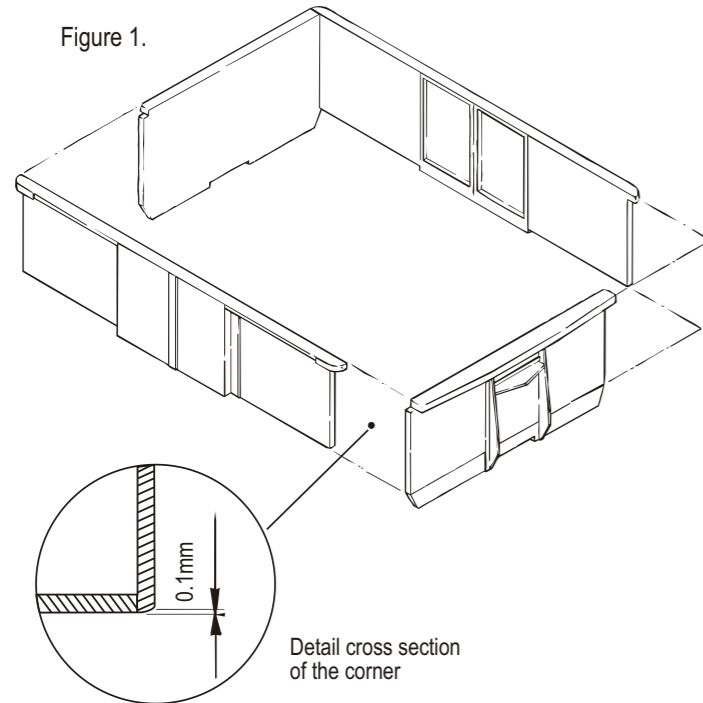
Many of these wagons were withdrawn and/or repurposed in the 1950s. From 1954 a program began where 175 were rebuilt as IC Tippler wagons, by replacing the doors with sheet steel and welding a length of angle steel along the top of each side. In this form they were used in coal/briquette traffic until 1970-1972. A further 330 wagons donated their underframes for the construction of U vans 1467-1796 between March 1956 and February 1959. A number were also rebuilt with extended sides and a roof to become HD tool vans in departmental traffic. The remaining "Tommy Bent" IA wagons were taken off register by the mid 1970s.

Assembly

It is recommended that this kit be assembled with a liquid solvent cement, such as Testor's or Microscale Microweld. Some parts have hooks moulded on the back to assist with removal from the mould. These should be removed carefully with small side cutters or a sharp knife. A number of details are provided in etched brass, which should be attached to the model with ACC (superglue). Half etched lines are provided where parts are to be folded to shape. As a general rule, where 90° bends are to be made, the half etched line goes to the inside of the fold.

Body

Commence assembly by cementing one side to an end. Note that the end should be approximately 0.1mm short of being flush with the sides (see Fig.1). Cement the remaining side and end to form a similar subassembly. After allowing a few minutes for the joints to attain some strength cement these subassemblies together to form an open box. Check that the resulting box is square and that the floor is a neat fit in the body.

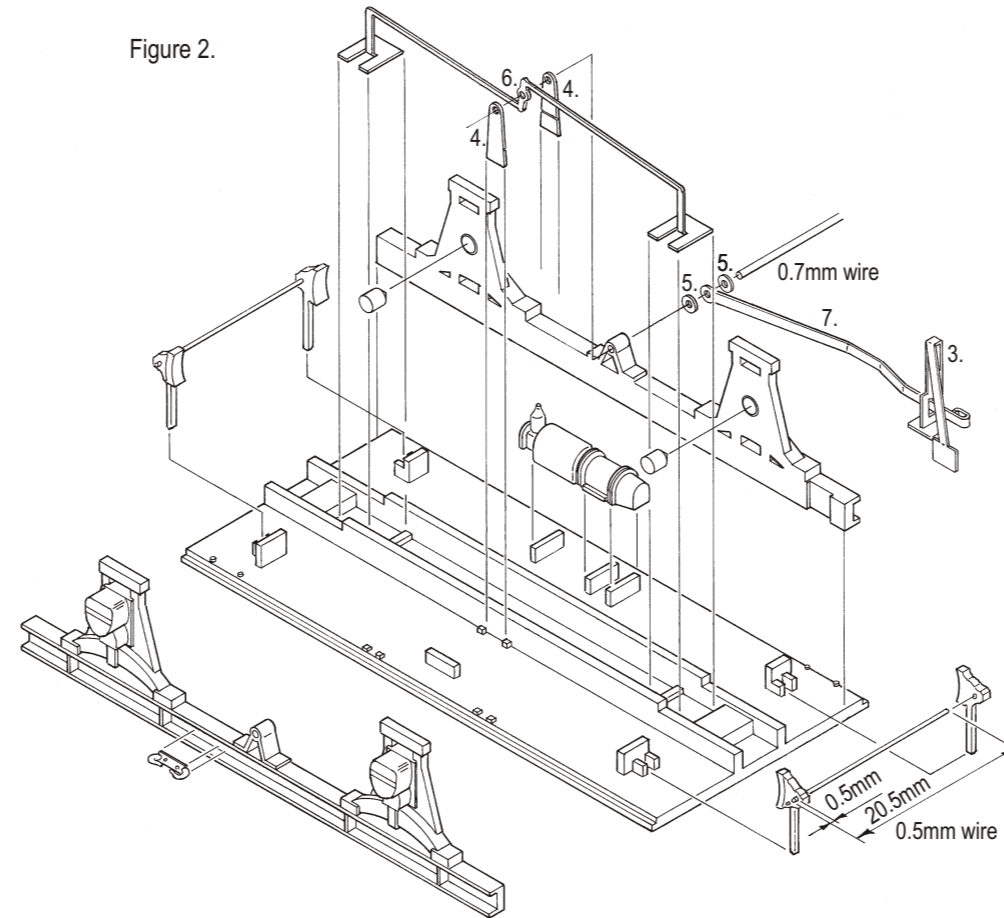


Underframe

Remove the draft, a shallow angle of about 3° , from the top edge of each side sill. Glue a piece of 180grit aluminium oxide sandpaper to a flat surface such as a piece of chipboard and rub the top edge of each side sill over it. Use a second piece of wood with the edges planed at 90° as a guide. This work will ensure that the side sills are installed at 90° to the floor.

Drill a 0.7mm diameter or No.70 hole through the boss of the vee hanger below each side sill and press a delrin bearing into the hole in the back of each axle box. Identify the side sill to be used on the handbrake side; it has a shallow recess on the back at one end. Cement this side sill to the floor on the side that has extra ribs to support the brake cylinder, with the side sill hard up against these supports and the ends flush with the ends of the floor. Refer to figure 2.

Figure 2.



Cement the plain side sill on the opposite side, with the wheelsets sandwiched between and check that the wheels turn freely. Cement the brake cylinder to its supports, hard up against the back of the adjacent side sill.

Cut two pieces of 0.5mm wire, each 20.5mm long and smooth the cut ends. Press each end into the holes moulded in a pair of brake shoes, so that the wire projects from the face of each brake shoe by 0.5mm. Locate each assembly in the lugs moulded on the lower face of the floor and secure with cement.

Secure the two central brake supports (4) to the centre sills with ACC. Small ribs are moulded on the surface of the floor to aid with positioning, but also make sure that the holes in these brackets are in line with the hole in the vee hanger on each side sill by threading the length of 0.7mm wire through the holes.

The brake rigging etch (6) and the hand brake detail parts (3 & 7) are quite fragile, so it is best to leave these parts off until after the body is assembled and added to the underframe.

Body Assembly

Lower the body down over the underframe so that the lower flanges of the side sills are flush with the bottom edge of each end. Secure with a brush of cement around the bottom edges of the floor.

Cement a rope hitch low on the web of each side sill, centred below the L/H door on the handbrake side and below the R/H door on the other side.

Cement the door stanchions to the body side, positioned either side of the raised door panel. The angled foot on each stanchion should sit in the bottom corner of the side sill.

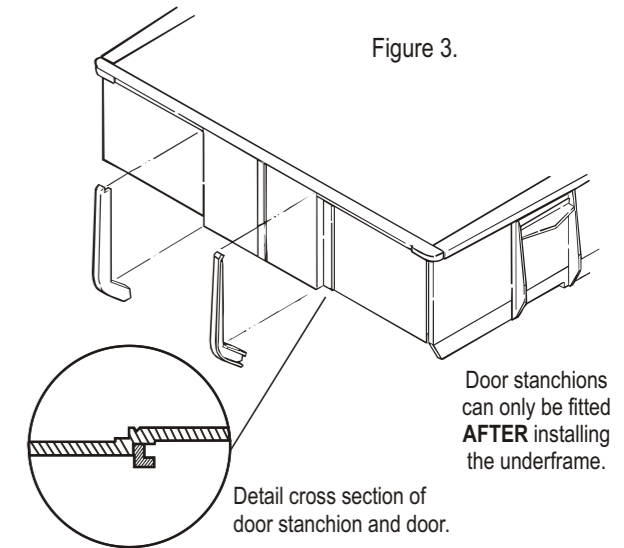
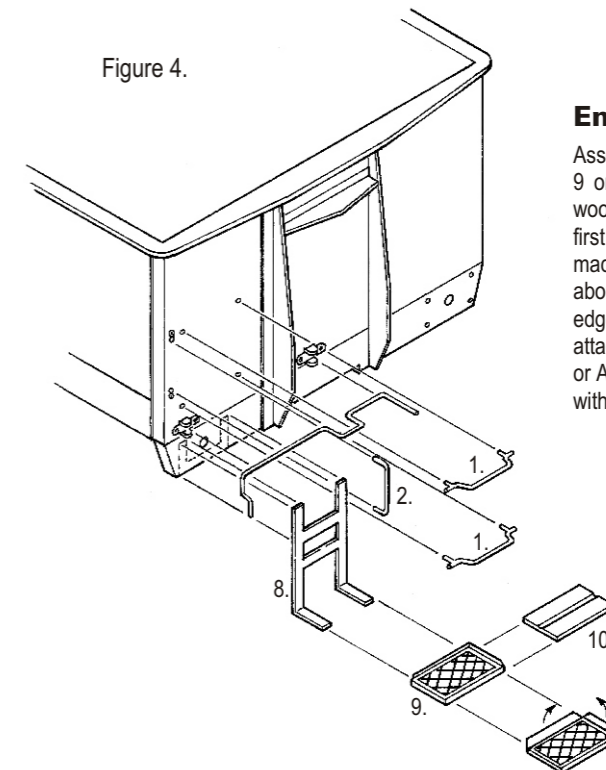


Figure 4.



End Details

Assemble two shunter's steps from parts 8 and 9 or 10. Wagons were fitted with steps with wooden step treads (10) when the buffers were first removed around 1957. The step treads made from expanded metal mesh date from about 1968. If building this version, bend the edges of the etched step (9) up at 90° before attaching the step tread to the frame with solder or ACC. Attach the shunter's steps to the ends with ACC, as shown on figure 4.