

RC443 00 GWR P23 20T Ballast Wagon Assembly Instructions

This kit is designed to make a model of GWR P23 20T Ballast Wagon. Full details of these wagons can be found in 'GWR Goods Wagons' by A G Atkins, W Beard and R Tourret. With this kit we offer the guarantee that we will replace any defective part and we extend this to parts broken or damaged in construction. We have included a coupler mounting block for Bachman 36027 Mark 2 Couplings NEM shaft (cranked) with pocket.

Helpful Tools/Supplies

Hobby knife with sharp blades	Polystyrene Cement (Tube/Liquid type)
Superglue	Small needle nosed pliers
Tweezers	Pin chuck
.45mm drill	Small file

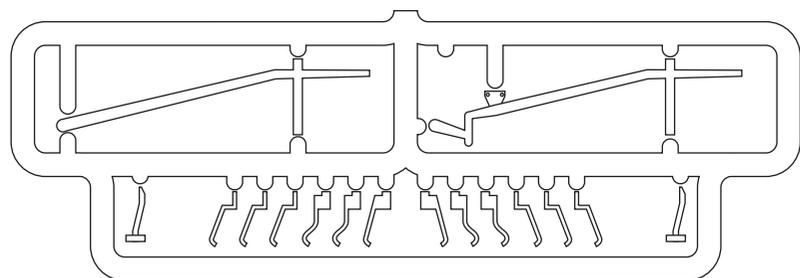
Helpful Hints

Take care removing the parts from the sprues, especially fine parts. Use good quality styrene cement. You will find both the liquid and thicker tube type useful in different locations. If you are using the liquid version take care handling the parts because the plank lines draw the cement away from the joint very quickly.

Contents of Kit

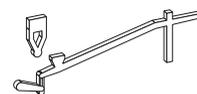
2 Sides	2 Ends	Floor
2 Underframe Sprues	Brake Levers and Door Bang	
Sprue	Coupler Mount Sprue	
Etched Coupling Hooks	Whitemetal Buffers (2 Webs)	
Short length of wire		

Extra Sprue for This Kit

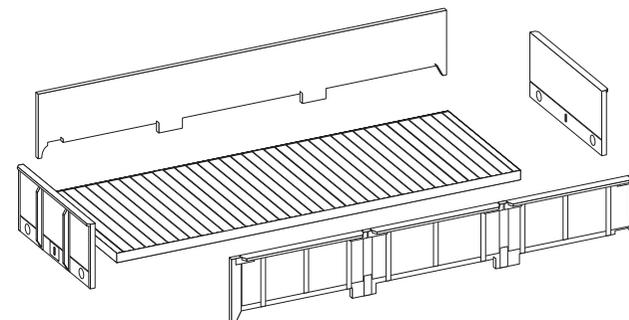


Use for
this kit

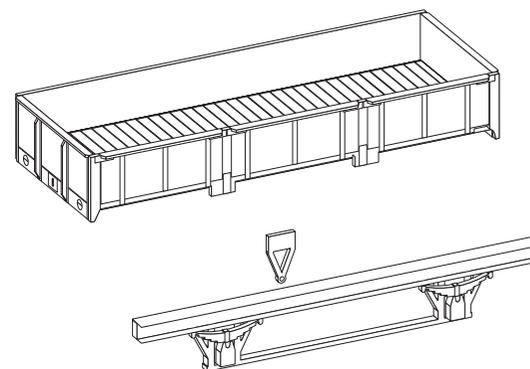
Start by gluing flanged wagon bearings into the axle holes using superglue. Then glue the small V hanger on the lift link sprue to the rear of the lift link brake lever and set aside to set.



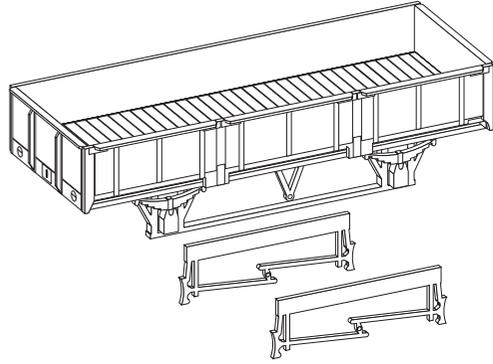
Fit the sides and ends onto the floor.



Attach the solebars to the Floor making sure that they stay upright as they set. You can either trap the wheels in place or leave them to fit later. Fit the V hangers from the underframe sprue to the rear of centre of the solebars.

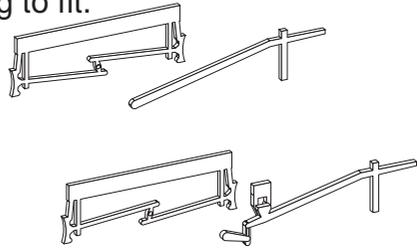


Check that the hole in the centre of the brake rodding is .45mm. Attach them between the wheels. They both point in the same direction. Fit the brake cylinder to the pip on the floor. Fit a piece of .45 wire between them with superglue threading it through the hole in the crank.



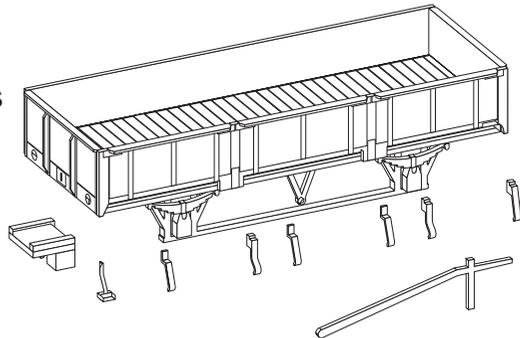
Attach the door bangs in line with the hinges, taking care to keep the bottom of each in line with each other. The small block on three of them fits up behind the curb rail. The other three fit onto the face of the solebar. It is important that at least the right hand bang is fitted before the brake lever.

These 2 diagrams show which side the brake levers fit. They need gentle curving to fit.



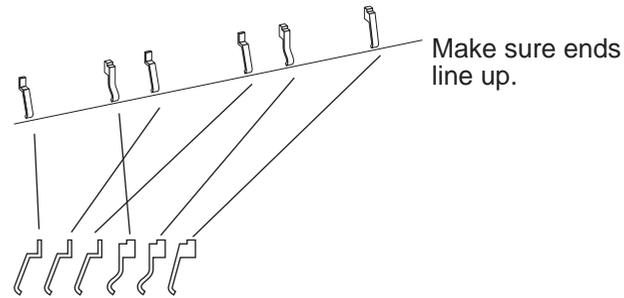
Fit the buffers and coupling hooks with superglue. Fit the end steps (left hand only).

For those wanting to use automatic couplings we have included a mounting block.



In GWR days they would have been painted in black. In BR days, Black, Gulf Red, possibly Olive Green or Dutch. There is a fine collection of pictures of these wagons in later days on Paul Bartlett's fopic site. These show the wagons in very shabby faded condition, so the last two liveries look unlikely or at least rare.

80492-6/9, 80504/7-9/11-5/9/21/2/4-7/9/81/94,
80612/3/7/54/82,
80711/24/42-4/6-50/2/4-8/60/71/3,
80819/21/2/5-30/2/4/7-9/41/3/5-54
80497, 80501/23, 80823/31/3/44/55/7/8/60/1/3/5-9/71-3/5/6/9/81



RC443 00 GWR P23 20T Ballast Wagon (Tunny)

100 built 1945 to 1948. Assorted numbers between 80492 and 80881. Survived into the 1980s

Injection moulded polystyrene kit
Cast Whitmetal Buffers and Vac Cylinder
Designed for standard 26mm axles so they are suitable for 00, EM or P4.
Coupler mounting block for Bachmann 36027 Mark 2 Couplings NEM shaft (cranked) with pocket.
Wheels are not included.

