

## Rumney Models 1927 RCH Tank Wagon Chassis Instructions

### Notes

This set of instructions covers the RCH 1927 tank wagon underframe kits B.75 and B.76. The underframes are designed to provide an accurate basis for a late 1920s, 1930s or early 1940s saddle or cradle mounted tank wagon.

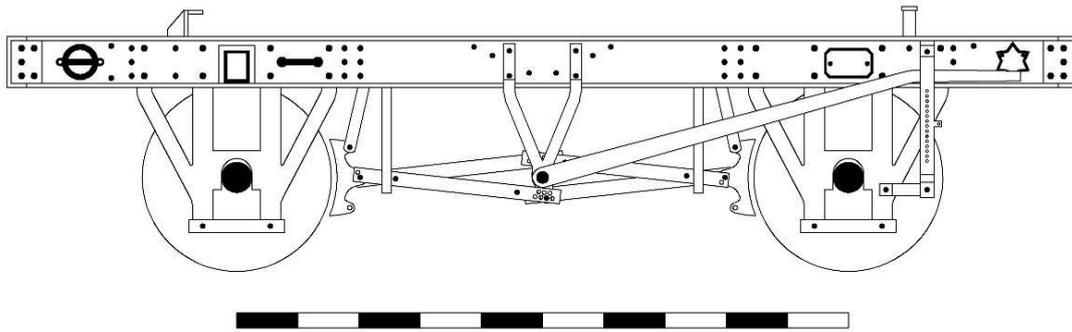


In 1927 the Railway Clearing House (RCH) updated their specification for tank wagon underframes. This specification was initially for a 17'6" underframe with a 9' wheelbase. This was something of a retrograde step from the previous specification, which had a 10' 6" wheelbase, and within a few years the wheelbase had been lengthened to 10'. Kit B.75 is for the 10' wheelbase version and B.76 for the 9' one.

The obvious body to pair with this chassis is the Bachmann saddle mounted tank wagon. It is something of a curate's egg and has a few issues when compared to the prototypes of the period, not least having a tank which is too small for most of the liveries that Bachmann have depicted but also the tank is pitched too high. However unless someone comes up with something more accurate it is what we readily have to use. Note that the Bachmann model does come in several version and those suitable for these underframes are the ones without the big bulbous tank filler. This was a feature of pre-1927 tank wagons.

A separate detailing kit (Rumney Models B.113) is available for those wishing to add such niceties as ladders and crosshead stays that attached to the outside of the solebars to the Bachmann model.

For those wishing to take a closer look at the prototypes then I can recommend 'Petroleum Rail Tank Wagons of Britain' by R. Tourret as a very good starting point.



Read through the instructions first and familiarise yourself with the components. Drawings and photographs taken during the construction of the test etches are included to attempt to make my waffle clearer. Note that not all the photos are of these particular chassis but suitably illustrate the item in question.

**All fold lines are through 90° with the fold line on the inside unless stated otherwise.**

Everyone has their own soldering methods. I now use a temperature controlled soldering iron with predominantly 145° solder and La-Co paste flux.

Check all holes before removing parts from the fret. The drawing process for etching if you use a CAD program as I do is extremely accurate but the actual etching process itself not an exact science. If the fret is slightly over etched then there is no problem but if they are under etched the holes will need enlarging. I find that this is easiest to do before removing parts from the fret. The hole sizes will be noted at the appropriate points.

### **Technical**

The suspension is individual springs made from 0.008” steel guitar wire soldered to the etched spring/bearing carriers. For this you will need a suitable flux. I use Carr’s Black label. If the finished vehicle is weighted to 50g with the weight evenly distributed then this will produce a spring deflection of 0.5mm. Don’t be tempted to up the gauge of spring wire. Even moving up to 0.009” springs will have a significant effect on the spring deflection. Also don’t over weight the wagon or the springs will not have enough upwards movement before they hit the axleguards. Think of the 50g total as an ideal weight but also a maximum. There are notes on weighting the wagon at the end of the instructions.

The chassis is designed to produce a buffer centre height, when the kit is completed and weighted to 50g of 13.8mm when using Exactoscale wheels. The Exactoscale wheels are 13.4mm (3’ 1/2”) in diameter. Different makes of wheel may slightly affect the ride height depending on their diameter.

## Materials list

Several sizes of wire are needed to build the chassis. Eileen's Emporium are good source for these and they do a mixed sizes pack if you don't want to buy large quantities.

0.31mm - Most of the brakegear, tie bars, brake lever guards, safety loops

0.4mm - Alignment pins for the tank strap brackets

0.8mm - Brake cross shafts

1.0mm - Alignment pins for the brakegear frets

0.6mm x 0.4mm micro-tube to finish the tank strap brackets if using them. Also available from Eileen's.

You will also require items such as buffers, axleboxes and springs as well as couplings to complete.

For buffers I would recommend those produced by Lanarkshire Model Supplies. They are by far the best around and a lot of types of buffers are available pre drilled for fitting sprung buffer heads. This service is particularly useful for some of the heavy duty buffers with their large 2.5mm shanks. The quality is excellent. Saddle and cradle mounted tank wagons of the period generally had 4 rib 1' 6" spindle buffers (Lanarkshire Models code B003).

13" diameter metal buffer heads are available from MJT or Wizard Models.

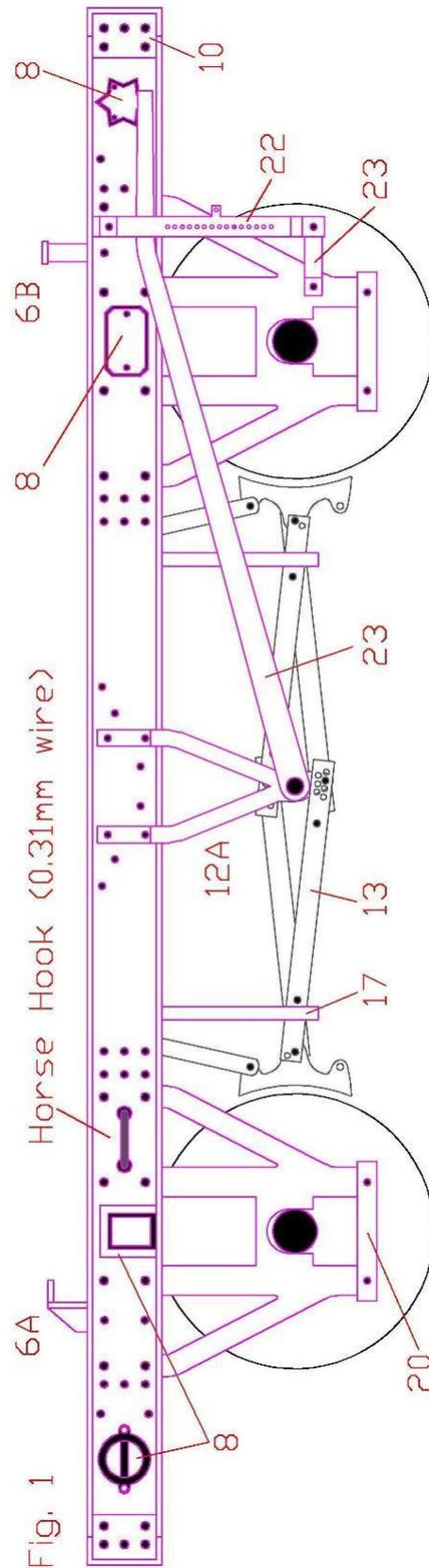
14T wagons were fitted with 6 leaf springs and mostly RCH cast two part oil axleboxes through some other may have been fitted with a Platefront box very similar to an LMS design though these seem to have been more common on pre-1927 wagons. Rumney Models produces suitable 6 leaf spring castings with RCH (FG.06) 2 part and LMS Platefront (FK.06) axleboxes. See the Rumney Models website for further details, including illustrations. They are listed under Wagon Castings in the 4mm scale section.

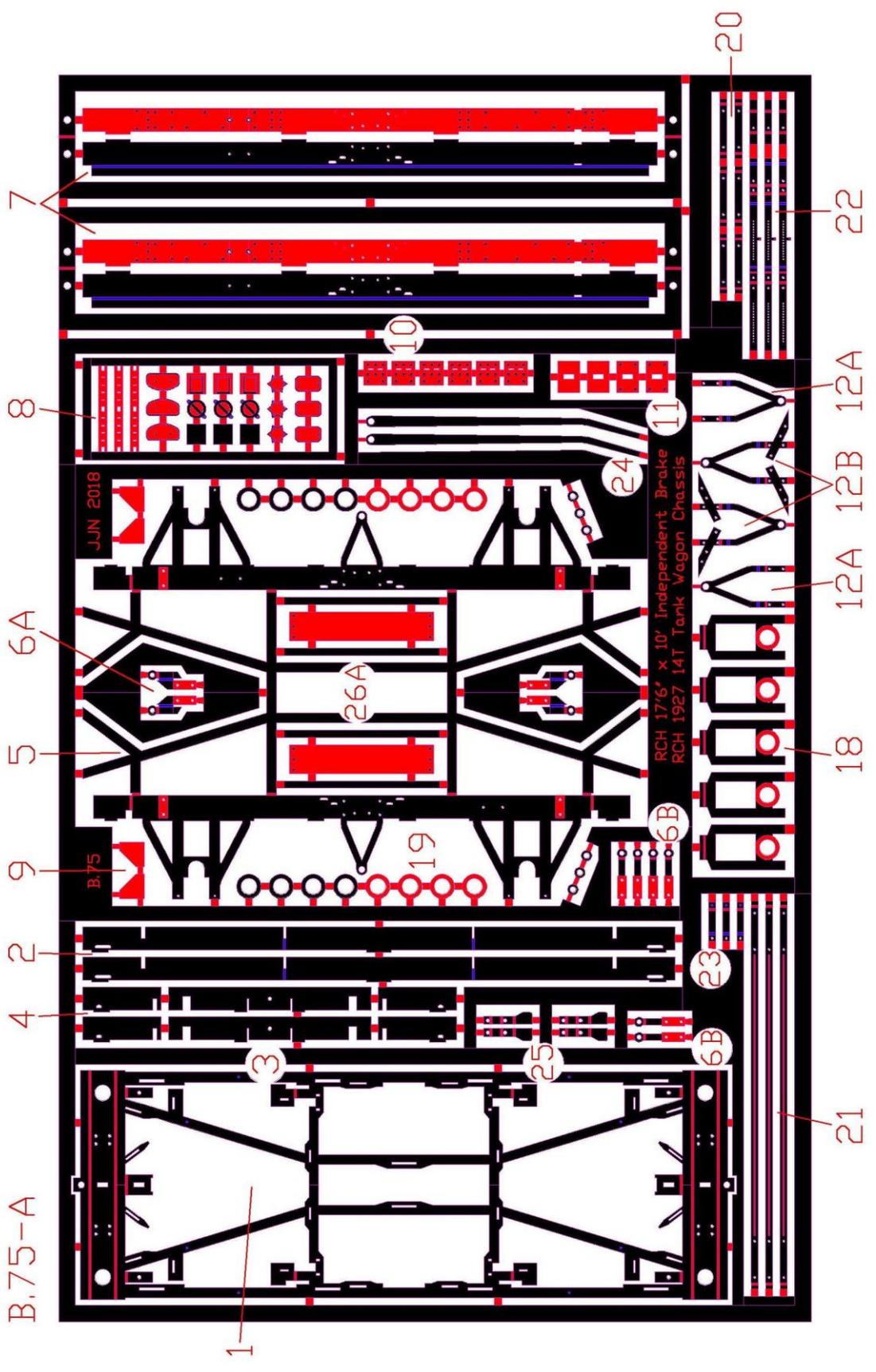
Rumney models produces coupling hooks suitable for these (B.94). These can be found in the 4mm section of the Rumney models website under Wagon Detailing. Brassmasters now supply links for those not wishing to make their own 3 links.

Contact details for the above suppliers can be found at the end of these instructions.

## Component List

- 1 - Bottom plate
- 2 - Longitudinal spacers
- 3 - Transverse spacers
- 4 - Angled end spacers
- 5 - Top plate
- 6A - Tank strap brackets (early type)
- 6B - Tank strap bracket (late type)
  
- 7 - Solebars
- 8 - Solebar detailing
  
- 9 - Solebar/headstock corner plates
- 10 - Solebar/headstock bracing
- 11 - Coupling pockets
  
- 12A - Additional vees (inside solebar mounted crosshead stays)
- 12B - Additional vees (outside solebar mounted crosshead stays)
  
- 13 - Main brakegear
- 14 - Brake shoe infill
- 15 - Push rod cranks
- 16 - Push rod infill
- 17 - Push rod safety loops
  
- 18 - Spring Carriers
- 19 - Bearing washers
- 20 - Axle keeps
- 21 - Tiebars
  
- 22 - Brake lever guards/brackets
- 23 - Brake lever guard stays
- 24 - Brake levers
  
- 25 - Buffer retainers
  
- 26A - Splash plates (above wheels)
- 26B - Splash plates (ends)





B.75-A

JUN 2018

RCH 17'6" x 10' Independent Brake  
RCH 1927 14T Tank Wagon Chassis

1

7

8

6A

5

9

2

4

3

25

26A

19

6B

11

10

24

22

12A

12B

12A

18

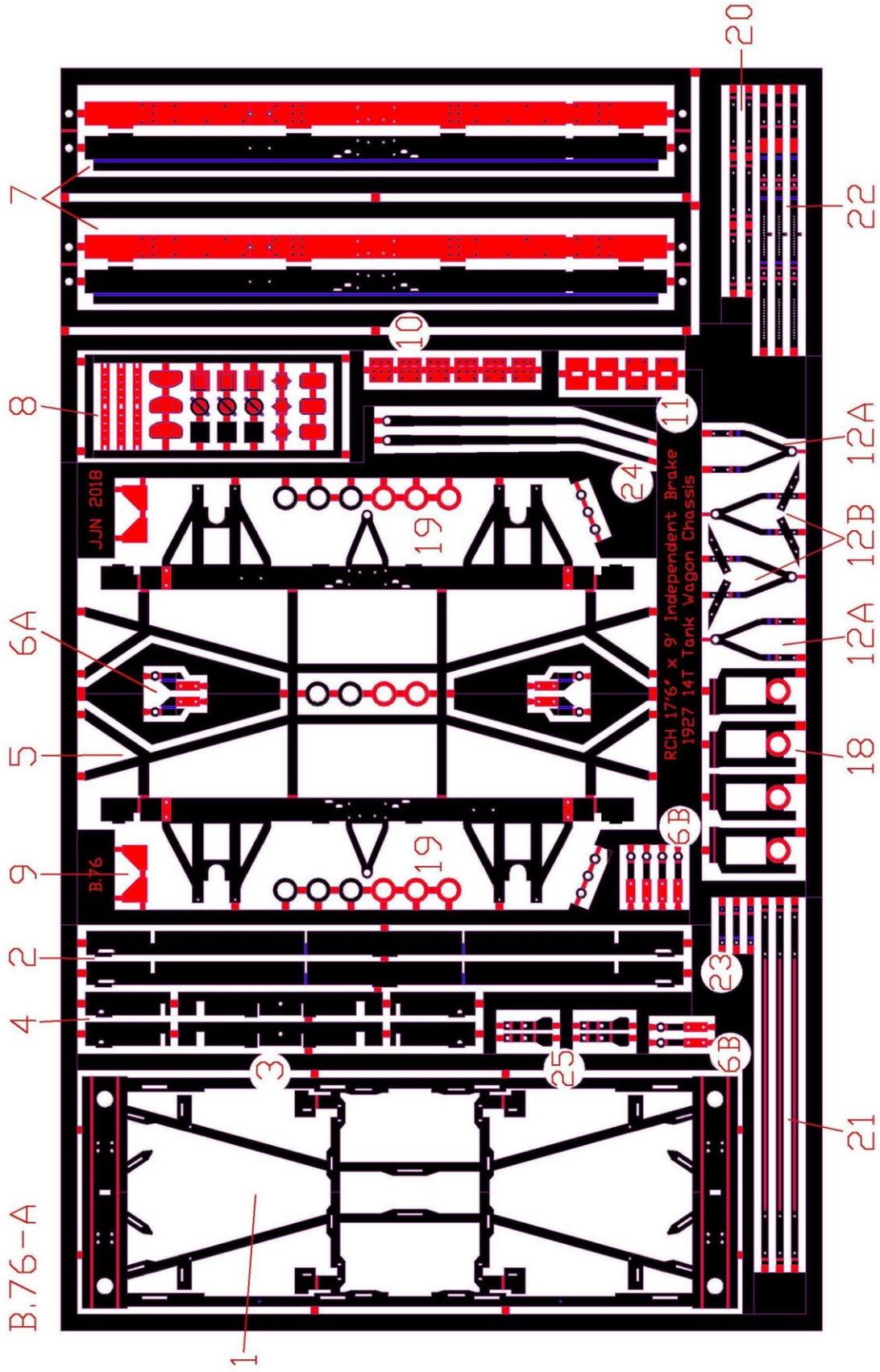
6B

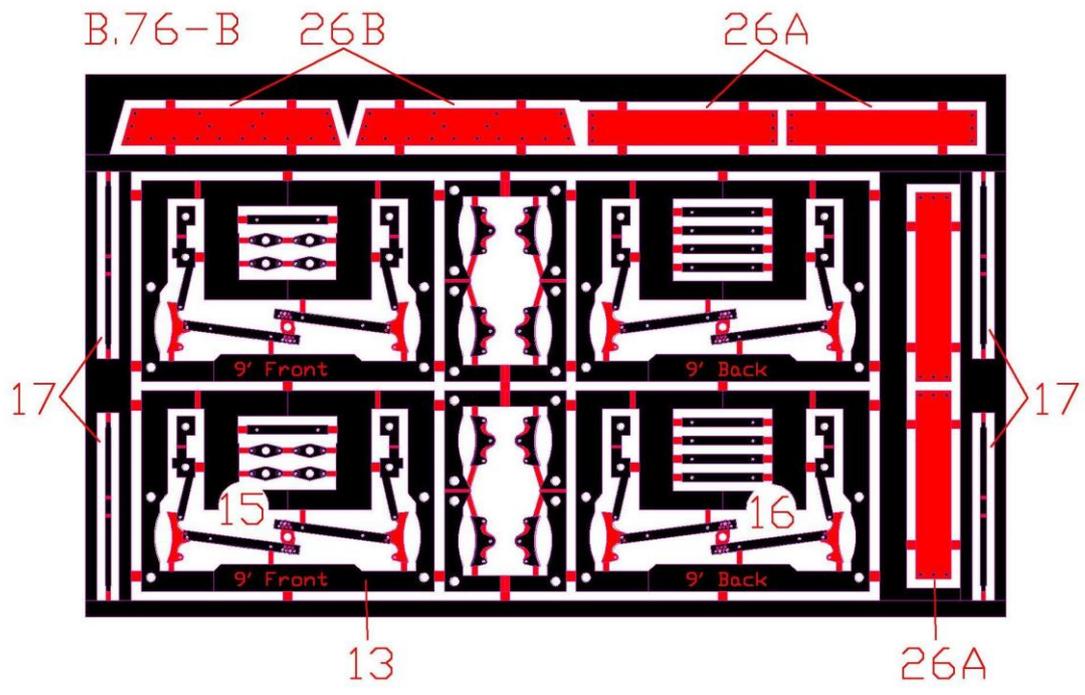
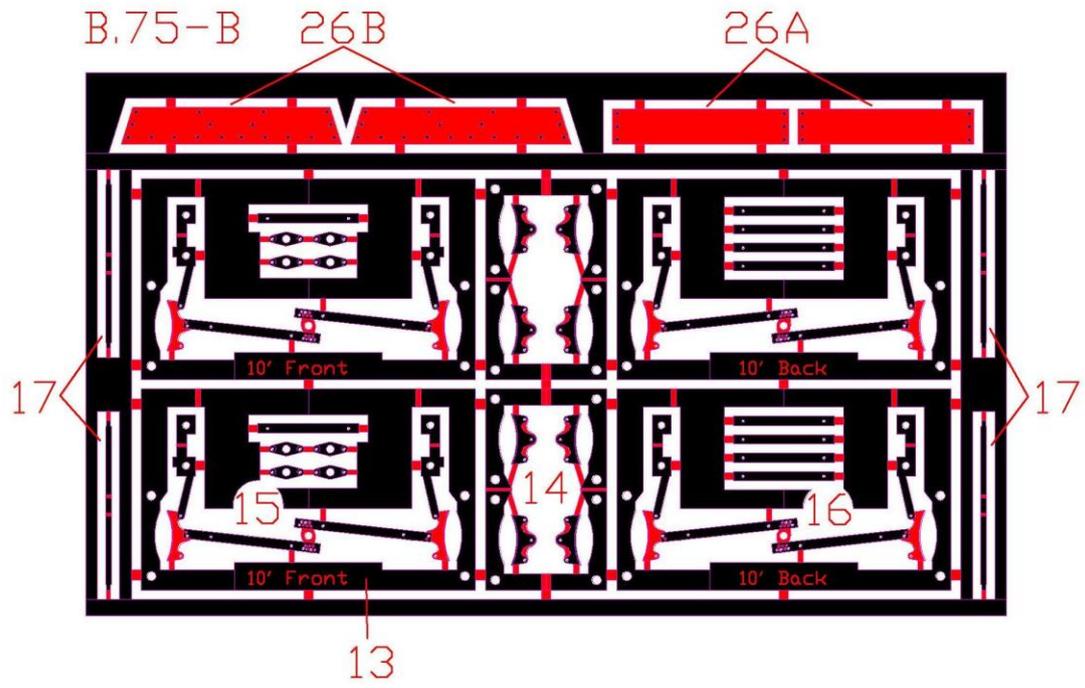
23

6B

21

20



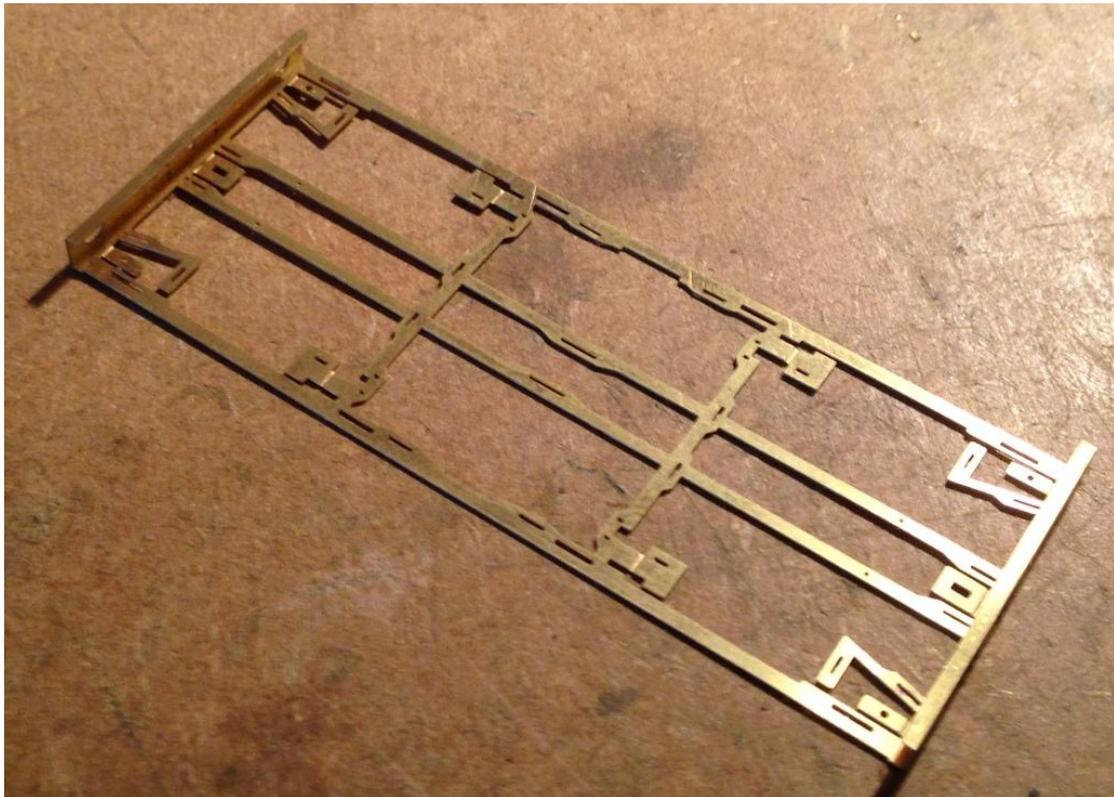


## Construction

### Main Chassis

Firstly check the fit of your buffers in their holes in the headstocks. It may sound a bit odd starting with something that usually goes on at the end but it will be much easier to open out the holes now rather than later.

Start with the chassis bottom plate (1). Remove from the fret and clean up connecting tags. The headstocks need to be folded up. This is best done with the chassis bottom plate clamped to something or held in a vice to avoid distortion. There are two sets of fold lines as the headstocks need to be folded into a channel. Starting with the outermost parts of the chassis, fold the bottom plate through  $90^\circ$ . Next fold the headstocks through  $90^\circ$  to form a channel. Do not reinforce with solder yet.



Remove the longitudinal spacers (2) and the transverse spacers (3) from the fret and clean up any tags. Fit the longitudinal spacers first using the tabs and slots to aid alignment. You may have to feed them in at an angle due to the headstocks. Solder to the bottom plate.



Add the transverse spacers. These fit into the slots in the longitudinal spacers and on the bottom plate. Solder in place.

Remove the angled end spacers (4) and clean up any tags. Fit to the underframe using the slots in the transverse spacers and the bottom plate. Solder in place.



Fold up the buffer and coupling hook guides at the ends of the bottom plate and solder in place.



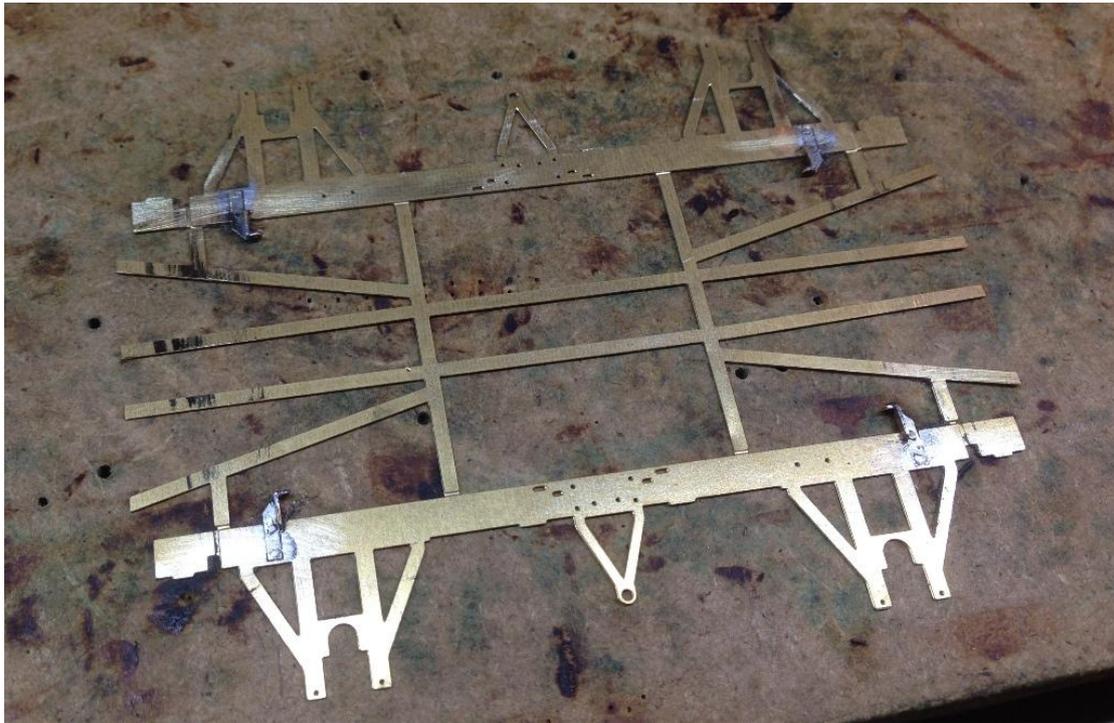
Check that the large holes in the vees on the top plate (5) will accept 0.8mm wire and the small holes for the secondary vee pins and horse hooks can accept 0.31mm wire. Remove from the fret.

### **Tank strap brackets**

If you are intending on using the Bachmann cradle mounted tank as it is then you don't need to worry about these but if you want to make use of them there are two types of tank strap brackets included, early (6A) and late (6B). The late ones were pretty much confined to some of the Air Ministry tanks built in the 40s. The Rumney Models detailing kit B.113 contains straps for fitting to the tank if you want to add them.

The tank strap brackets are designed to be pinned in place on the chassis top plate before that part is added to the chassis. Use the chassis top plate to drill a pair of 0.4mm holes into a piece of scrap wood or mdf to act as a jig. Two short lengths of 0.4mm wire can then be used to pin the tank strap brackets of choice in place. For both the early and late types they need to be folded up. The later type are simple with just a single fold but the early type need to be folded to look like a piece of angle and then the top folded over. Position the brackets in place using 0.4mm wire and solder to the chassis top plate. Note that the early type is handed and the fold over top should face towards the centre of the wagon. See Fig. 1 and the photos below. Solder in place and file the 0.4mm wire pins flush on both the front and back.





To finish the brackets short lengths of 0.6mm x 0.4mm tube can be added to the brackets to represent the bolts used to secure the straps. The tanks straps on etch B.113 will fit nicely in this tube. It is available from Eileen's Emporium as well as elsewhere.

Once the tank strap brackets are all fitted and tidied up carefully fold up the sides and the four spring supports at the ends of the sides. Make sure that the sides are at 90° and adjust if necessary.

The chassis top and bottom plates need to be fitted together and then soldered in place and the axleguard assembly then need to be soldered together. There are tabs on the top plate and slots on the bottom plate to align everything. Make sure all of the tabs are properly home when fitting. Solder together where the tabs are fitted to the slots and along the main framing on the top plate.



There are four tabs with small slots on into which the brakes will be fitted. Fold these down through 90°. You should have something that is looking like an open chassis now.

There are two parts to the solebars (7), a backing piece which is folded into an L and a detail overlay. These are designed to be soldered together whilst still attached to the fret that surrounds them.

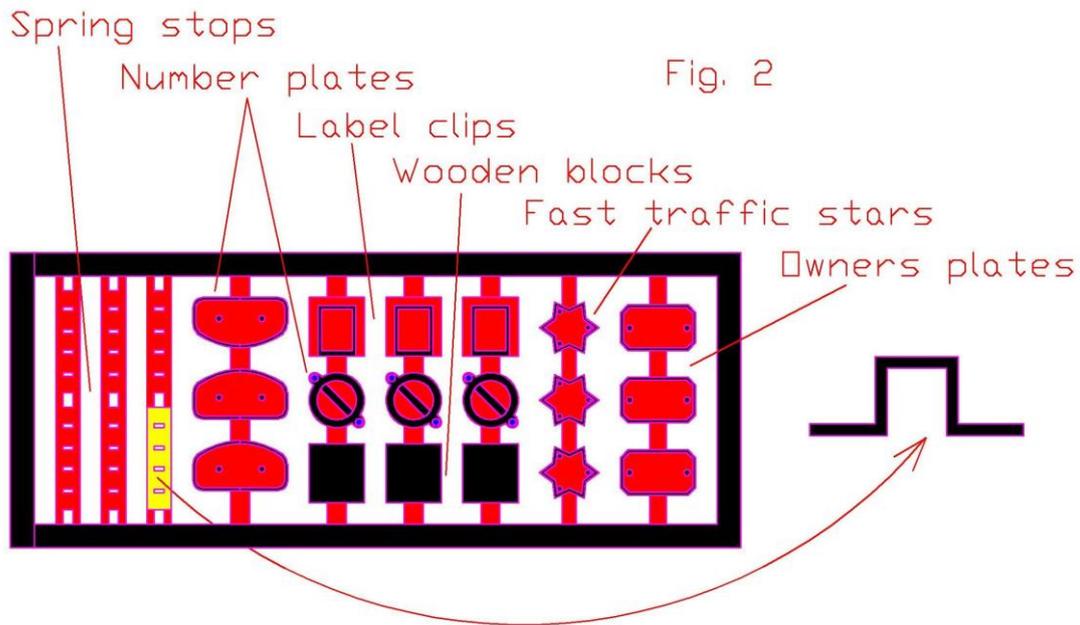
Remove the solebars from the main fret making sure that the frame that is around them is still attached. I found it useful to construct a jig to hold the two parts whilst soldering together. Use one of the solebars to drill two 1mm holes near the edge of a piece of scrap wood or mdf. Short lengths of 1mm wire can then be used to pin the solebars to the wood and leave your hands free for soldering. Tin the back of the detailing part fold the two halves of the frame over so that the fold is through 180° with the fold line on the outside. Sweat the two parts of the solebar together.



Now is probably the easiest time to attach the solebar detailing as well as the outer vees to the solebars so I shall cover these now before returning to the business of assembling the chassis.

## Solebar detailing

The solebar detailing (8) comes contained in its own little fret. See Fig. 2 below. On it you will find fabricated axle spring stops, two types of number plates, label clips, a rectangle that is actually a block of wood on the real thing, fast traffic stars and owners plates. I have no idea what the purpose of the rectangular block of wood was but they were quite common. The positions of all this stuff varied so check your prototype. The details can be soldered on in the appropriate places.



Remove the solebars from their frame and fold the small edge through 90°s so it forms an L shape.



## Secondary Brake Vees

There are two types of secondary or additional vees included, one set for inside solebar mounted crosshead stays (12A) and one set for outside mounted cross head stays (12B). The crosshead is the part fitted to the top of the stanchions on the ends of the wagon that stop the tank from moving lengthways. The stays are the pieces of rod that go from the crossheads and fix to the solebars towards the centre of the wagon. The type that was used depended on the diameter of the tank with the stays mounted on the outside of the solebar on larger tanks, though there were some exceptions. The Bachmann tank should really have inside mounted crosshead stays and if you are using an unmodified body you'll need this type so I'll cover this first.

Note that the outside mounted crosshead stays on this kit are designed to match the Bachmann tank diameter and pitch. The crosshead would be aligned with the centre of the tank and this in turn would vary with the diameter of the tank and so affect the angle of the brackets on the solebar. So, if you are using a different tank then these brackets may not align properly though you'd be fine with a 6'7" tank mounted correctly, i.e. with 2" between the top of the underframe and the bottom of the tank.

For the inside mounted crosshead stays there should be rivets on the solebar where they are attached. I have left these off the solebar overlays for a variety of reasons but they can be added using the additional vee for outside mounted crosshead stays 12B. Use the 4 holes for the vees to align the additional vee 12B, but don't solder it in place, and then use it as a jig to drill 6 0.3mm holes through the solebar. The outside solebar crosshead bracket vees can then be removed and 0.31mm wire can then be used to add the diagonal rivets.



Make sure that the large holes in the inside mounted crosshead stay additional vees (12A) can accept 0.8mm wire and the small ones 0.31mm wire, remove from the fret and clean up any connecting tags. There are two sets of fold lines on the additional vees, fold both sets through 90°. Make sure that the four holes in the centre of the solebars can still accept 0.31mm wire and then use four short lengths of 0.31mm wire to pin the additional vees to the solebars and solder in place.



If you wish to fit outside mounted crosshead stays then you'll need the small brackets from Rumney Models detailing fret B.113. Make sure that the large holes in the outside mounted crosshead stay additional vees (12A) can accept 0.8mm wire and the small ones 0.31mm wire; remove from the fret and clean up any connecting tags. There are two sets of fold lines on the additional vees, fold both sets through 90°. Make sure that the four holes in the centre of the solebars can still accept 0.31mm wire and then use four short lengths of 0.31mm wire to pin the additional vees to the solebars and solder in place. Drill through the other 6 holes using a 0.3mm drill and insert short lengths of 0.31mm wire. The layers of the brackets from kit B.113 can then be added. There are 3 spacer layers and then the bracket layer on top. Solder in place.



### **Main Chassis Continued...**

The solebars can now be fitted to the chassis. There are slots and tabs on the bottom plate to aid location and the ends go into the channel that is the headstock. Fit the solebars at an angle and then straighten, locating the slots and tabs at the same time. Once in place then the solebar can be soldered in place.

Add the Solebar/Headstock corner plates (9). These should be arranged so that the two straight sides go along the outer edge of the headstock and the inside of the Solebar. Note that they go on the underside of the chassis.

You can also now add the solebar/headstock bracing (10). These fold into an L and fit into the solebar/headstock channels. There are small half etched slots to aid you locating the bend point.



Now is as good a time as any to fit the coupling pocket detail (10). Solder in place using the hole for the coupling as a guide. I find the easiest way of doing this is to shape the end of a cocktail stick to fit in the slot. This can be used to align the detail on the headstock and hold it in place while you solder them together.



### Spring Stops

There are 6 fabricated spring stops on the solebar detailing (5) fret (see Fig. 2) which can be folded up and then soldered in place. I find a small pair of self closing tweezers good for this.

### Brakegear



The brakegear is designed to be assembled with everything still attached to its surrounding frame. Once everything is soldered together it can be removed from the frets, tidied up and fitted in place.

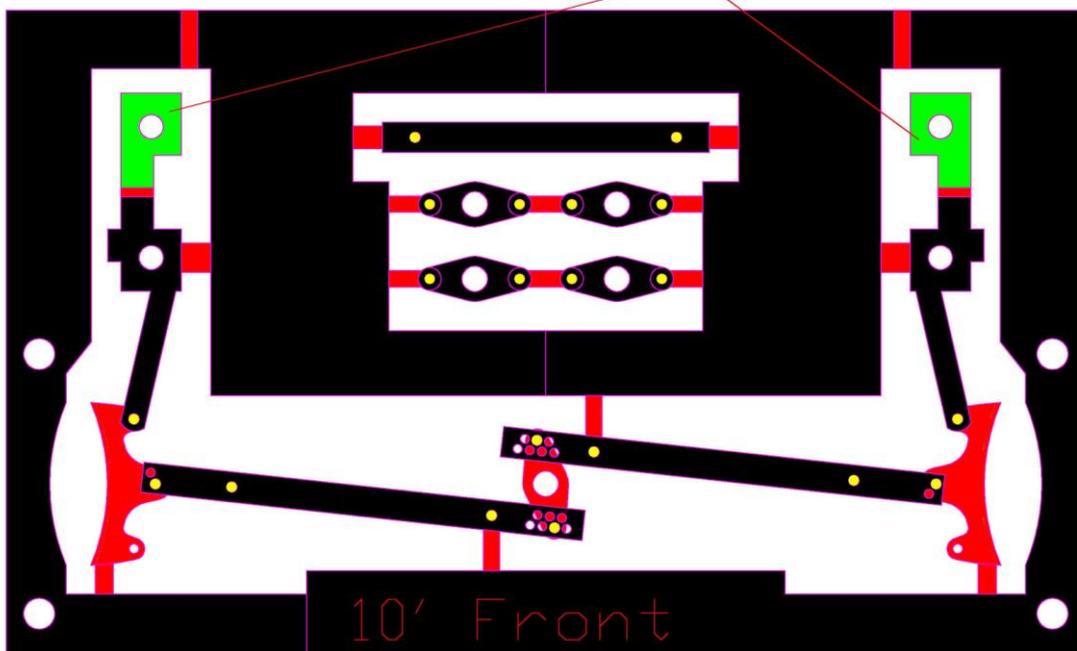
The first step is to create a jig to aid assembling everything. Use a suitable piece of wood or mdf. Use one of the etches as a guide. Drill through the main brakegear (13) parts labelled front with the writing facing towards the wood. The larger holes are 1mm diameter and the smaller ones 0.3mm. If you are unsure which holes you should be drilling through see Fig. 3 below.



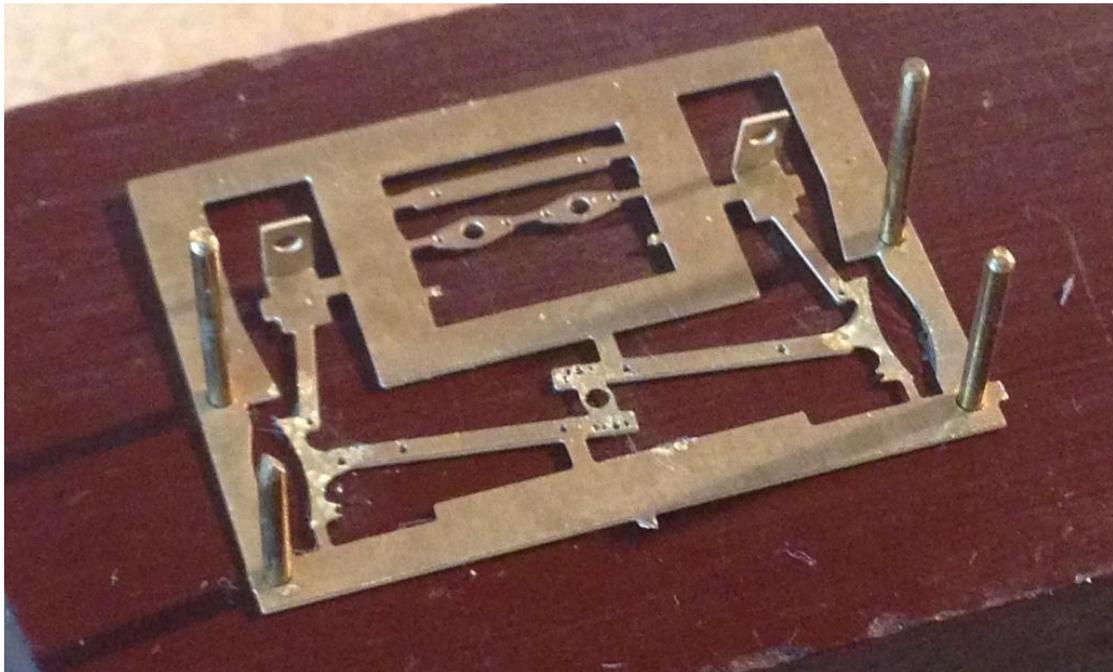
Once the jig is created you can check that the small holes in the rest of the main brakegear (13), brake shoe infill (14), push rod cranks (15) and push rod infills (16) can accept 0.31mm wire. These are marked in yellow on Fig. 3 below. I find it easier to locate the hole from the side with no writing on the main brakegear.

Fig. 3

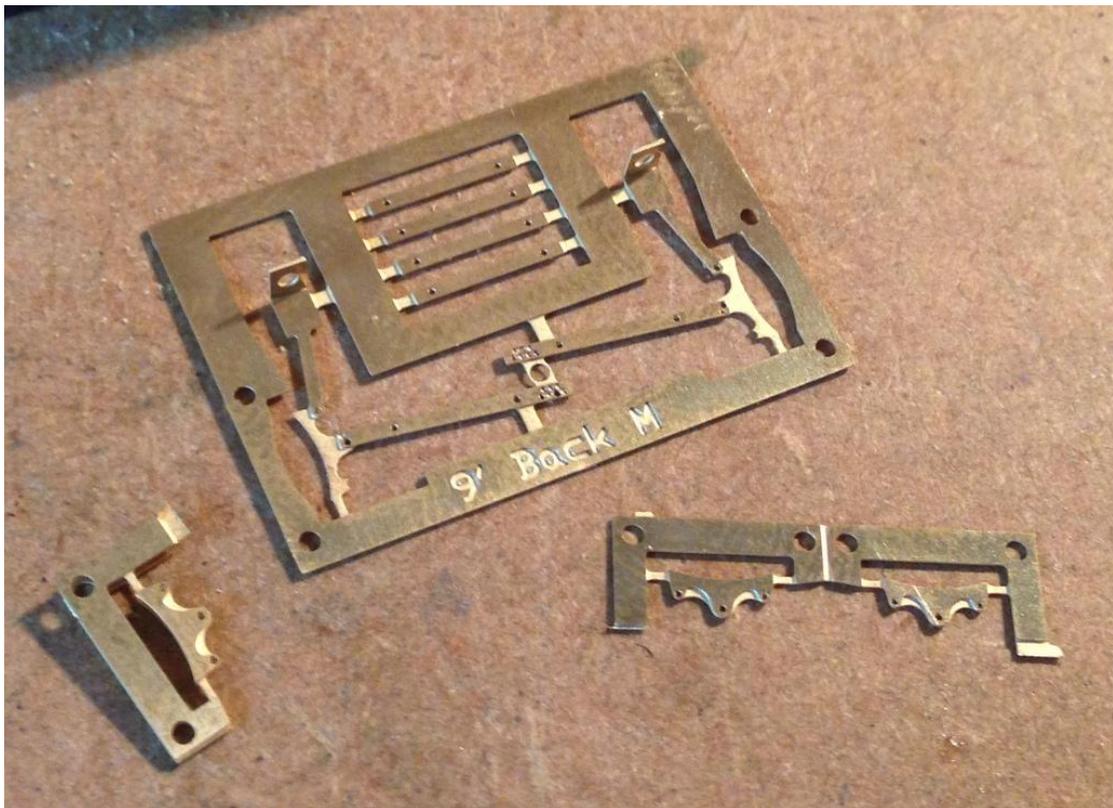
Fold through 180°



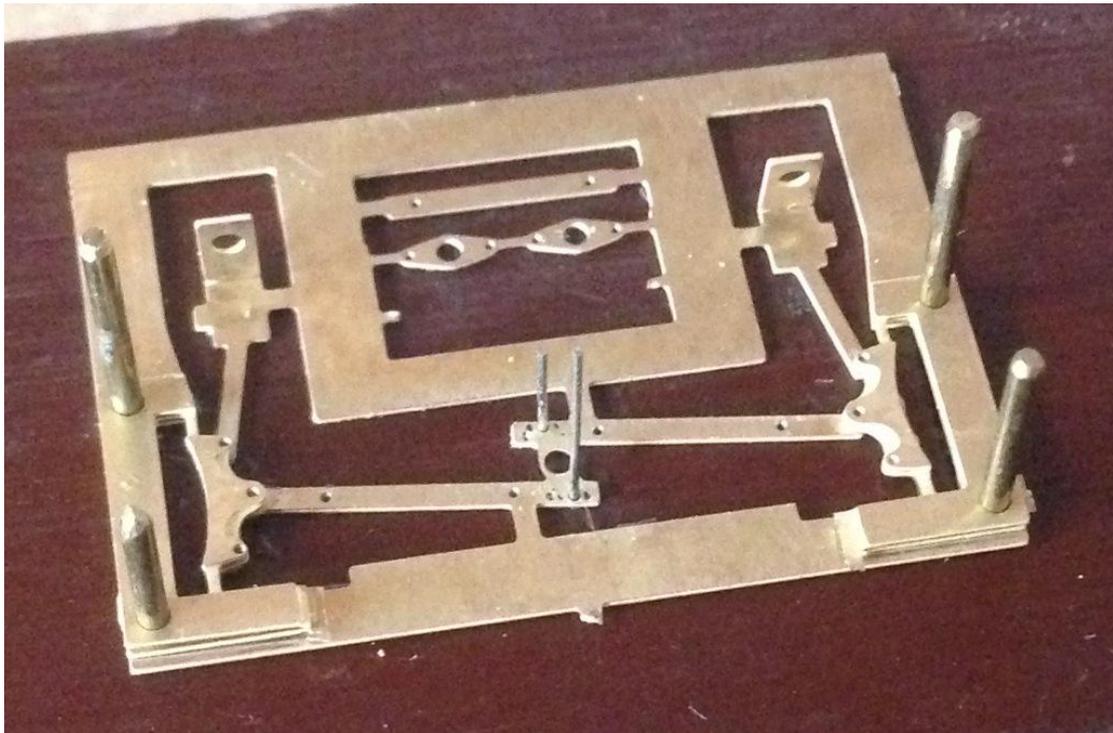
Remove the push rod cranks (15) and push rod infill (16) (if required). Carefully fold the parts marked in green on Fig. 3 through 180° with the fold line on the outside and then pin to the jig using short lengths of 1mm wire, writing side facing down.



Take the brake shoe infills (14) and fold double with the fold line on the outside.



Place the brake shoe infill over the front using the 1mm wire rods to align everything. Insert two short lengths of 0.31mm wire onto the holes where the push rods join the brake shaft cranks.

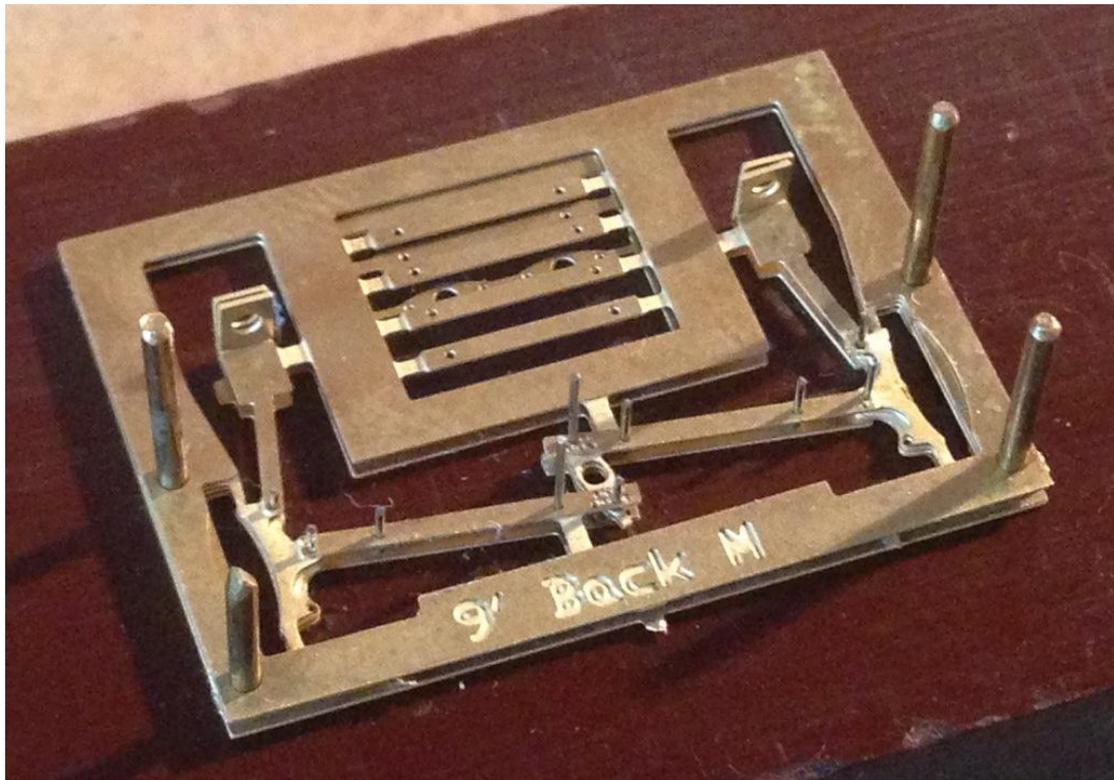


Fold up one set of push rod cranks and place onto the two lengths of 0.31mm wire.



If you wish to use the push rod infill pieces provided then repeat the process for the cranks with these parts.

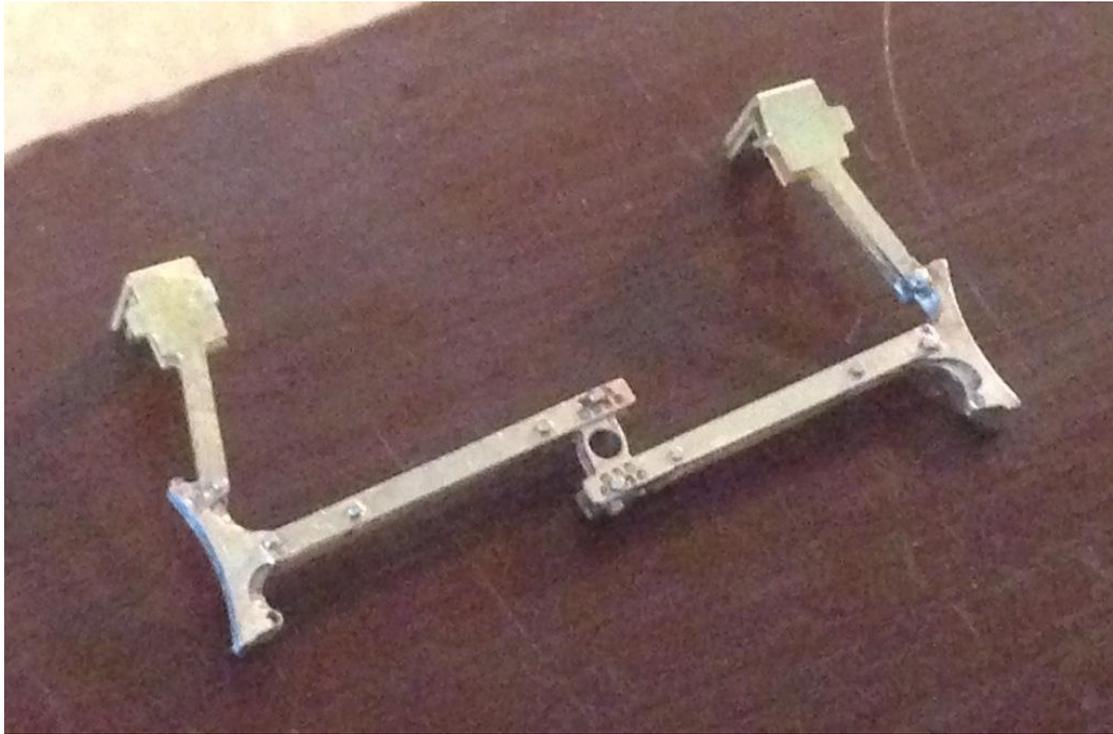
Carefully fold up the parts shaded green in Fig. 3 on the back part of the brakegear and pin onto the assembled layers with the writing visible and facing away from everything else. Make sure all the bits of wire go where they should. Fill the remaining holes with 0.31mm wire making sure it goes all the way through.



Solder the layers together paying particular attention to the brake shoes (I found it best to apply solder to the long curved edge) and the joints where the wire meet the etch.



Carefully remove the brakegear from the fret; I used a piercing saw. Clean up any tags that are left and also the wire to represent bolt heads.



The brakegear can be fitted to the wagon using the tabs and slots as before. Gently bend the shoes to get the tabs into the slots. Use something suitable to pin the brakegear to the chassis through the holes in the feet while you solder them in place.



Finally the push rod safety loops (13) can be fitted. These fold up and are soldered in place using very small slots in the bottom plate to align things.



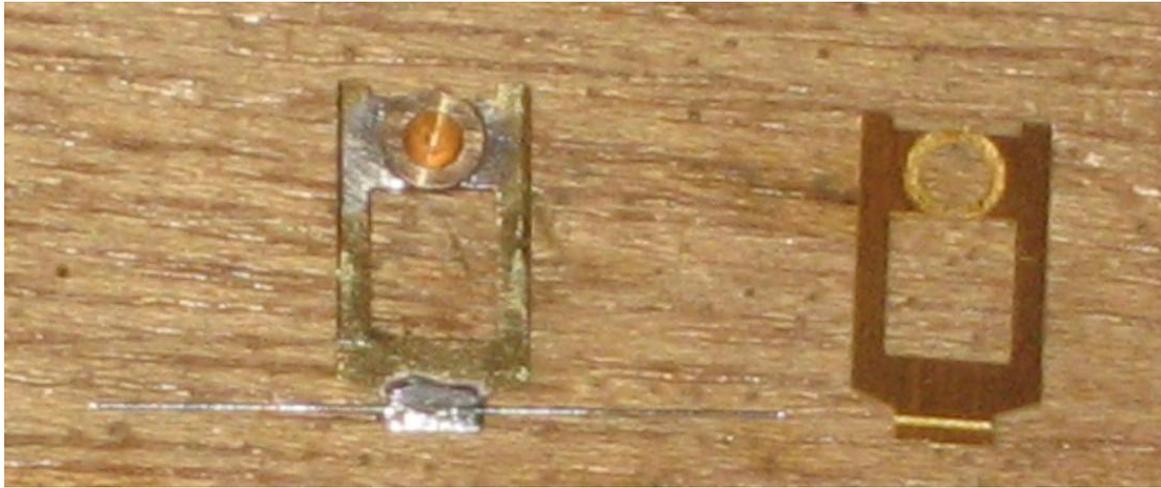
### **Spring Carriers**

The spring carriers (18) can now be assembled. They are designed so that the springing wire is soldered to the carrier using the half etched slot as a guide.

The distance between the backs of the axleguards is a bit larger when compared with other systems and works out at 24.5mm. The advantage of this measurement is that if using pin point axles you don't have to hunt around for bearings that are deep enough but you may find that the carriers need packing out a little to take up any slop. Bearing washers (19) are included for this purpose. There should be a good fit between the axles and the bearings with ideally no sideways movement at all. If using pinpoint axles use a waisted type of bearing to avoid having to remove any more material from the cast axleboxes than is necessary. I have used Exactoscale waisted pin point bearings which are just about perfect for the job with only occasional ones that require packing out.

Due to the removable nature of the axle guards you can easily use Exactoscale parallel axles and bearings. If doing so then you will need to pack the bearings out on the back of the spring carriers before soldering them in place due to the length of the axle. Use the bearing washers provided. I have built chassis with Exactoscale parallel axles and used one half etched washer and one full width washer to pack the bearing out. This leaves the outer edge of the bearing 0.25mm beyond the axleguard and provides 1mm of bearing surface for the axle.

I find the easiest way to assemble the spring carriers is to make a small jig consisting of an off cut of wood with a 2mm hole drilled into it. The spring carrier can then be placed so that the bearing locates through the hole in the carrier and into the wood. The bearing can then be soldered in place. The spring wire can be located in its half etched guide slot and soldered in place using a suitable flux. I use Carr's black label. The spring wire needs to extend at least 7mm either side of the point where it is attached to the carrier.



Note that for kit B.76 the spring carriers are asymmetrical with one side being virtually straight all the way through and the other having a chamfer just below where the spring is fitted. This is down to the arrangement of the fulcrum points for them. They should be fitted to the chassis so that the straighter side is on the outside of the wagon.

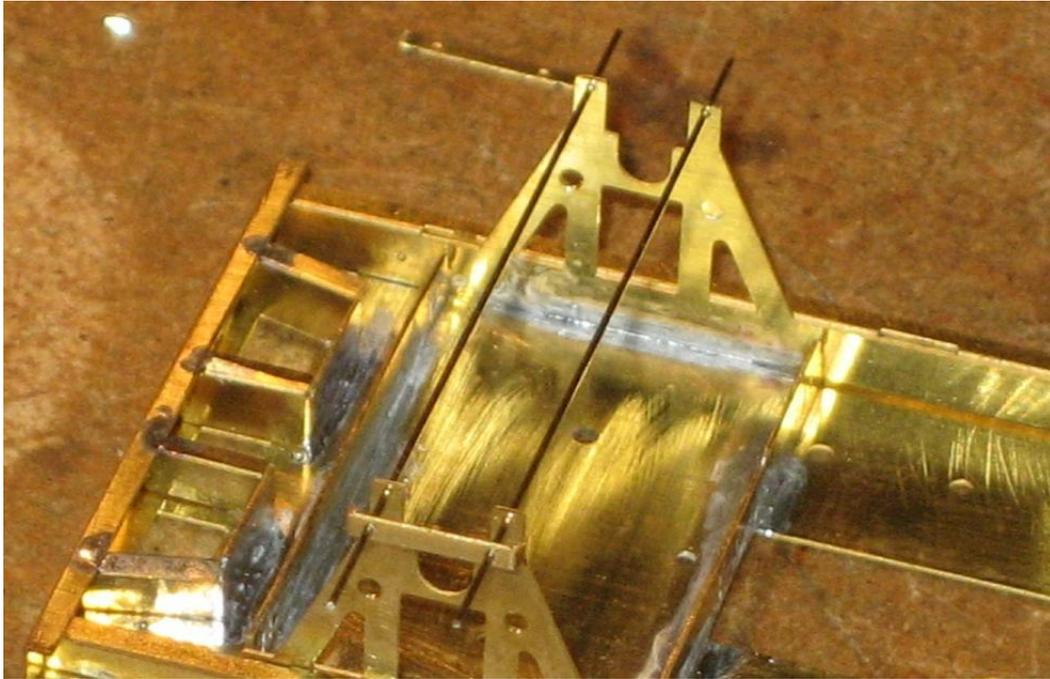
### **Axle keeps and tiebars**

There are both individual axle keeps (20) and tie bars (21) included. The tiebars aren't suitable for the 14T underframe as they had individual keeps and are a hangover from designing the fret to make it easy to do all the versions. In other words I should have left them off! The following covers both types and I'll leave it all in as a means of future proofing against further possible types.

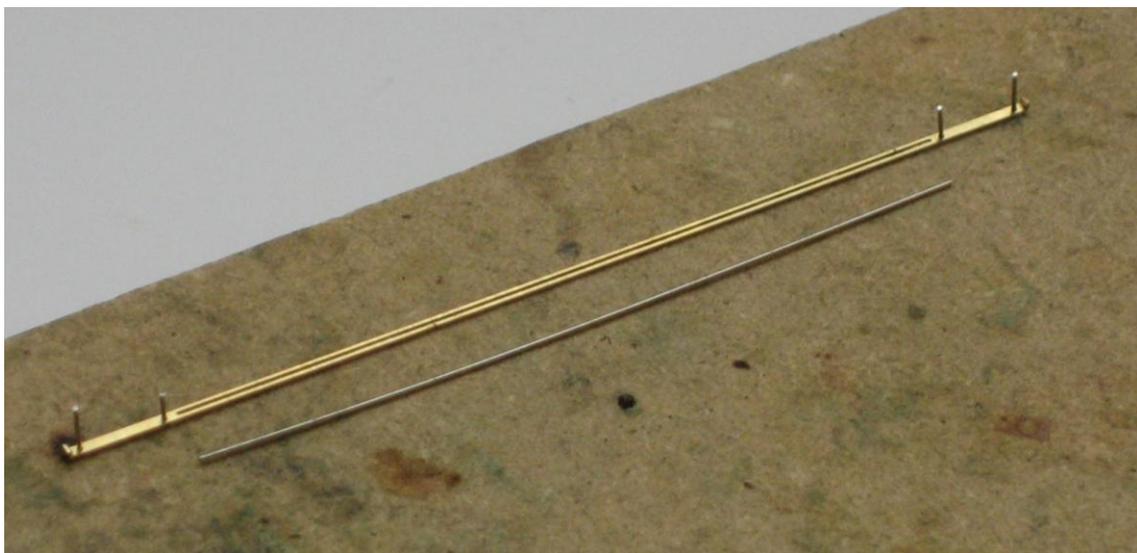
The keeps and tiebars are both assembled in the same way and are designed to be removable if you wish in order to allow the wheel sets to be easily dropped out. They can of course be soldered permanently in place but either way you will need to make sure the holes will accept 0.31mm wire before removing them from the fret.

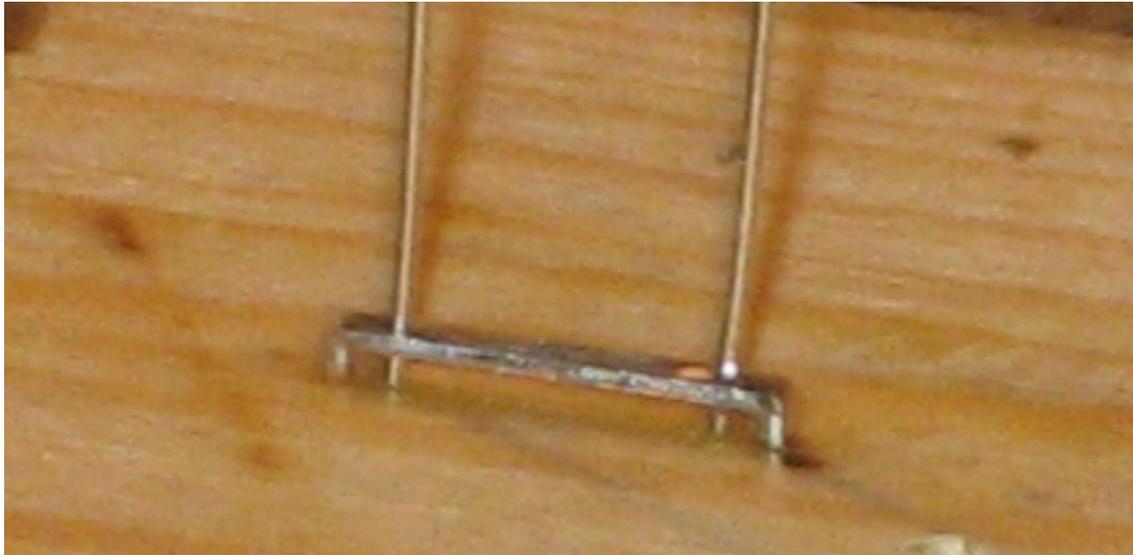
Tie bars are fairly vulnerable so in order to strengthen them I have included a slot on the back into which you can solder a length of 0.31mm wire. This will make them a lot more robust.

If you are not planning on making them removable then they can be pinned and soldered to the axleguards. Remove from the fret and fold the ends up. Thread lengths of 0.31mm wire through an axle keep/tiebar and holes in an axleguard and then the corresponding holes on the opposite axleguard. Solder in place. Fit the other axle keep/tiebar and solder in place. Trim the wire so that it represents bolt heads on the tie bars but extends approximately 0.5mm from the back of the axleguard. These pins will prevent the springs from becoming disengaged from their slots.



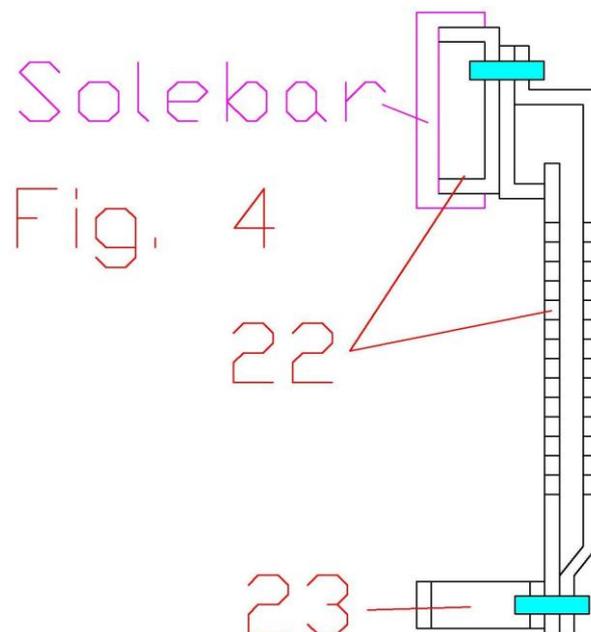
If you want to make them removable to allow the axles to be dropped out then you will need to solder 0.31mm pins through the holes in the axle keeps/tiebars. I find the easiest way of doing this is to use one pair of holes as a jig and drill a pair of 0.3mm holes into a piece of scrap wood. Short lengths of 0.31mm wire can then be threaded through the axle guards locating into the holes in the wood. These can then be soldered in place and filled back to represent bolt heads before folding up the ends. Fold the ends of the axle keeps/tiebars and locate two short lengths of 0.31mm wire through the holes and into the holes drilled into the wood. Solder the wire in place and whilst still pinned to the wood file the wire back to represent bolt heads. Remove and trim the other end of the wire. You will need to make sure there is at least 0.75mm of wire projecting from the back of the axleguards otherwise the spring carriers will be able to fall out of place when everything is assembled. It is also a good idea to leave at least one of the pins in the axle guard as long as possible to give you somewhere to hold them when painting. Once the axle keeps/tiebars and the chassis are painted they can be tack glued together on final assembly. The glued joint can be broken and the tie bars removed if you find it necessary to remove the wheels at any point.





### Brake Lever Guards

Make sure that the holes in your chosen brake lever guards and brackets (22) and lever guard stays (23) can accept 0.31mm wire and remove from the fret. Separate the lever guard from the lever guard bracket. Fold the lever guard along with the lever guard bracket referring to Fig. 4. Solder the lever guard and bracket together using 0.31mm wire to align them. Trim the wire on both the front and back to represent a bolt. The whole assembly can then be located in the solebar and soldered in place. There are slots in the solebar to receive the lever guard brackets. Press out the half etched rivet on the brake lever guard stays and fold both ends through about 30°. The stay can then be pinned to the bottom of the lever guard using 0.31mm wire and then soldered to both the lever guard and the axleguard and any excess wire trimmed off.





### **Axleboxes and springs**

Now is a good time to fit the cast axle boxes and springs (Rumney Models FG.06 or possibly FK.06). It will make life easier when bending up the brake levers as they should be bent, like the prototype, to clear the axleboxes and springs.

### **Brake shaft**

Cut two lengths of 0.8mm wire to form the brake shafts and fit in place. Each shaft should pass through the two vees and the set of brakegear next to the vees. The shaft should extend a little more than 0.5mm out from the vee (making sure that the outer vee is straight) and the same on the inside of the brakegear. Solder in place and trim the ends if necessary.

### **Brake Levers**

Make sure the holes in the brake levers (24) and the cams can accept 0.8mm wire and remove from the fret. The brake levers then need to be bent up as per the prototype clearing the axleboxes and then cranked for the handle. Check on the model and adjust until you are happy with the shape. Once you are happy with the shape the brake levers can be soldered in place.

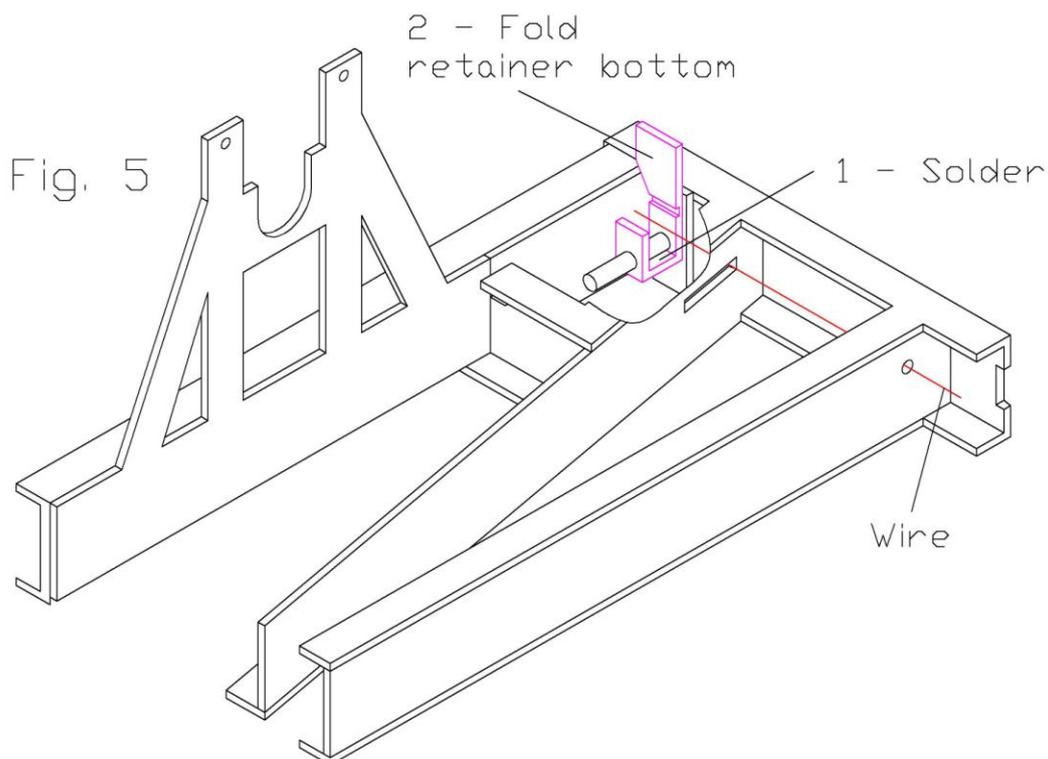


## Buffer retainers

My preferred method of springing buffers is to use guitar wire leaf springs behind the headstock rather than coil springs in the buffer housing. To this end I have introduced buffer springing jigs that are suitable for most of my underframes (Rumney Models kits B.93A and B.93B). Due to the nature of the tank wagon underframes it is not possible to fit this system retrospectively so the chassis includes this set up as part of it. Buffer retainers (25) are fitted to the buffer shanks and then a 25mm length of guitar wire spring is fed through the holes and slots next to the headstock. The wire bears on the buffer retainers. See Fig. 5 below

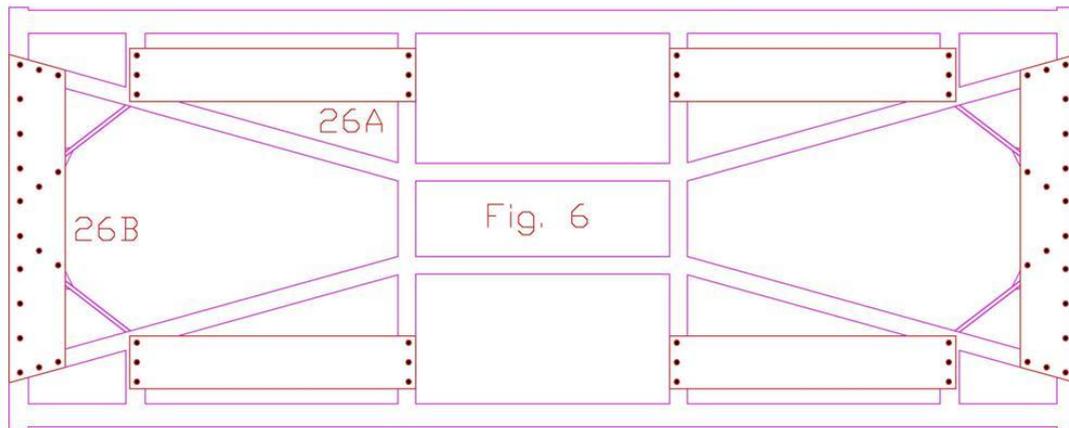
To fit the buffer retainers, remove from the fret and check the fit of the buffer head shanks in the holes; adjust if necessary. Fold the buffer retainer into a C shape, leaving the top unfolded for the moment. Place the buffer head shank through the buffer casting on the wagon and then slide the retainer onto the shank through the holes. Hold the retainer bottom with a pair of self closing tweezers and solder in place so that the head of the buffer should be 6mm from the face of the headstock. Use very little flux or you may encounter problems with the shank rusting. Obviously you will need to arrange things so that the buffer head is the correct distance from the headstock (see below). Once the retainer is firmly soldered in place you can fold the top over. Note that there is a correct side to fit the buffers. The retainer bottom comes with a wedge on one side which should face towards the solebars. This will prevent the buffer retainer from rotating sufficiently for the wire to become disengaged.

The gauge of the spring wire necessary may vary depending on your train lengths but 0.011" is a good place to start. It maybe that you personally want a harder or softer wire in which case simply replace with a heavier or lighter gauge of guitar wire. Be aware though that the spring rate will change rapidly with the change in gauge. If you fit something like 0.008" wire then there maybe virtually no springing effect, conversely if you fitted 0.015" you may find that you might as well have made the buffers rigid. Guitar wire of suitable gauges can be had in single strings from good music shops.



## Splash plates

Some wagons, though not all and in some cases they were removed, were fitted with splash plates above the wheels and end. If you want to fit them then refer to Fig. 6 below for positioning.



## Painting

One of the advantages of having the chassis as a complete unit with solebars and headstocks is that you can paint it separately from the body and then glue the two together afterwards. If using an airbrush or aerosol this means you can prime it and then paint it all black with no masking at all which makes life a little easier.

I now use Halfords grey primer in a tin through an airbrush with cellulose thinners to prime just about everything, including plastic bodies. The primer is synthetic and has no adverse effects on the types of plastics used on RTR railway models and kits. The cellulose thinners used evaporate so quickly that they don't have time to attack the plastic. You can then put your choice of paint over the top including cellulose. Don't use the red oxide in a tin on plastic though as it won't adhere and the paint will just come off.

## Notes on weighting

The suspension on the underframe is designed to work optimally under a 50g load. As there is no space on the underframe due to all that brakegear the best place for it is in the tank body. This may be easier said than done as I couldn't get the three parts of the tank apart. One solution may be to drill a hole in the bottom of the tank and fill it with liquid lead or perhaps even something like track ballast. Once enough is inside the hole can be sealed with filler.

## Finally

Last but certainly not least if you haven't come across the wonderful resource for wagon photos that is Paul Bartlett's website then I would thoroughly recommend a visit to:

<http://paulbartlett.zenfolio.com/>

Justin Newitt - September 2018

## Suppliers List

Rumney Models (coupling hooks,  
axlebox and spring castings)  
[www.rumneymodels.co.uk](http://www.rumneymodels.co.uk)

Eileen's Emporium (brass wire and  
micro-tube)  
Unit 19.12 Highnam Business Centre  
Newent Road  
Gloucester  
GL2 8DN  
UK  
[www.eileensemposium.com](http://www.eileensemposium.com)

Lanarkshire Models and Supplies  
(buffers)  
9 Nairn Avenue  
Blantyre  
G72 9NF  
[www.lanarkshiremodels.com](http://www.lanarkshiremodels.com)

MJT (buffer heads)  
Dart Castings  
17 Hurst Close  
Staplehurst  
Tonbridge  
Kent  
TN12 0BX  
[www.dartcastings.co.uk](http://www.dartcastings.co.uk)

Wizard Models (buffer heads)  
PO Box 70  
Barton upon Humber  
DN18 5XY  
[www.wizardmodels.co.uk](http://www.wizardmodels.co.uk)

Brassmasters (3 link couplings)  
PO Box 1137  
Sutton Coldfield  
West Midlands  
B76 1FU  
[www.brassmasters.co.uk](http://www.brassmasters.co.uk)