

Ref. 7039

Charles Roberts Rectangular Tar Tank Wagon

Prototype Notes

Rectangular tar tanks first appeared in the late 1880s and were an important part of the railway scene, running almost everywhere in the country carrying tar, pitch, heavy oils etc., and by products from the gas works. They were gradually superceded by road transport from the 1930s onwards, but some users continued with rail transport of these materials and Charles Roberts and Co. built tar tank wagons as late as 1946.

These vehicles were of 8, 10, 12 or 14 tons capacity and had either steel or wooden underframes. Until detailed records were uncovered it was commonly held that they were generally painted black, but in actual fact grey and red wagons appeared in about equal numbers with black a poor third.

The kit represents the 8, 10, or 12 ton versions with a 15'-0" tank built between 1895 and 1906. After this date the tanks were normally 15'-9" x 7'-0" x 3'-4".

Transfers are included for five different users of these tank wagons (for details, see below). Other known users of tar tank wagons are as follows; Railton & Son, Alexander Dock, Newport, main livery bright red tank, grey frames, white lettering shaded black; Quibell Brothers, Newark - Indian red body, white lettering shaded black, Peter Spence & Sons ; Goole Alum Works, Goole - black with white lettering; Nene Sulphate Works, Northampton - Grey body, white lettering shaded black; John Delaney, Ashphalte Works, Horton-in-Ribblesdale - black with white lettering; Manchester and Sheffield Tar Works Co Ltd, Attercliffe, Sheffield - grey body with white lettering shaded black; and Emborough Stone Co. - grey body with white lettering shaded black.

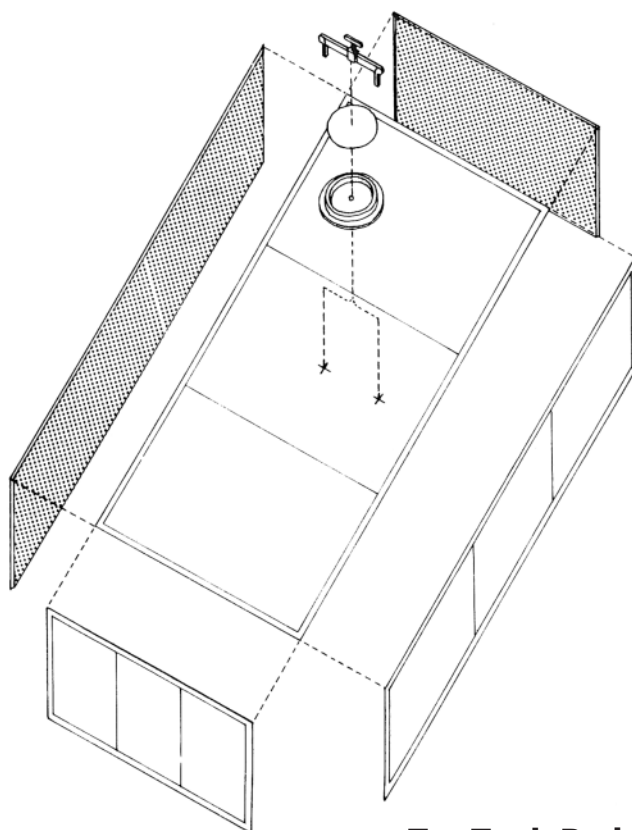
Assembly Instructions

Before beginning to assemble your model read the instructions carefully and study the diagrams. A small glass plate is ideal on which to assemble your kit, as this will ensure that all components go together accurately and that all 4 wheels are level. Slater's Mek-Pak fluid cement is ideal for use with this kit, and will provide a clean and easy way of constructing your model.

Clean off all ejector pips and any flash on the mouldings, and carefully file the mitred edges of the sides and ends to a knife edge. If the wagon is to be fitted with sprung buffers and couplings as provided in the kit we recommend that these should be installed before assembly of the body.

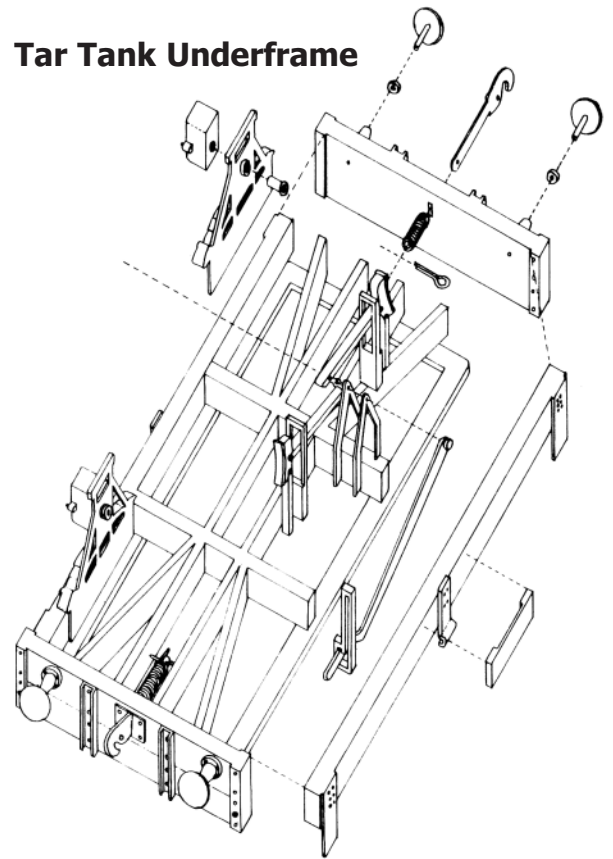
The sprung buffer unit comprises a turned buffer head and shank, threaded 12BA, a spring, and 12BA nut. First clean out the small hole in the buffer beam using a number 55 (1.3mm) drill. Then the larger hole in the buffer barrel using a number 49 (1.9mm) drill taking care not to increase the depth of the hole. Clean out the buffer collars (moulded on the sprue with the solebar) and glue to the end of the barrels. Insert the brass bolt from behind the bufferbeam, slip the spring into the buffer barrel, then screw the buffer head onto the bolt.

1. Assemble the sides and ends of the tank then fit the tank top in position (note that there is no "floor" provided). Research has shown that rectangular tank wagons were fitted with many different types of fillers, some times positioned centrally on the tank top and sometimes off-set, so with a 1/16in (1.6mm) drill open out the selected hole in the tank top. Glue the filler, filler cap and the cover clamp in position. The tank is now complete and can be painted, lettered and put on one side.
2. Glue the Solebar to the underframe, ensuring that their ends line up with the ends of the longitudinal underframe members. Glue the buffer beams to this assembly. Cut 2 lengths of plastic rod to 108mm long, locate the ends of each in the holes in the buffer beams ensuring that they also pass through the retaining plate in the centre of each Solebar.
3. The 4 brass bearing cups should now be fitted into the W-Irons, a dab of Mek Pak should help to retain them. Glue the axleboxes to the front of the W-Irons over the bearing cups.



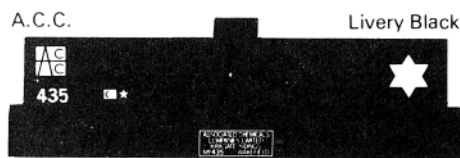
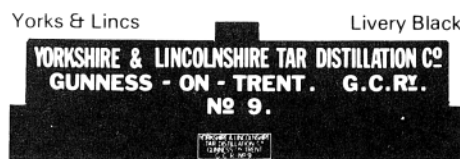
Tar Tank Body

4. Glue 2 W-Iron assemblies to one side of the chassis, obtaining the correct wheelbase by butting the end of each W-Iron into the corner made by the solebar and the cross members of the underframe. When set the wheel sets should be fitted into these axleboxes and then the other 2 W-Iron assemblies cemented into place, at the same time locating the wheel sets in their axleboxes.
5. The brake gear can now be fitted, first slip the safety hangers over the brake arms, then cement this assembly to the underframe cross members lining the brake shoes up with the wheel treads.
6. Glue the 'V' hangers to the Solebar, one to the inside face and one to the outside face. Glue the brake lever ratchet to the Solebar and a 12mm length of plastic rod supplied into the hole in the brake lever. The brake lever should then be located in the rest on the ratchet and the length of rod passed through both 'V' hangers and the hole in the brake assembly. Repeat this procedure for the brakes on the other side. (With a bit of care it is possible to arrange for the brake lever to be movable.)
7. Finally glue the owners plates to the Solebar over the 'V' hangers, paint the chassis and then offer the body up to the chassis unit. Full details of the livery and layout of the transfer lettering included in this kit are set out overleaf



Livery and Transfers

The appropriate livery for the transfers provided is shown in the diagrams. The black would have been applied to the entire vehicle; likewise the grey, but in this case it is likely that the 'ironwork' on the underframe would have been picked out in black.



All Slater's 7mm scale kits are normally supplied with fine scale wheels. If you would like to exchange your wheels for Scale Seven or Coarse Scale, return them to us in new condition together. A charge, which includes the return postage, is made for this service - contact us for details. For future reference, if you order your kit direct from us and request these alternative wheel profiles, a smaller charge is made, in addition to the kit price.