
Ref. 7045, 7046, 7047, 7048

1923 RCH Specification Private Owner Wagon Kits

The history of privately owned mineral wagons dates back to the early years of the nineteenth century and the dawn of the 'railway age' although it was not until the late 1870's and early 1880's that wagons with which we can readily identify began to emerge from the workshops of a great number of manufactures. The first set of specifications laid down for wagons was in 1887 and were drawn up by the Railway Clearing House (RCH) in co-operation with various railway companies. Various amendments were issued from time to time and by 1907 a revised specification became necessary. This was superseded in 1923 with a specification for 12 ton vehicles (the 10 ton wagon was the standard previously, though a number of wagons were built with larger capacities.) Building wagons to a common specification has its advantages, the prime one being that many components were interchangeable for repairs and the like.

Many thousands of such wagons were built in several different varieties, the variations basically being confined to the height of the wagon (ie: the number of planks and whether or not the wagon was fitted with end doors.) The most numerous types were those with 7 or 8 planks fitted with side doors only or side and end doors. Bottom doors were also often fitted.

As would be expected, the wagons did exhibit certain detail variations, points to watch out for are the width of planks and the vertical strapping adjacent to the side doors. Other sometimes less noticeable differences was present according to the wagon manufacturer. Our kits are all based on those built by Charles Roberts & Co of Wakefield.

Private owner wagons were painted in a bewildering variety of liveries and wagons belonging to the same owner were often finished in different liveries. The base colours were usually grey, red or black but other colours such as brown and even green or yellow were used. We strongly recommend you refer to one or more of the specialist books on the subject before painting your wagon and particularly recommended are Private Owner Wagons by Bill Hudson volumes 1,2 and 3 (o.p.c. 1976, 1978 and 1984 respectively.) Photographs of many private owner wagons are also available from the Historical Model Railway Society. Further prototype information may also be found in the detailed articles by Chris Crofts appearing in the Model Railway Journal No 12 onwards (1987).

ASSEMBLY NOTES

Before beginning to assemble your model please read through the instructions carefully and study the parts to familiarise yourself with the kit. A small piece of plate glass upon which to assemble your kit is recommended, this will assist in ensuring all parts go together accurately and squarely. Slaters Mek Pak cement is ideal for use with this kit. For bonding any etched brass parts to plastic we suggest using an epoxy adhesive such as Araldite. Clean off all ejector pips and any flash on the mouldings using a sharp craft knife and fine needle files. Carefully file the mitred ends of the sides and ends to a knife edge. The wagon has sprung buffers, we recommend that these units be assembled before fitting them to the wagon. Slide the spring over the head and slide this into the cast buffer base, the 12ba nut on the rear will stop the head dropping out of the base. Etched parts should be cut from the fret with a sharp knife or a piercing saw, do not use cutters, as the risk of damaging the parts is high. Clean off any remaining pips with files. Note that most fold lines are etched so that this line is inside the fold. Other cases are indicated in the instruction notes.

Both the end door and side door wagons employ the same method of construction so the following notes apply to both types. The only slight variations occurs when fitting the hinge to end door vehicles, this consists of three wide hinge straps which should be fitted inside the end door in line with the strapping on the outside. The narrow pieces fit against the sides with a length of 0.05" rod through to represent the hinge pin.

ASSEMBLY INSTRUCTIONS

All Slaters 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 with the appropriate charge. For future reference, if you order your kit direct from us and request these alternative wheel profiles, a much smaller charge is made in addition to the kit price. For current charges for this service, please telephone us.

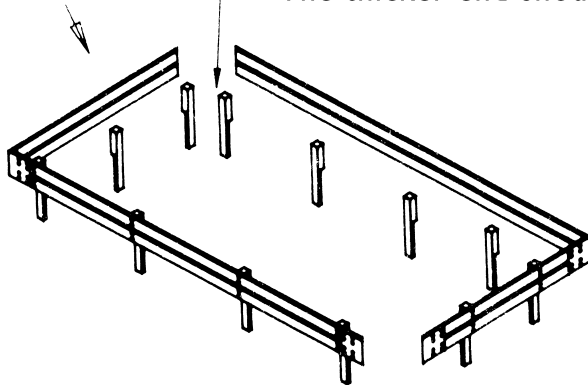
1. Glue the wagon ends to the floor noting that the floor should sit on top of the rearward extension of the headstocks. Fit the sides between the ends and against the floor, checking they are sitting square and leave to set. Ensure that with end door vehicles you have the correct orientation of sides and ends.
2. Invert the wagon and glue the Solebars to the underside of the floor against the locations provided. Take care to get the Solebars the correct way up. Fit the Underframe unit in between the Solebars against the locations moulded onto the underside of the floor.
3. Glue the pre assembled buffer units into the headstocks checking that they spring freely. Note that on wagons with an end door there are two different buffer types. The type with a lug should be fitted adjacent to the end door with the lug pointing vertically upwards.
4. Punch out the bolt heads from the rear of the w-iron stays (parts 1 and 2) using a blunted scriber or similar implement. Fold these stays through 180 degrees with the fold line on the outside of the bend and then fold up the strengthening ribs and w-irons. Check that all is square and run a solder fillet or fillet of glue along each fold for strength. Insert the brass bearings into each hole and spring the wheel sets into place. Adjust the bearings so that the axles have only a tiny amount of side play and lock in position with a tiny amount of adhesive. Fold up the two lugs on the rocking unit (part 3) and drop the w-iron assembly (part 2) over this. Ensure it is free to rock and gently bend the outer part of each vertical lug to prevent the two parts coming apart.
5. Locate the two w-irons assemblies onto the pips on the under side of the floor and secure with a small amount of adhesive. You should now have a free running wagon.
6. Now glue the little moulded brackets against the Solebar and bottom edge of the side. Note their correct positions from the diagrams.
7. Locate the brake gear and inner vee- hangers between the floor and Solebars, etc and glue in place. Note: The vee- hangers kink inwards. Thread a short length of rod through the vee- hangers and brake gear to locate the outer vee-hanger, which should be glued to the out side of the Solebar. Note that: The 1923 RCH wagons had a brake gear on both sides of the vehicles.
8. Carefully punch out the bolt heads on the door springs (part 4) curve them to shape and glue into the recess on each Solebar adjacent to the vee-hangers.
9. Glue the springs to the Solebars ensuring they are central to each w-iron unit. Glue two axleboxes over the bearings at the fixed end and repeat on the rocking end but remove a little plastic from the top of each to allow the unit to rock unhindered.
10. Very carefully bend the brake lever (part 6) and ratchet (part 5) to shape and glue to the model as indicated on the diagram.
11. These wagons usually had a thin strap between the bottom of the brake ratchet and the w-iron. These may be fabricated from the etched strip (part 7) and fixed in place. Note: On the rocking w-iron this strip can be hidden behind the w-iron without being secured to it to allow it to rock.
12. Assemble the three link couplings by twisting the links open with pliers, dropping other links and the hook in place, twist the links back. Slide each coupling hook through the slot in each headstock, slide the spring over and secure by bending the lugs on the end to assemble a T-shape.

This completes your RCH 1923 12 ton mineral wagon which can now be finished off by completing any painting. Note: It was rare to see a clean wagon in service so we suggest you weather it according to your taste, nearly clean to downright disgusting.

WAGON BODY ASSEMBLY

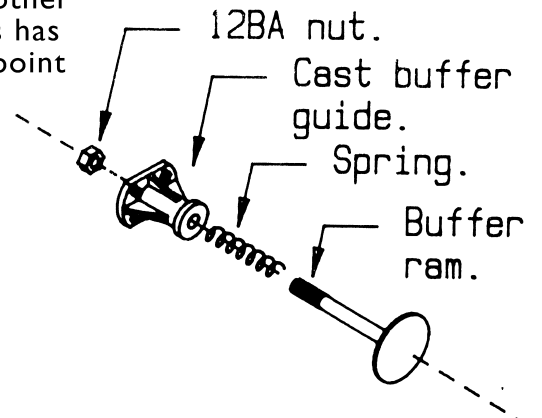
COKE RAILS
(EXTRA TO KIT)

Fit upright to rear of coke rails in line with bolt heads on the outside. The thicker end should be at the top

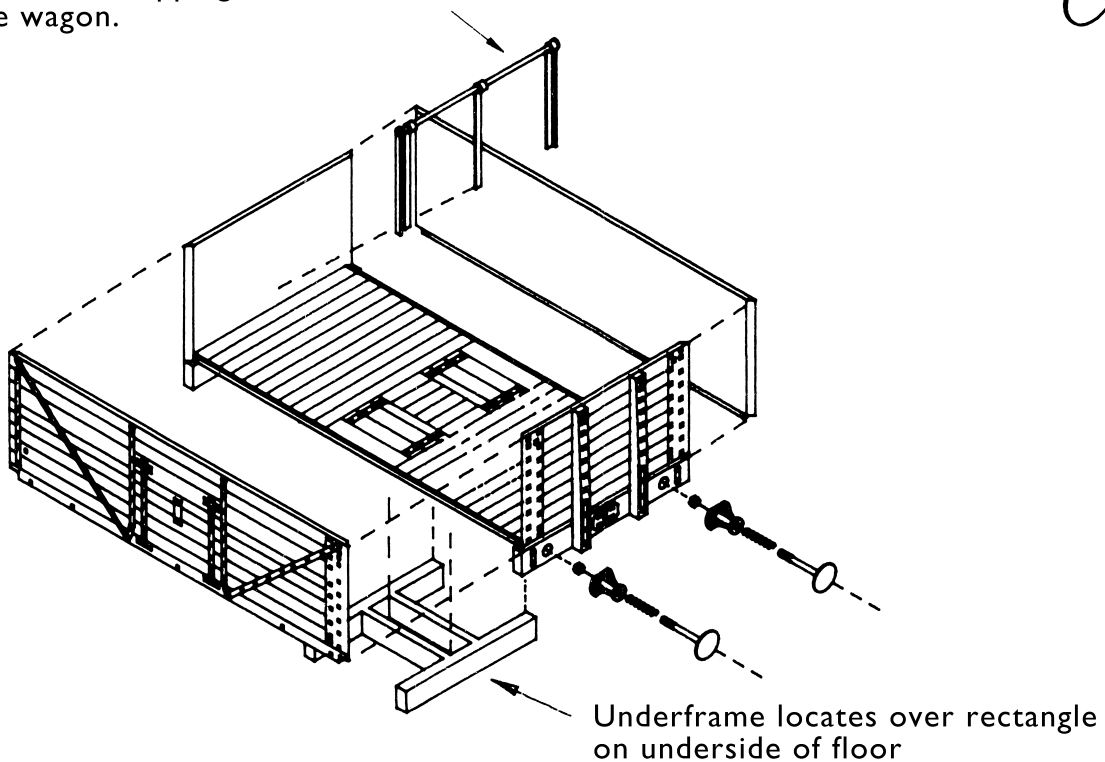


BUFFER ASSEMBLY

Note: The buffer guide at the other end of a wagon with end doors has an extra large rib; this should point upwards



Hinge assembly fits inside end door (if fitted) with the hinge straps lining up with the strapping on the outside of the wagon.



WAGON UNDERFRAME ASSEMBLY

