
RAGSTONE MODELS

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Great Eastern Single Bolster Wagon Kit

Diagram 29 (wood sides)

Version no: 1.0

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26 Wadham Close
Rowley Regis
West Midlands

Great Eastern Single Bolster Wagons

History

These wagons were built as follows:

Dia 29 – 360 wagons 1889-1898

Wagons built after 1898 had steel bodies, to similar dimensions and still to the same diagram number. A kit for this later wagon is also available from Ragstone Models.

Originally intended for the carriage of sawn planks from sawmills, in practice, any timber from newly cut logs to redundant signal posts would have been carried. Single bolsters would also be used to 'protect' overhanging loads (referred to by the GE as a 'guard truck' in this role). All wagons originally of 10 tons capacity but later internal users show this reduced to 7 ton.

Closed ratchet brake guides were fitted to wagons built pre 1902, with the open type being introduced during 1901, although changes could occur and both types could be seen on any wagon. Prior to 1908 all wagons were fitted with single sided brakes. Wagons built after 1908 would have received double sided brakes from new and other wagons possibly received double-sided brakes before withdrawal, although the deadline for companies owning over 20000 wagons was eventually extended to 1938 so not all vehicles would have received them.

Oil axleboxes replaced the older grease type on new construction from 1910 (or so) and were fitted to older stock as time went on, the LNER fitting their standard pressed front box as time went on.

Withdrawal, or relegation to departmental use started during the 1920's, with at least 55 still in service in 1930, but it is likely that all had been withdrawn by 1938.

Further Information

Information and photographs are available as below:

Pictorial record of LNER wagons (OPC) p 85 – photo of F64 steel bodied type in LNER livery.

LNER wagons vol. 1 (Wild Swan) pp 215-217

Numbers

All bolster wagons were randomly numbered in a similar series. Full number details are not available, but the following have been confirmed. Wagons renumbered by LNER had 6xxxxx added to the existing number. Any still running after 1948 (including Departmental/internal users) would have their number prefixed by an 'E'.

Dia 29

Single bolster – wood body - plain buffers

GE wagons were not sequentially numbered, so full detail are not available. The following numbers have been sourced from photographs:

83x3 Third digit not clear, could be 3, 5 or 8
10664 tare 4.19.0

Livery

1897-1923 (and later)

GE wagon grey (described as a 'medium or dark grey') with white lettering and black below solebar level

1923-38

LNER wagon grey with white lettering and black below solebar level.

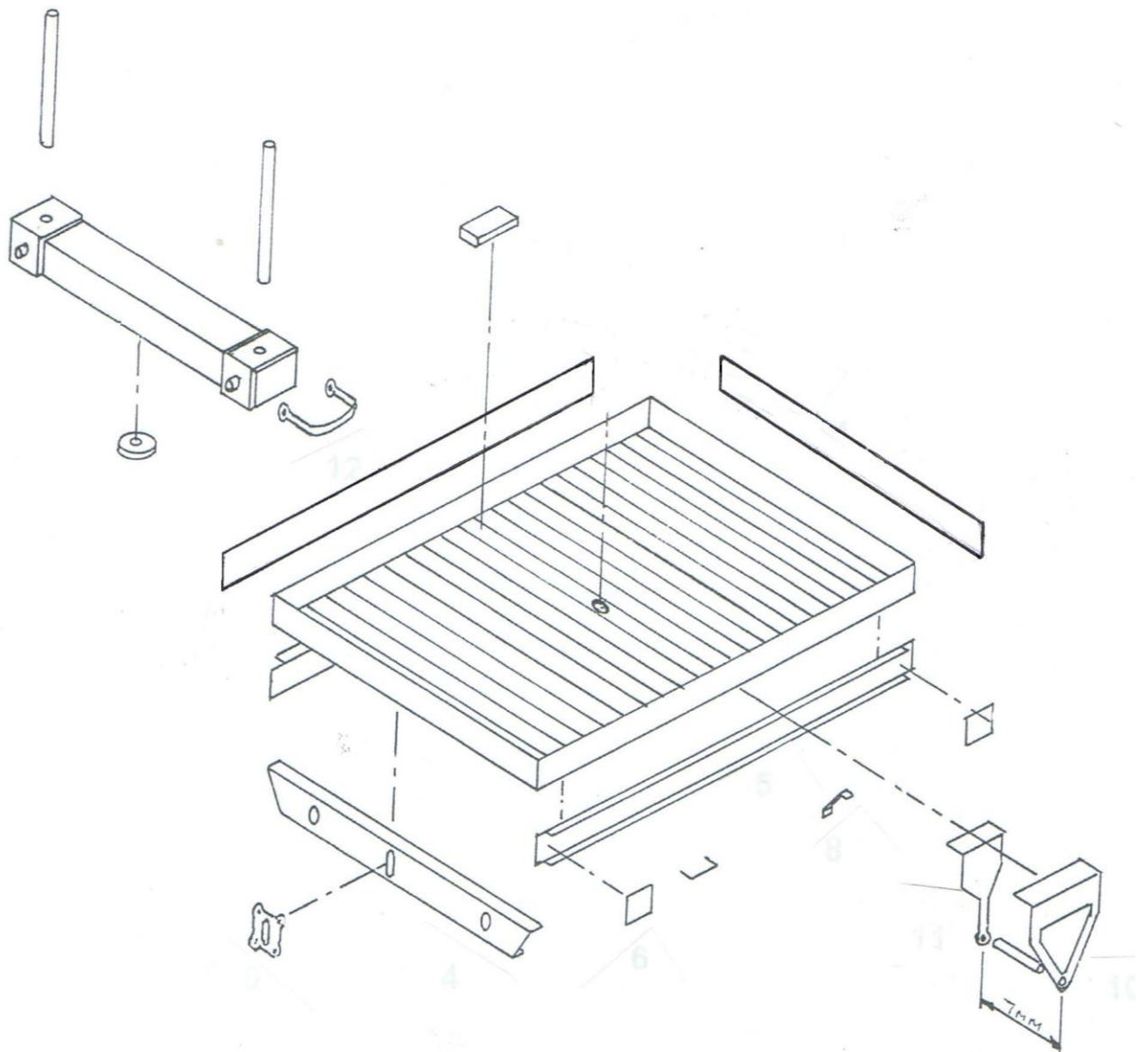
Departmental and Internal use

The LNER painted its departmental wagons 'Oxford blue', although the actual shade varied, with white lettering and internal use wagons green. However it is not known if any of these wagons were so painted.

Assembly

1. Main body (1) - form rivets and fold up sides first, and then ends. The sides fit outside the ends.
2. Attach end overlays (6) and file end smooth with sides, then attach side overlays (5). Capping strips 7& 8 fit to top of sides & ends.
3. Corner plates (9) should be added after rounding the corners.
4. Fold buffer beams (3) and fix centrally under each end of the floor, with the long edge to the top.
5. Form rivets and fold up solebars (2) - the central 4 rivets are only required on the braked side. Fit between buffer beams 44mm apart. The correct way is with the two etched holes to the lower left. Fit solebar end plates (10) – two rivets against the buffer beam. Fit angle pieces under sides. Fit washer plates (4) over coupling holes.
6. Form horse hook (like a small handrail, Π shaped) from wire and fit in etched holes at the left end of the solebars. Fit body brackets (11) to slots in the solebars, these may need opening out slightly using a craft knife (or similar). Fold and fit spring stops (12) in the half etched rebates on the bottom of the solebars.
7. Using the etched lines as a guide fit axlebox/spring casting to one side only; add wheels and bearings and second axlebox/spring castings. Do not fix until happy that all axles & wheels are square and level.
8. Fit V hanger (13) to the inside of the solebar with the rivets – using the etched centreline to position correctly.
9. Add brakegear, taking care that it does not touch the wheels, and inner stirrup (14) with pivot casting attached through brakegear and V hanger to align correctly. Add safety loops (15) to outer ends, near the brake blocks.
10. Fit brake handle casting and ratchet to brake handle and solebar. The distance from the axle centreline = 6mm.
11. Fit buffers to buffer beams. Drill all the way through 1.4mm and then 2.0mm, approx 6mm deep. Fit buffer heads with springs and nuts.
12. Assemble and fit couplings to buffer beam using springs and split pins.
13. Shape D links (16), drill the bolsters and attach with 1.0mm wire through the bolster. Add bearing pads to wagon floor on single bolsters. Fit stanchions from 1.2 mm wire – 15.2 mm long, plus thickness of the bolster.
14. Fix bolster pads and bolster to wagon with the retaining washer under the wagon to allow the bolster to pivot.
15. Clean and paint wagon in you chosen livery.

Assembly diagram:



Parts List

Etch

| | | | |
|---|-----------------------|----|---------------------|
| 1 | Side & ends | 9 | Corner plates |
| 2 | Solebars | 10 | Solebar end bracket |
| 3 | Buffer beam | 11 | Body bracket |
| 4 | Coupling washer plate | 12 | Spring stop |
| 5 | Outer side | 13 | V hangar |
| 6 | Outer ends | 14 | Stirrup |
| 7 | Side capping strips | 15 | Brake safety loop |
| 8 | End capping strips | 16 | D link |

Castings/Other

Whitemetal

| | |
|----|------------------|
| 4x | Axlebox & spring |
| 4x | Buffer body |
| 1x | Bolsters |
| 1x | Retaining washer |
| 2x | Bolster pads |

Lost wax brass

| | |
|----|---------------|
| 1x | Brake gear |
| 1x | Brake ratchet |
| 1x | Centre pivot |
| 1x | Brake handle |

Other Parts

| | | | |
|----|----------------|----|--------------------------|
| 4x | Buffer springs | 2x | Coupling springs |
| 4x | Nuts | 6x | Coupling links |
| 4x | Turned buffers | 2x | Split pin |
| | | | 1.2mm Wire - approx 70mm |
| | | | 1.0mm Wire - approx 30mm |
| | | | 0.7mm Wire – approx 20mm |

Parts required

| | | |
|----|---|--|
| 2x | 3' 1" 8 open spoke wagon wheels (1 packs Slater's 7120) | Paint and transfers for your chosen livery |
|----|---|--|

Note:

This is a scale model intended for responsible (usually adult) modellers only. The etched brass has sharp edges and should be handled with care. Whitemetal and many solders contain lead. You should not eat, drink or smoke when assembling this kit and wash your hands after using these products. You should read all instructions on other products (solder flux, paint etc) that are required to complete the kit