
RAGSTONE MODELS

www.ragstonemodels.co.uk

Email: info@ragstonemodels.co.uk



Great Eastern Butter Van Kit

Diagram 14

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26 Wadham Close
Rowley Regis
West Midlands
B65 9SH

Great Eastern Butter Vans

History

Dia 14 – 3 wagons 1899-1900

These 3 wagons built between 1899 and 1900 were used to carry imported butter from Parkeston Quay to London. In early LNER days they were used for meat traffic but as newer vans became available they were relegated to ordinary goods traffic, probably in the mid/late 20's. Withdrawal of one van was between 1922 & 30, the other 2 lasted until after 1947

Numbers

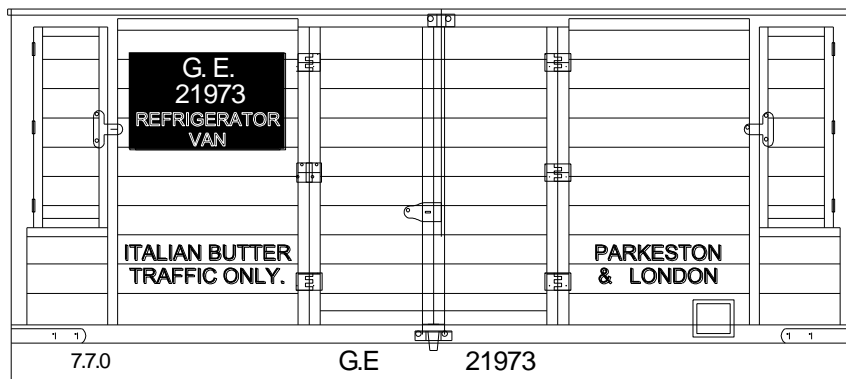
When renumbered by LNER 6xxxxx added to the existing number. Any still running after 1948 would have their number prefixed by an 'E'.

21973 tare 7-7-0, 21974 tare 7-13-12 and 21975 tare ?

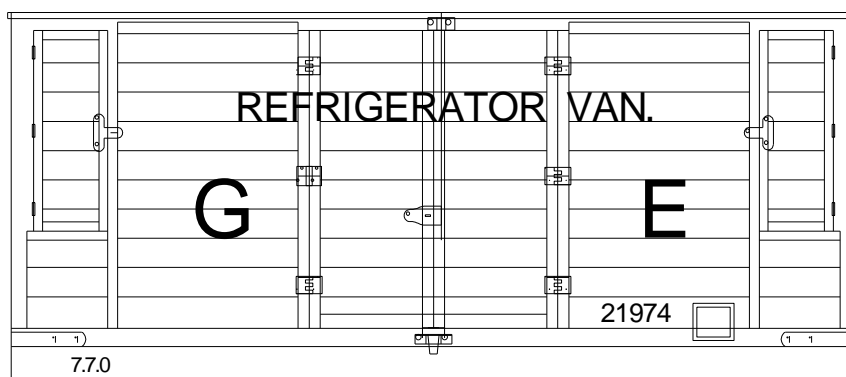
Livery – Note diagrams are illustrative only and do not show the actual font used.

1899-1923

Initially these vans were painted light yellow (body & solebars) with black below solebar level, a chocolate panel with GE/number/refrigerator van in yellow. The remaining lettering was chocolate shaded red, except for the tare which was unshaded & red panel round the label clip (bottom right, under the 'on' of London)

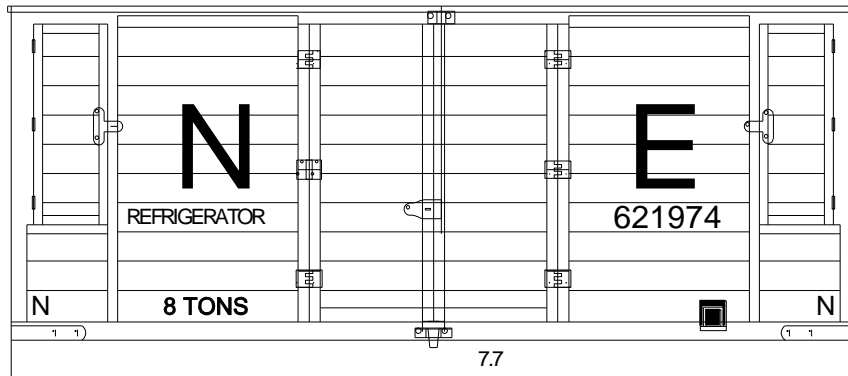


Later it is possible that they received all over white with black below solebars and lettering

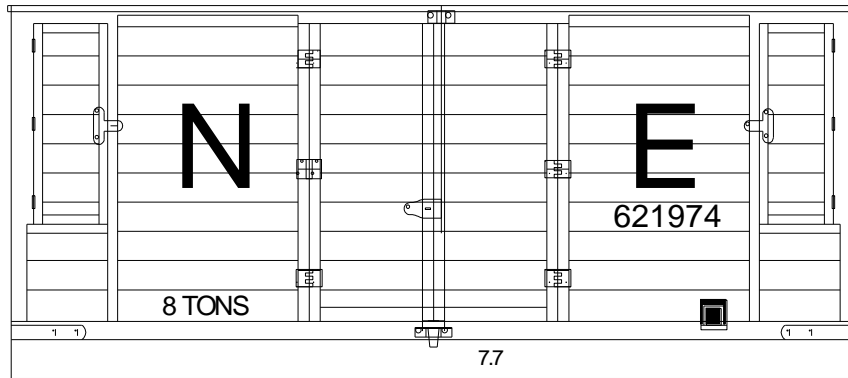


1923-47

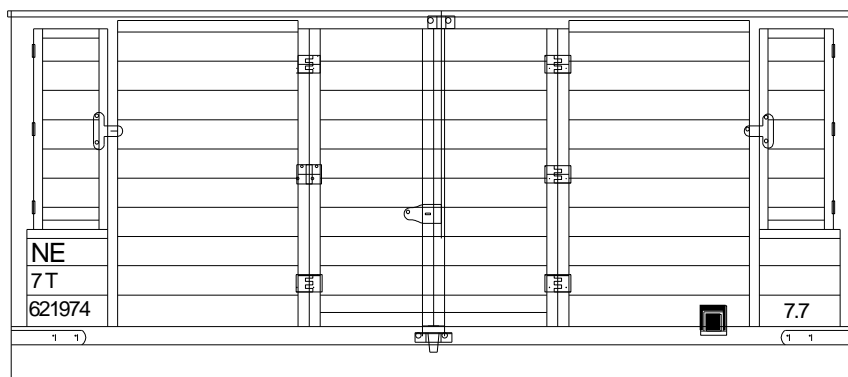
Whilst remaining as refrigerated vans they would have had all white body, black solebars with black ironwork & below solebar level with black lettering.



Once converted to general traffic, LNER wagon grey with white lettering and black below solebar level



After 1938 any repaints would have used small (4 inch) NE & number in the bottom left corner, but due to their age, they may not have received this livery



Further Information

Information and photographs are available as below:

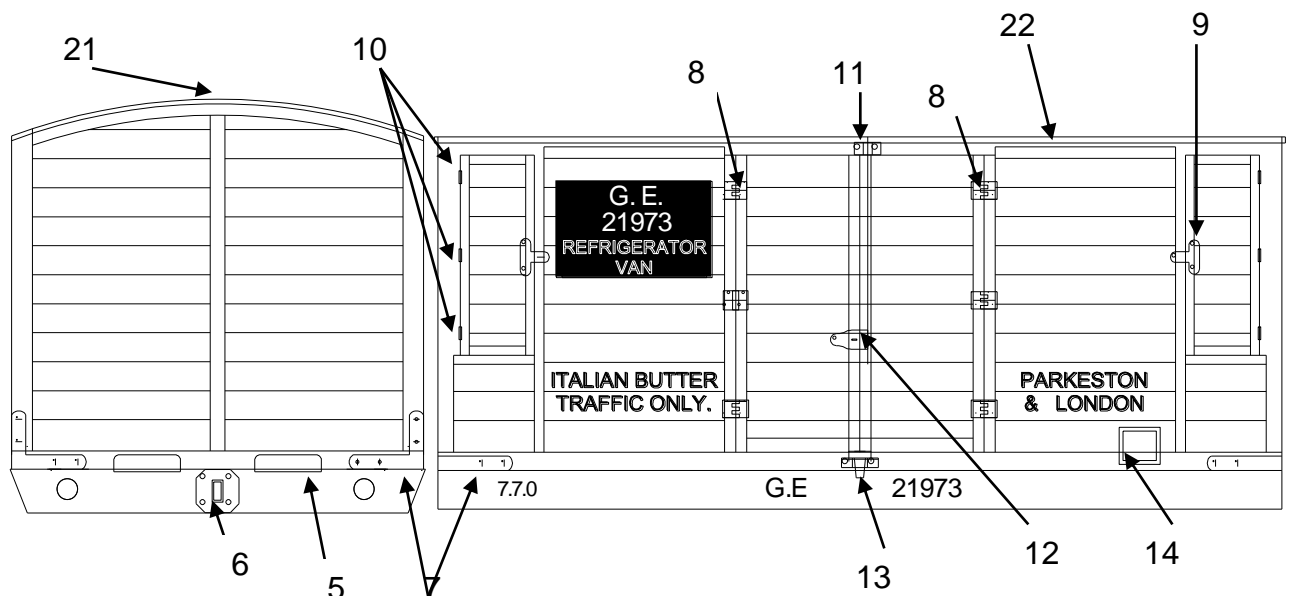
LNER wagons vol. 1 (Wild Swan) pp 215-217
GE Journal #86 p86.6

Assembly

General - Cut etched parts from the sheet using a craft knife on a firm surface (such as a cutting mat, or a small piece of hardboard/MDF). Some of the larger parts can be cut with small set of snips. Be careful not to distort the parts and clean up the tags with a fine file. Edges should also be lightly dressed with a fine file to remove the 'cusp' that is a normal result of the etching process. Rivets can be formed using one of the specialised tools available or by using a blunt scribe (or similar – I use a blunted bradawl), placed in the half etch dimple and given a **light** tap with a small hammer against a firm surface (cutting mat, or a small piece of hardboard/MDF again).

1. Whilst main body (1) is still flat, fold and fit ice compartment hinges (10) with the short leg protruding through the slot in the body. Fit ice compartment door clasp (9) – there is a short horizontal line indicating its position. The small slot faces the wagon centre line. Fit main door hinges, again a short horizontal line indicates the position. These hinges are handed, the upper rivets on each hinge face the centreline. The sides can now be folded 90 deg. to the floor and the top flaps fold to match the end profile.
2. Fit coupling plate (6) to ends (2), over the coupling hole. Fit body retaining plates (5) over the ½ etch outlines. Fold buffer beam bottom angle.
3. Fit ends to body and add corner washer plates (7) Note short leg and upright fit to the end, the longer leg folds round and fits to the side. Fit end capping strip (21) to top of the ends, then side capping strip (22) to the sides. Fit door catches (11 top, 13 bottom), again marked by short ½ etch lines. Add label clip (14) to bottom r/h corner, 18mm in from the end.

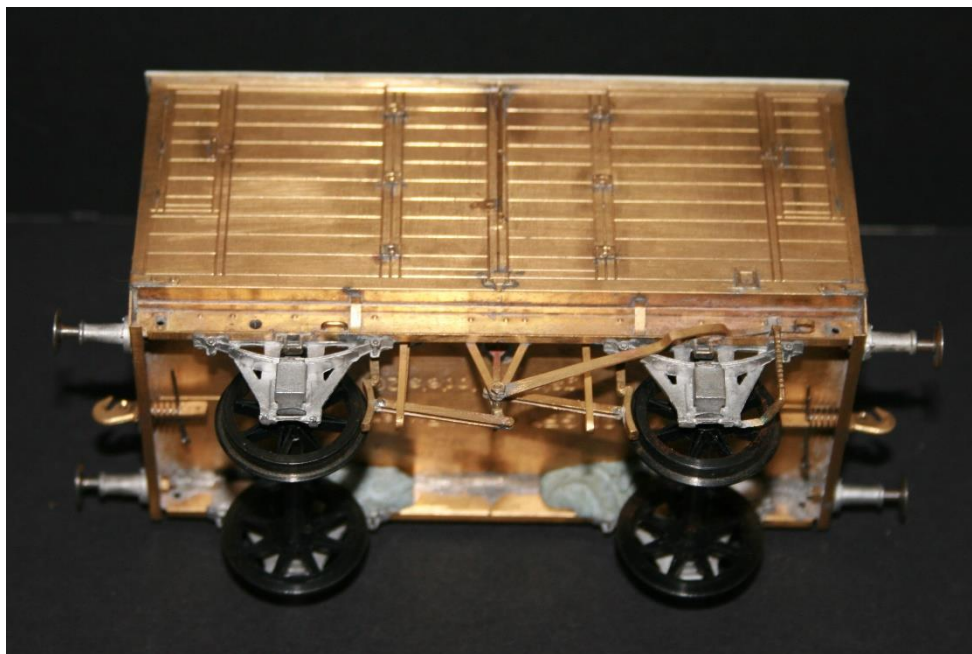
Location of body detail parts:



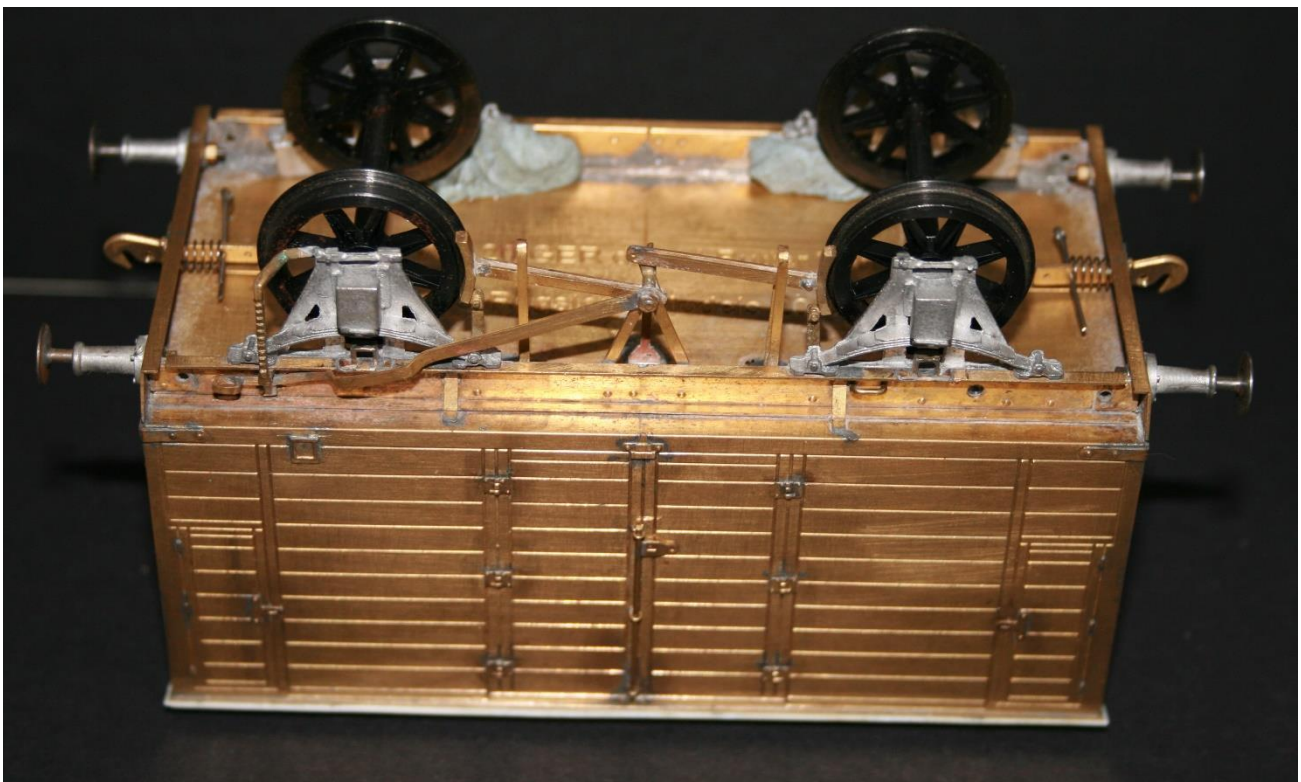
4. Drill the three 0.6mm small holes where marked on the right hand door. Attach door clasp (12) to a 32mm length of 0.6mm wire, approx 5mm in from one end. Cut 6 10mm lengths of 0.25mm wire and fold round the 0.6mm wire, twisting the tails together to form what looks like a very small handrail knob. There is one below the latch and two above and the twisted tails go through the 3 holes in the door. The latch locates over the small slot in the door.



5. Trim roof so that there is 1/2mm overlap all round and fix in place.
6. Form rivets and fold up solebars (3). Note: the two outer columns of the central block of 6 rivets should only be punched on one solebar, unless both side brakes are being fitted, for which extra parts are required. Fit solebars to body, using the 3 short 1/2 etch lines as a guide. Add end plates (4).
7. Form horse hook (like a small handrail, Π shaped) from wire and fit in etched holes at the left end of the solebars. Fold and fit body brackets (15) to slots in the solebars. Fold and fit spring stops (16) in the half etched rebates on the bottom of the solebars.



8. Using the etched lines as a guide fit axlebox/spring castings 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.
9. Fit V hanger (17) to the inside of the solebar with the rivets – using the etched centreline to position correctly. Add inner stirrup (18) with pivot casting loosely located in the holes.
10. Drill brake hangar/block castings 0.7mm and fit to floor, in line with the wheel treads taking care that they do not actually touch the wheels. 2 push rods (20), fit one each side of the block using 0.7mm wire through the hole in the brake block, the end of the push rod may need filing slightly to fit snugly on the lug of the block. The other end of the push rod solders to the tumbler. Add safety loops (19) to outer ends, near the brake blocks.



11. Form brake lever (23) as shown below and fit with ratchet to solebar. The distance of the ratchet from the axle centreline = 6mm (to the right). Note, the two half etch dots are the centres of the reverse bends NOT fold lines. Part 24 fits over the protruding spindle of the tumbler casting.



12. 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. Assemble and fit couplings to buffer beam using springs and split pins.
13. Clean and paint wagon in you chosen livery.

Parts List

Etch

1	Body sides & floor	13	Bottom door catch
2	Ends	14	Label clip
3	Solebar	15	Body bracket
4	Solebar end bracket	16	Spring stop
5	Body retaining plate	17	V hangar
6	Coupling plate	18	Stirrup
7	Corner washer plate	19	Brake safety loop
8	Side door hinges	20	Push rods
9	Ice compartment latch	21	End capping strip
10	Ice compartment hinge	22	Side capping strip
11	Top door catch	23	Brake lever
12	Door latch	24	Brake lever washer

Castings/Other

Whitemetal

- 4x Axlebox & spring
- 4x Buffer body

Other Parts

- 4x Buffer springs
- 4x Nuts
- 4x Turned buffers

Parts required

- 2x 3' 1" 8 open spoke wagon wheels (1 pack Slater's 7120)

Lost wax brass

- 2x Brake hangar & block
- 1x Brake ratchet
- 1x Centre pivot (tumbler)
- 2x Coupling hook

- 2x Coupling springs
- 6x Coupling links
- 2x Split pin
- 0.6mm Wire - approx 70mm
- 0.25mm Wire - approx 60mm

- 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