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Great Eastern Double Bolster Wagon Kit

Diagram 30

Wood sides - B40

Version no: 3.1

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26 Wadham Close
Rowley Regis
West Midlands
B65 9SH

Great Eastern Double Bolster Wagons

History

These wagons were built as follows:

Wood sided

B40 – 160 wagons 1887-93

250 wagons 1897-1900

Steel sided

F52 – 100 wagons 1901-2

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, some wagons receiving double-sided brakes before withdrawal, although as 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. Ribbed buffers can also turn up on these wagons in later years

Withdrawal or relegation to departmental use commenced with the pre 1897 wagons, which had gone by 1924. The later wagons started to disappear during the 1930's with approx 100 surviving nationalisation – mainly the F52 type. Final withdrawal would have been by 1956.

Further Information

Information and photographs are available as below:

Great Eastern Journal no 75 pp 74 & 75 – article & photos of B40

Pictorial record of LNER wagons (OPC) p 85 – photo of F64 single bolster in LNER livery.

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

Historical Model Railway Society - photographs

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 had LNER 6xxxxx added to the existing number. Any still running after 1948 (including Departmental/internal users) would have their number prefixed by an 'E'.

B40 - Wood body

7698, 9810 tare 5-15, 11044 tare 5-12-0, 11127, 11275 tare 5-18-0, 11316 tare 5-12-2, 11572, 11612, 11679, 12110, 12509 tare 5-13, 12546,

Internal

0274 - 7 ton, tare 5-12-2, double sided brakes (branded 'to run between Temple Mills wagon shops and CD saw mill Stratford' at left hand end and 'Loco Only' in the centre of the body side – photographed late 1930's)

E0118 - 7 ton (branded 'To run between SX sawmill and timber yard only' – photographed 11/6/63)

F52 - Steel body

12245, 12362, 12471, 12648 tare 5-17-2, 12702, 12716, 13114 tare 5-15

Internal

E0132 - 7 ton, tare ?, double sided brakes (branded 'Loco dept' left hand end next to number and 'For use of loco dept SX' at the right hand end – photographed 16/6/63)

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 treated – 0274 (above) may have been green as the number was in a circular panel on the center of the side.

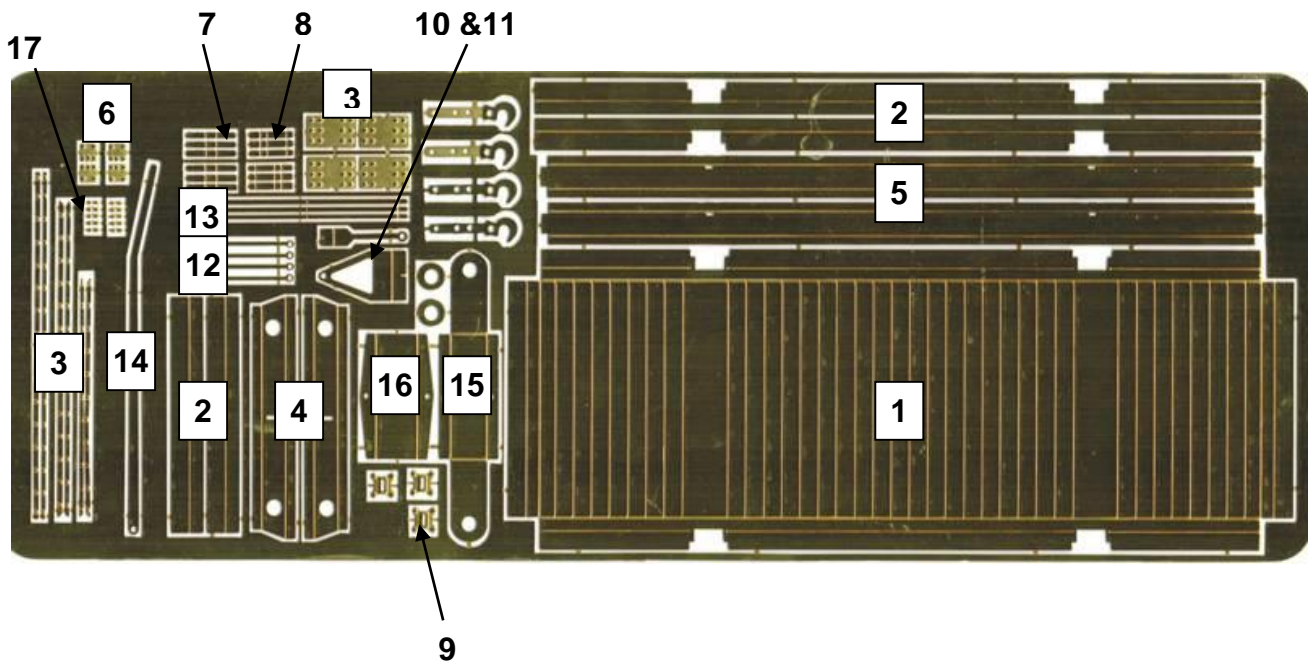
1948-64

It is unlikely survivors in general traffic at this time received BR livery as repaints would have been haphazard at best. Any that were repainted would have been light grey, or black if in Departmental use, with numbering and tare on black patches. A 1963 photograph of E0132 shows a 1957 paint date so grey or (more likely) black is possible – certainly there is lots of rust!

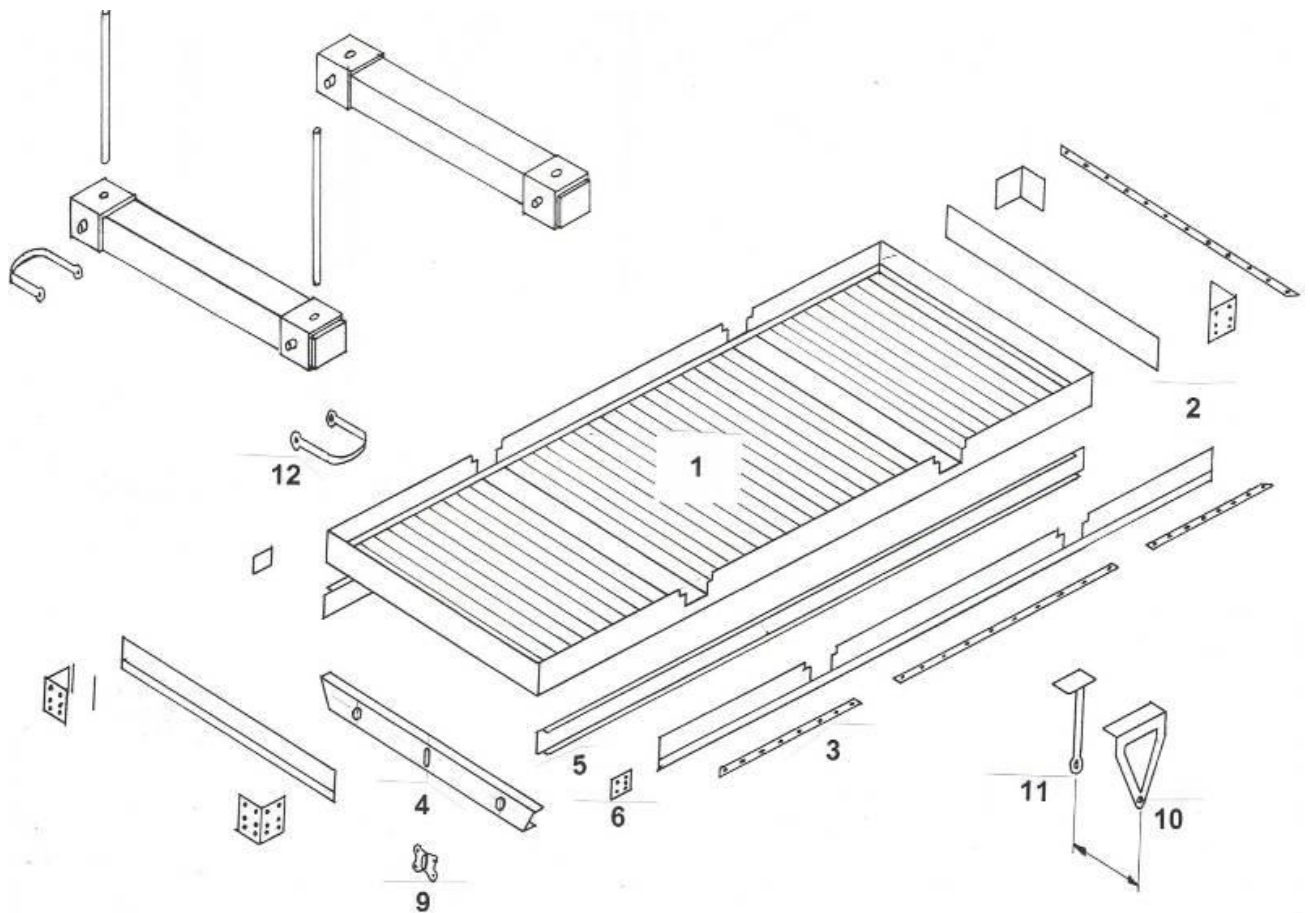
Assembly

1. Form rivets and fold up sides first, and then ends (1). The sides fit outside the ends. For wood double bolster fit outer sides & ends (2), add corner plates and capping strips (3). The small strips (washer plates) (17) fit vertically each side of narrowest part of the bolster cut-out on the sides.
2. Fold buffer beams (4) and fix centrally under each end of the floor, with the long edge to the top.
3. Form rivets and fold up solebars (5) - the central 4 rivets are only required on the braked side. Fit between buffer beams 44mm apart. The correct orientation is with the two etched holes for the horse hook to the lower left. Fit solebar end plates (6) – two rivets against the buffer beam. Fit body angle pieces (8) one under each bolster cut-out & one centrally – see title photo. Fit washer plates (9) over coupling holes.
4. Form horse hook (like a small handrail, Π shaped) from wire and fit in etched holes at the left end of the solebars. Fit spring stops (7) in the half etched rebates on the bottom of the solebars.
5. Mark the center of each axle (using the etched rivets to position correctly) and using the lines you have drawn 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.
6. Fit V hanger (10) to the inside of the solebar with the rivets – using the etched centreline to position correctly.
7. Add brakegear, taking care that it does not touch the wheels, and inner stirrup (11) with pivot casting attached through brakegear and V hanger to align correctly. Add safety loops (13) to outer ends, near the brake blocks.
8. Fit brake handle (14 or casting) to wire and ratchet to brake handle and solebar. The distance from the axle centreline varies depending on type, B40 = 8 mm and F52 = 21mm.
9. Fit buffers to buffer beams. Drill all the way through 1.2mm and then 2.0mm, approx 6mm deep. Fit buffer heads with springs and nuts.
10. Assemble and fit couplings to buffer beam using springs and split pins.
11. Shape D links (12), drill the bolsters and attach with 1.0mm wire through the bolster. Fit stanchions from 1.2 mm wire – 15.2 mm long, plus thickness of the bolster. Fix completed bolster to wagon.
12. Clean and paint wagon in you chosen livery.

Parts identification:



Assembly diagram:



Parts List

Etch

1	Floor, Side & ends	10	V hangar
2	Outer side/ends	11	Stirrup
3	Capping strips & Corner plates	12	D link
4	Buffer beam	13	Brake safety loop
5	Solebars	14	Brake lever
6	Solebar end bracket	15	Axle mount
7	Spring stop	16	Rocker cradle
8	Body bracket	17	Washer plate
9	Coupling washer plate		

Castings/Other

Whitemetal

4x	Axlebox & spring
4x	Buffer body
2x	Bolsters

Lost wax brass

1x	Brake gear
1x	Brake ratchet
1x	Center pivot
1x	Brake handle

Other Parts

4x	Buffer springs
4x	Nuts
4x	Turned buffers

2x	Coupling springs
6x	Coupling links
2x	Split pin
1x	1.2mm Wire – approx 135mm
1x	1.0mm wire – approx 50mm

Parts required

2x	3' 1" 8 open spoke wagon wheels (1 pack Slater's 7120)	Paint and transfers for your chosen livery
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Compensation can be fitted if required using parts 15 & 16, although generally unnecessary for a wagon of this type. To fit, omit one axle at step 7, remove pin point ends from this axle and fit wheels to axle mount (14). This assembly can then be fitted to the cradle (15) with 1.0mm wire and secured to the underside of the floor, lining up the axle ends with the axleboxes already fitted.

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