

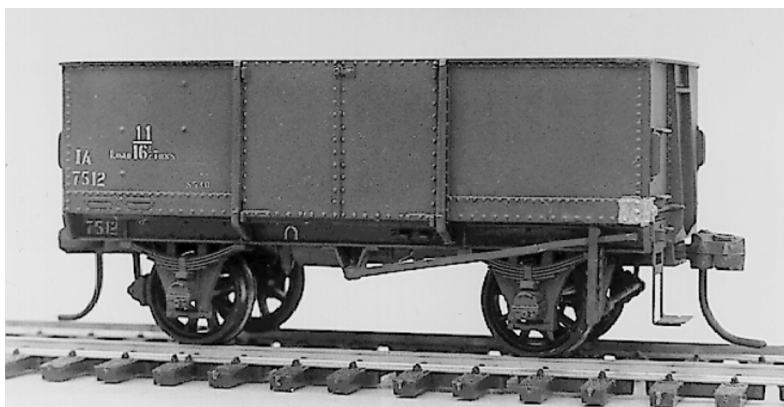


C/- P.O. Rhyl, Victoria, 3923.

VICTORIAN RAILWAYS I WAGON "TOMMY BENT"

Prototype Notes

The pattern vehicle, number 6600, for this series of I wagons with 4'6" high steel sides, was constructed at Newport Workshops during 1901. The following six years saw the construction of a further 639 wagons, together with 166 to a similar design, rebuilt from older wooden I wagons. These wagons originally had a capacity of 15 tons but during the early 1930's, at about the time they were fitted with auto' couplers, they were recoded IA and given a dual load rating of $11\frac{1}{16}$ tons. About 1957, when the buffers were removed, this became $11\frac{1}{2}$ tons.



Model illustrated has been fitted with handbrake, shunter's steps and couplers (not included).

The 1950's also saw the conversion of 134 of these vehicles to IC tippler wagons. This conversion simply consisted of replacing the doors with a steel plate welded in position, suitably reinforced with angle iron along the top edge. These IC wagons were used in coal/briquette traffic up until 1970/72. A number of "Tommy Bents" had extended sides and a roof fitted and were coded HD, for departmental traffic.

The June 1986 issue of the Australian Model Railway Magazine features an article on IC wagons.

Assembly

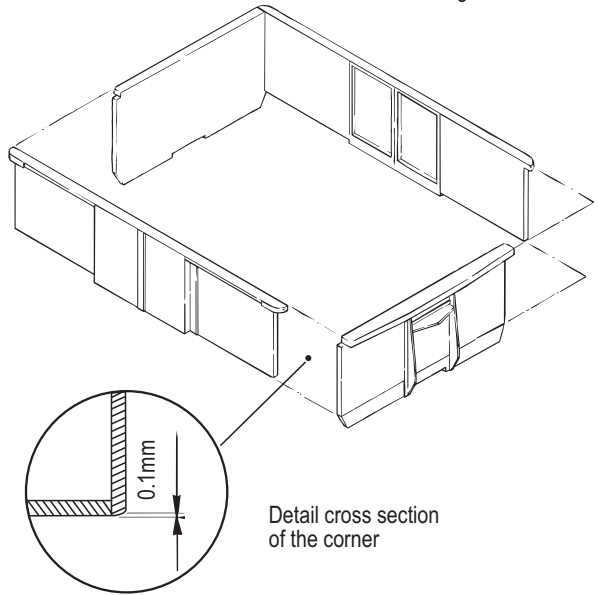
It is recommended that this kit be assembled with a liquid solvent (MEK or Testors etc...). Each part is attached to the runner by a small "gate". When removing a part, cut close to the runner, then carefully trim and file the gate to the part. Leave parts on the runners until called for in the instructions, and do not twist them off, as they may be damaged.

Commence assembly by gluing one side to an end. Note that the edge of the end should be approx. 0.1mm short of being flush with the sides (See Fig. 1). Glue remaining sides and ends together and check that the resulting box is square.

Trim the floor moulding to the size indicated on Fig. 2. Use a sharp knife and a steel straight edge, finishing with a large file. Check that the floor is a neat fit in the body **before** adding the sidesills.

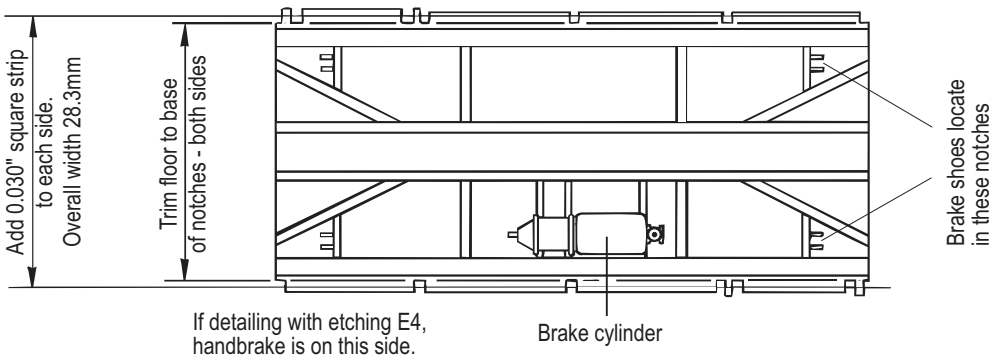
Remove the draw or slight taper from the top of each sidesill by careful sanding. Glue a piece of 180 grit "Opencote" aluminium oxide sandpaper to a flat piece of wood and rub the top edge of each sidesill over it, using a second block of wood with one edge planed square, as a guide. This step will ensure that the sidesills are installed at 90° to the floor. Fit the Delrin bearings into the holes in the axleboxes.

Figure 1



Detail cross section of the corner

Figure 2



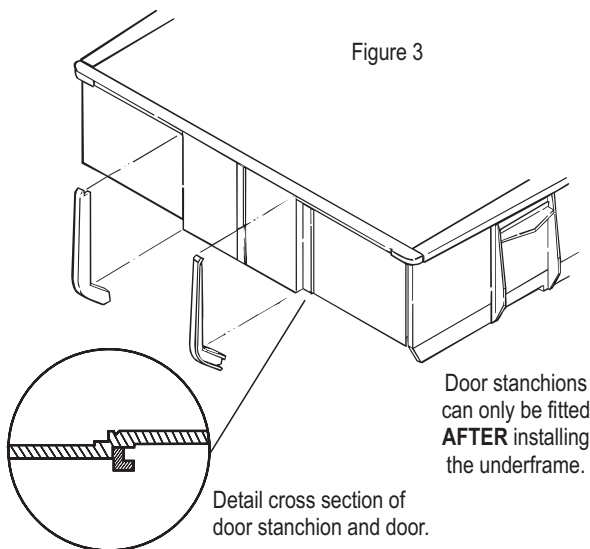
Cement the sidesills to the floor with the wheelsets sandwiched between. Make sure that the back of each sidesill is hard up against the floor structure, that the wheelsets turn freely and that the axles are at 90° to the sidesills. Cement the brake cylinder to the underframe in the location shown in Fig. 2.

Install the assembled underframe in the body so that the lower edges of the sidesills are flush with the bottom edge of each end. Secure with a brush of solvent around the edges of the floor.

Cement the door stanchions to the body side, positioned either side of the raised door panel. The angled foot on each stanchion should sit in the bottom corner of the sidesill.

Cement the brake shoes to the floor using the lugs moulded on the floor as a guide. Ensure that the brake shoes do not drag on the wheels. Etched brass shunter's steps and handbrake detail is available separately in Steam Era Models Kit E4, which contains sufficient parts for five wagons.

The underframe is designed to accept Kadee No5 or No58 couplers which may be cemented directly to the floor, after first removing the side lugs from the couplers draft gear box.



Door stanchions can only be fitted **AFTER** installing the underframe.

Painting and Decals

The model should be painted overall V.R. wagon red with white lettering. We recommend Steam Era Models V.R. wagon red spraying enamel. Position the lettering as shown on the diagram.

To Apply Decals

Trim decals close to lettering to remove excess film.

Immerse in water for ten to fifteen seconds, then set aside on a tissue until decal straightens out.

Slide decal into position. If it is necessary to adjust the final position, use a small brush that has been dipped in water.

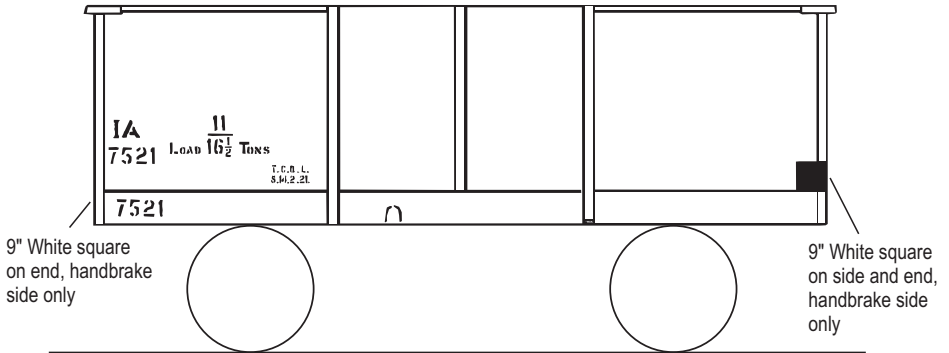
Use a tissue to soak up excess water.

The use of a decal setting agent such as Solvaset is recommended to assist decals in snuggling down over rivets etc.

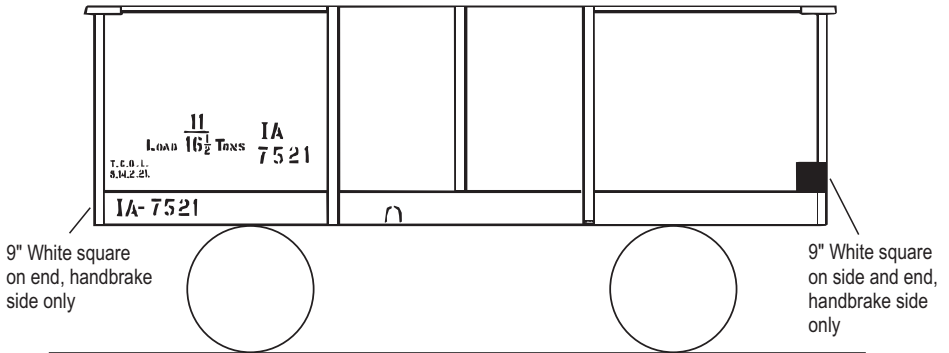
A flat finish such as DDV or estapol matt applied to the entire model will give a uniform dull finish.

NOTE: Decals adhere best to a gloss surface.

1930-1958 Note: If buffers are fitted LOAD $11\frac{1}{16}$ TONS



1958-1972



Tommy Bent Numbering

"Tommy Bent" I Wagons were numbered 6600 (pattern vehicle), 6801-6905, 6997-7096, 7208-7507, 7509-7572, 7575-7644.

A further 166 wagons were "rebuilt" from older wagons at Newport and were numbered at random from 6-6260.

Some "Tommy Bents" had additional angle iron uprights located midway between the door stanchion and the corner of the vehicle. There does not appear to be any particular pattern to the numbering of these wagons.