



5069 G.W.R.

20 TON BRAKE VAN

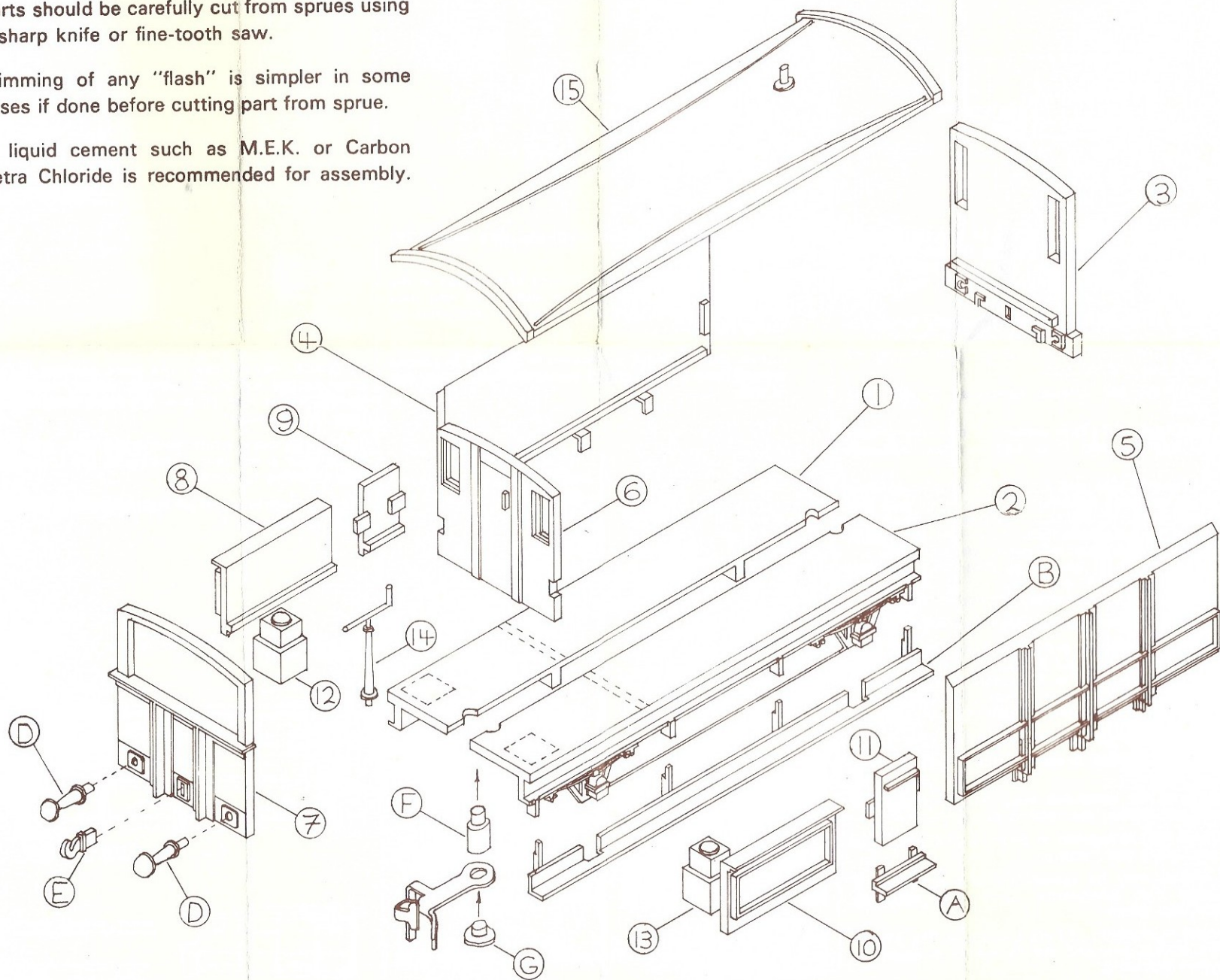
INSTRUCTIONS

First study the exploded view and check that all parts are in kit.

Parts should be carefully cut from sprues using a sharp knife or fine-tooth saw.

Trimming of any "flash" is simpler in some cases if done before cutting part from sprue.

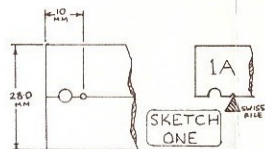
A liquid cement such as M.E.K. or Carbon Tetra Chloride is recommended for assembly.



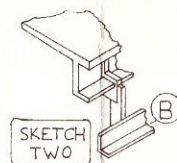
- The two underframe halves (1, 2) should be checked along the mating edges so that, when cemented together, the floor width measures 28mm. A location hole for the Brake Standard is required and is located at 10mm from end (see Sketch 1).

If a "nick" is filed at the 10mm mark on both edges, a rectangular hole will result on assembly which can be opened up to 1mm diameter with drill or "rat-tail" file (see Sketch 1A).

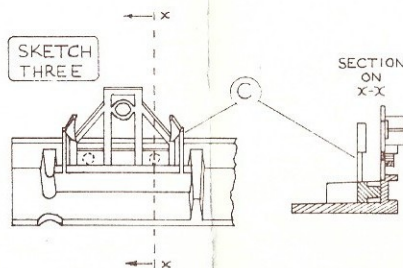
The Underframe halves are cemented together with the floor area resting on a flat surface to ensure squareness of the assembly. If using liquid solvent, cement in stages with area actually being glued unsupported; this is because solvent tends to run through the joint.



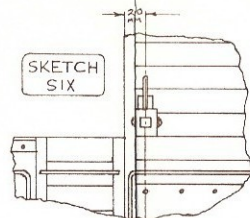
- The train end (3) is cemented to the appropriate end of the underframe. Glazing of the train end and partition windows can be done before assembly or, when assembled, before the roof is fitted.
- The main sides (4, 5) are now cemented to underframe and train end of kit, the locating ribs butting onto the train end to provide a slight overlap of the sides beyond the end.
- The partition (6) is next cemented to the floor and sides.
- The verandah end (7) is cemented onto the underframe ensuring that it is kept square with the floor.
- One verandah side and a door (8, 9) should now be fitted in place between the verandah end and the main body of the van. Locating tabs on the door rest on the inside face of the side (8) and in the locating slot provided in the partition (6). These items (8, 9) should be fitted together and may require slight trimming to fit the space precisely—when satisfactory, cement into place.
- Repeat as above for second side and door (10, 11).
- Two sandbox halves are cemented together and, when set, the base filed flat to sit squarely on the floor. The box (12) is then cemented in place, being located in the rear corner of the verandah, butting against the locating ribs of side and end.
- Repeat as above for second sandbox (13).
- Locate and cement brake standard (14) in 1mm hole in floor.
- Painting of the verandah area may be simpler if carried out before the roof is fitted.



- The footsteps (A) are cemented to the underframe solebars beneath the verandah doors.
- The brake-gear mouldings (C) are located between the floor ribs and the spacing pegs butt against the inside of the frame as shown in Sketch 3. Care should be taken that the brakes do not foul the wheels when van is running.

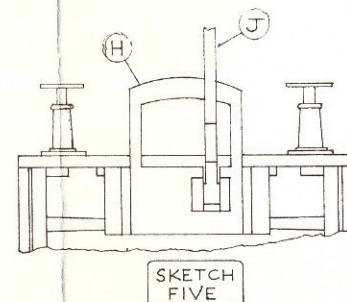
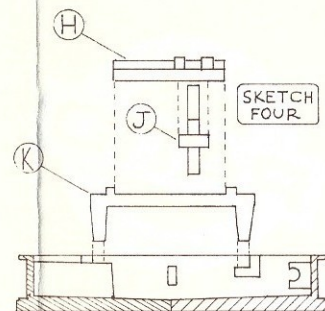


- Buffers (D) and, if required, coupling hooks (E) locate into ends.
- The tail lamp locates (by means of a recess in the back) over the lamp iron on either end and may be cemented in position if van is modelled as being in use. The side lamps cement onto the main sides adjacent to the verandah as shown in Sketch 6. Lamps would have been stowed inside the van when not in use.



COUPLINGS.

If it is desired to use Peco-type couplings (NOT supplied with kit), they may be assembled between the Pin (B) and Stud (F) and located in the holes provided in the floor (see exploded view). Suitable lengths of strip polystyrene may be cemented to ends to limit side-ways movement of coupling.

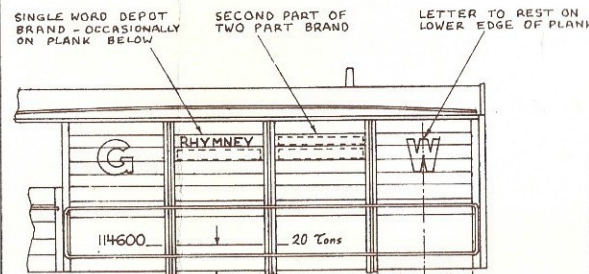


FINISHING DETAILS.

In G.W.R. days these vans were painted dark grey all over except for black wheels, white handrails and an overall white roof (this would have weathered to light grey fairly rapidly).

Tail lamps were white with a red lens, and side lamps black with a red lens showing to the rear and a white lens showing forward.

The waterslide transfers supplied should be affixed as shown in Sketch 7.



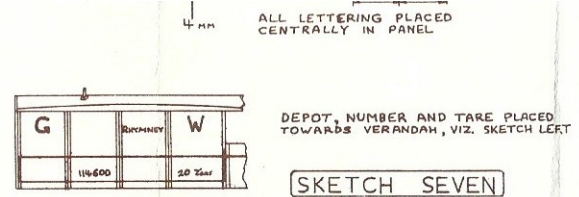
2. The roof (15) is located in position and cemented to ends, sides and Partition.

3. The wheels may be assembled now by carefully springing the axleguards apart and dropping wheels into place.

4. The long footboards (B) are located at four points on the underframe and are cemented in place as shewn in **Sketch 2**.

The hook of the Triang-type coupling supplied with kit (H) is located into the coupling (J) and the mounting (K) and cemented to complete the assembly. Care should be taken to ensure that the hook can

pivot freely.
The coupling locates on ribs moulded on the inside face of the two ends (3, 7) and on the floor ribs (**see Sketches 4 and 5**).



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