Wagon Vees - General Notes - V.2 Designs

We took a decision to provide a jig for fixing points on solebars to overcome the issues we had with mixing materials such as a plastic solebar and metal "Vee". Equally as well this junction could be metal to metal then it could be soldered together - but two fixing points would allow for accurate positioning of the "Vee".

The "RCH Standard" Vees (brake) hangers & Door Springs Product Code WV1

For 12 to 18 wagons

1. On a few early etches some lines were described with excessive width when etched so some accuracy and potential strength has been lost. The error is about 0.5mm or 0.25mm left and 0.25mm right of what was intended.

2. This in particular has affected the positioning jig, supplied to locate fixing holes in a solebar. The part etches are not particularly affect by this error.

3. Most “vees” have a thicker boss and this etch includes fold over boss thickeners on the inside “vees”.

4. Outside “vees” are made from two layers, the outer layer for details and the inner layer has small tabs that should be folded over and glued (?) into the jig drilled holes in the solebar. The same principle applies to the door springs supplied.

There are many different types of drop door spring/ buffers, we only have one wide and narrow type on this etch.

5. Inside “vees” are a single fold up item, the wagon floor needs to be flat to enable locating and fixing. The centre fold up section is to allow fitting over the central “spine” supplied with the axleguard etches from AMBIS. It is to allow a scale 12in strip along the centre line of the wagon.

6. The inside “vee” etch is made for narrow pre-group solebars (5 ft 11ins) and are marked “P”, whereas the unmarked “vees” are for 6ft 1in wide solebars. For wider solebar distances the “vee” should have a 1in joggle backwards (to keep newer wagon dimensions to a standard design). These outer “vees” are slightly longer to allow for this shaping and are marked thus on the inside “vees”

7. For wagons with steel/iron channel solebars a longer version “vee” is NOT present on this etch.

Straight “vees” are located adjacent to the inside “vees” marked “P”.
Joggled “vees” are located below and left of the labels.

Remove each outer “vee” by cutting through the carrier metal and centrally between the etched bolts before folding over and (if necessary) profiling.

8. For 4 shoe brakes (as distinct from either side independent brakes) a Moreton clutch fitting boss is provided on the inner “Vees” part. If not required remove this metal before shaping. For early wagons with one side only brakes the inside “Vee” pairs can be cut through for up to 12 wagons.

Carefully remove “cusp” marks, and the part etched “tabs” on the sides of the etches and the fold up where required. Once joined cut through the slither connections with jewellers tin snips or remove with a fine file.

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The LNER Offset Vees used on fitted stock
Product Code WV8

For One Wagon

Carefully remove “cusp” marks and remove any tabs with jewellers tin snips or a fine file.

The basic arrangements as laid out on the etching are for 10ft wheelbase wagons. For other wheelbases additional fittings are provided, but you will need to separate the third “vee” to provide a accurate location for it. Spacer parts are provided for assistance in this.

On 9ft wheelbase wagons offset Vees are not visible, so symmetrical “Vees” are provided.

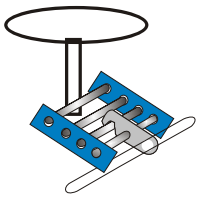
The brake rodding included should be folded over on itself soldered/glued together and any etched tabs removed.

The “Vees” are made from two layers, fold the detail over and then solder/glue them together and remove any sign of the etched tabs.

> On a few early etches some lines were described with excessive width when etched so some accuracy and potential strength has been lost. The error is about 0.5mm or 0.25mm left and 0.25mm right of what was intended but has not affected the etched parts sizes where there are no separate lines.

The brake rodding connections to the brake cylinder are included on the etch. Normally any rods required we anticipate will come from “spares” or a scrap box of material as it saves us (and you) time and money.

Brake cylinders are available from a variety of sources or could be simulated from tube or rod pieces.



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