SPIRIT DESIGN

ABN 92 510 718 068

QWIKBUILD Series

1012-QBS Victorian Railways 'C' Bogie Passenger Brake Van

This kit requires couplers and only basic skills to complete.

Thank you for purchasing one of my many kits and I hope you get many hours of enjoyment from it. Chris Pearce (Spirit Design)

19C Photo courtesy of Geoff Winkler.

The Kit

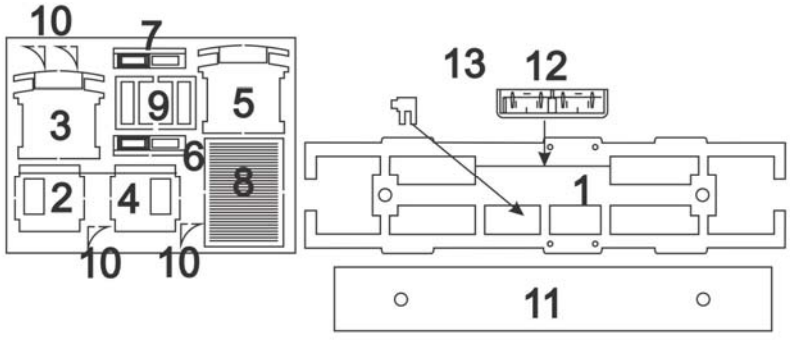
The Qwikbuild series (QBS) has fewer parts than normal kits as a way of speeding up the build process. The laser-cut and resin kit consists of several parts. These will be identified during construction **(P1)** etc. to aid in assembling the kit. See parts diagram. This kit can be put together in under 2 hours. Only minimal tools and basic skills are all that is required to build a very accurate model. It is suggested that you read through the instructions first to become familiar with the components and the essence of construction.

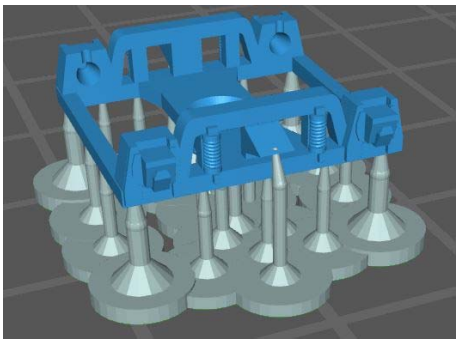
Basic history notes

Originally these vans were classed 'DD' and were built from 1888 to 1893 and were later reclassed as 'C' vans in 1910. They could be seen on all Victorian Railways passenger trains both large and small and also was a common sight behind a 'Derm' as an extra vehicle. The group had numbers allocated from 1 to 44, which included similar type vans in Joint Stock Service. Vans 13-42 were built by Australian Rolling Stock Co, vans 1-12 by Pickles and Son and van no 44 by the Victorian Railways. From 1900 a few vans were fitted with end doors and vestibule connections these units were 13,14,16,18, 21 24,28,37,39,40 and 41. 3 vans had lead floors for carrying fish, they were 3, 13, and 44.

By the 1950s most of the class had seen heavy traffic and were beginning to show their age. A rebuilding programme commenced whereby new underframes and body strengthening was to see them return to service for another 30 years. Others just received new exterior sides. During this rebuilding phase, the familiar square windows in the doors were replaced with rounded corner rectangular units. A new variation of these vans was built in the 1950s and carried the classification 'CA'.

The mid-1980s guards were no longer required on freight trains and as a consequence, virtually overnight guards vans vanished from nearly all trains. Scrapings proceeded quickly although a few made it to farms as chook sheds.





Assembly and painting steps

Suggested glues are quick-drying PVA woodworking glue. Use a toothpick to apply glue to the model to minimise glue, wastage and to accurately apply it where you want.

1. Glue **(P1)** underframe to the MDF internal floor **(P11)** using round toothpicks to line up the holes making sure that the scribed line faces you as this is the marker for the battery box
2. Test fit and then glue **(P9)** steps into the holes provided in the underframe near the doors. The legs should NOT poke through to the other side of the underframe
3. Glue the battery box **(P12)** with the scribed details facing outwards to the underframe on the reference line
4. Glue the generator **(P13)** to the underframe using the parts guide arrow for placement
5. Spray this whole assembly Matt Black and set aside till later

6. Using an emery board or Wet & Dry 400 grit or finer sandpaper with water or spit gently sand the roof smooth to remove the printing lines
7. Glue a side **(P2)** to **(P3)** making sure the scribed line faces to the outside of the model and is closest to the top of the cupola and repeat for **(P4)**
8. Glue the other side **(P5)** into place and then make sure that that everything is square, flat and straight
9. Glue **(P6)** & **(P7)** to the top of the cupola and once dry, put a dab of glue on the inside top corners to strengthen it
10. The scribed lines face the ***inside*** when gluing **(P8)** roof to the cupola top (hint pre dampen the roof with a bit of water as it will allow it to bend more easily). Make sure that there is an even overhang all round
11. Using PVA glue, seat the assembly into the resin casting so that the window openings in the cupola match the holes in the lasered sides. You may have to file a little a small fraction of the window were it seats onto the roof to get a close as possible fit
12. Glue the small cupola winglets x 4 **(P10)** to the roof and cupola windows
13. Prime the casting and cupola with a grey primer eg. Tamiya
14. Paint the entire body Steam Era Carriage Red or equivalent or for late series C vans paint the body Humbrol G19
15. Paint the window frames of the cupola Humbrol Matt Camouflage Grey(28) or for other eras refer to photos but another good colour is Humbrol Matt Sand(63)
16. The roof depending on which era modelled is generally brown. Humbrol Matt Dark Earth (29) is a good choice. During the 1960s the roofs were painted light white/grey to reflect heat and later received a Tan/Khaki colour
17. Test fit screws and bogies to the underframe
18. Glue the underframe assembly to the van ***making sure the centre door steps line up with the middle doors***. Use photos as a guide
19. Couplers, glue MT 1015s to the body and underframe

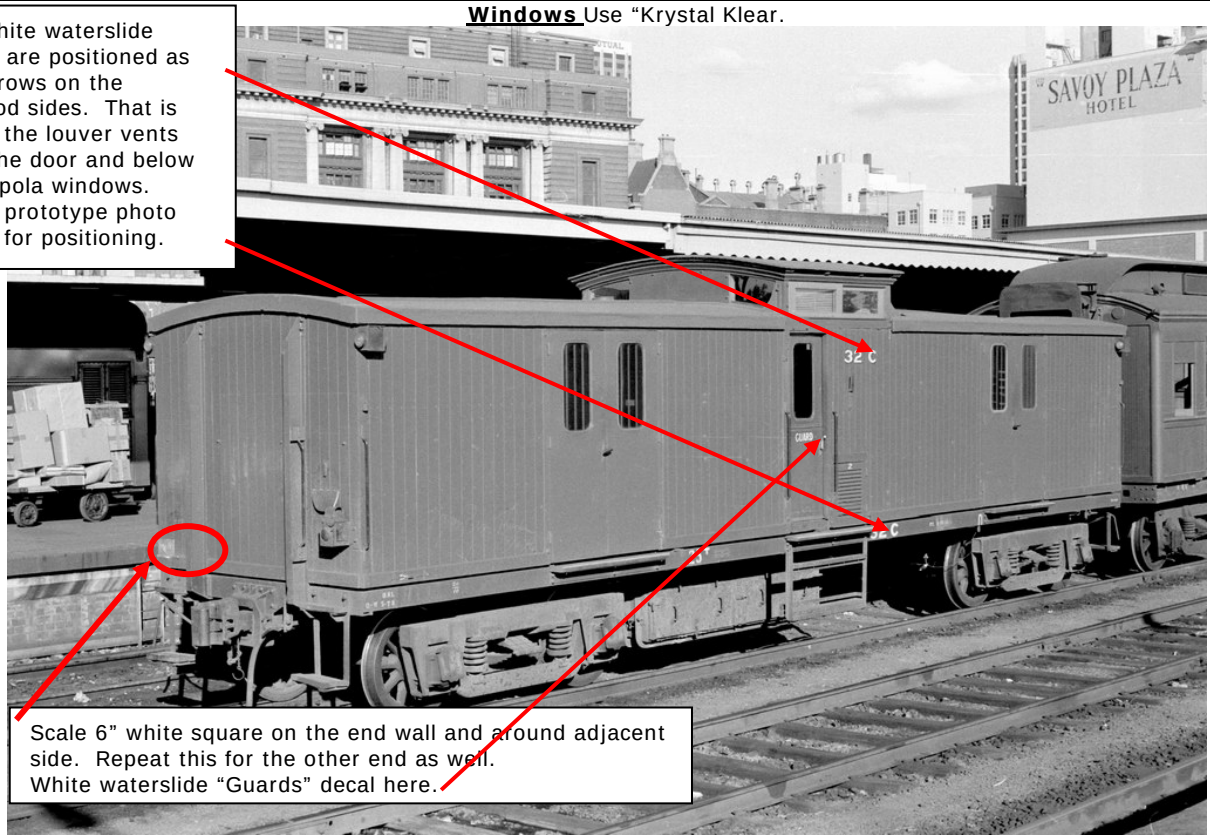
Bogies

20. Carefully remove the bogies supports from the 3D print by snipping/sawing the base of ALL outer cylindrical supports and then twist the bogie 45 degrees to free it
21. File the support nibs from the top of the bogie and clip the 2 outer square rods at the rear of the bogie so you can insert the wheels. Lightly file the surface where you clipped the outer rods and using a 2B pencil twizzle each of the axle box holes to lubricate them and then insert wheels with the point of the 2nd axle tip going into the 'V' notch hole provided above the axle box. Removal is the reverse procedure

Decals, numbers and handbrake squares

You have 2 sets in this kit. The normal waterslide decals and laser printed paper ones. Position decals as per decal instruction boxes. Paint scale white 6" squares on the opposite side to the battery box side panel and wrapping around the end wall, see prototype photos. Use PVA or similar to adhere the paper numbers as in the photo below.

Windows Use "Krystal Klear.



Typical Victorian Railways C van as running in the mid-1960s through to the 1980s. Note how low the carriage is to the standard W car it's coupled to. The photo was taken at Spencer Street Station and is courtesy of Rob O'Reagan.

More information and photos see: Rob O'Regan's website http://www.robx1.net/ or Mark Bau's http://www.victorianrailways.net/ or Peter Vincent's http://www.pjv101.net/indkex.htm

Any alterations, suggestions or queries please contact me. **Email** chrispearce@spiritdesign.com.au
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