

# MILL LANE SIDINGS

## MLS057 PSA Tippler Wagon

### The Prototype

It was not unusual for 'new' wagons to utilise the chassis of old wagons, and this was the case for these steel-bodied wagons. As was often the case, the donor chassis came from redundant class B 45T glw air-braked tank wagons. The conversion work was carried out by Procor Ltd in 1975, thus these wagons are classed as private owner rather than BR. In 1982 the original double-link suspension was changed to Bruninghaus although the visual differences are minor (the Peco chassis included is ideal for these wagons in either form as it represents a tank wagon chassis). Whether they were ever used in tipplers to unload them is not known (more likely is that a mechanical grab was used) but 'tippler' seems to be the best description since wagon experts only use the term 'open' to describe merchandise wagons with doors, none of which were fitted to these wagons. The converted wagons were numbered PR25500 to PR25523, and the design code was PS016B or PS016C (depending on the suspension in use at the time). They lasted into the late 1980s, possibly the early 1990s. Delivered in a smart light grey livery, it did not take long for them to become quite filthy and rusty, often due to the commodities carried such as road salt. For reference, visit Paul Bartlett's invaluable website <http://paulbartlett.zenfolio.com/procorpsa>

### General Notes On Construction

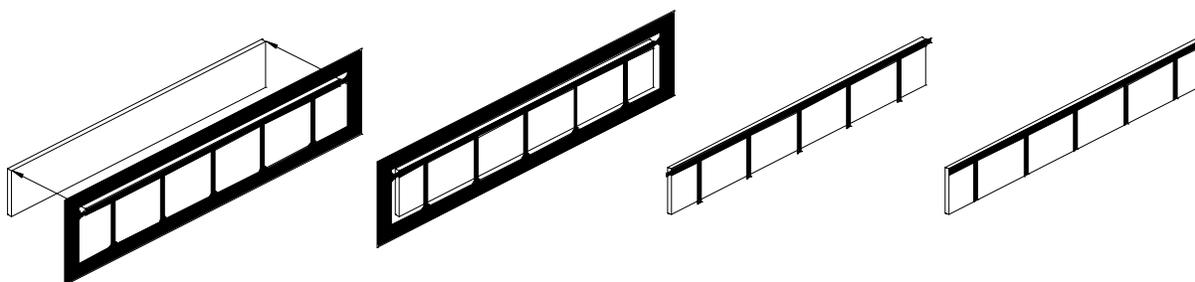
Only a few basic tools are required . a sharp craft knife, fine paint brush (OO) and tweezers.

The main parts of this kit are made from Rowmark . this is a slightly harder plastic than most kits which enables it to go through a laser cutting process without melting. Normal liquid polystyrene does not always weld the parts, however, a stronger glue such as Plastic Weld (intended for ABS, Perspex, etc.,) will. The resulting joints may still, however, be a little brittle, so it is recommended that once dry, joints are reinforced on the inside with a thin brush of another adhesive such as PVA or superglue.

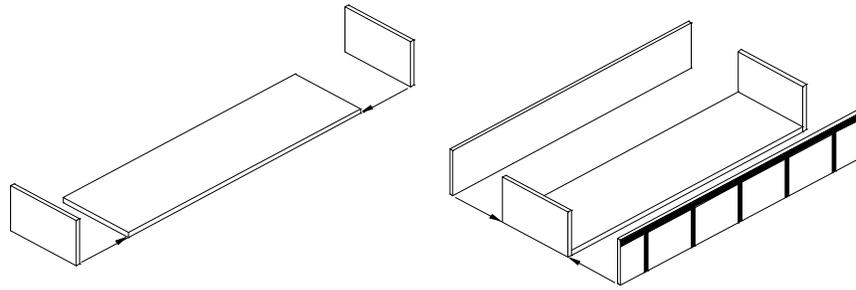
The rib details are cut from self-adhesive card. Carefully push out any waste between the shape that may be present but leave the part on the fret as this makes it easier to remove the self-adhesive backing and to position over the body. When removing the self-adhesive backing, start from one corner and draw it off very carefully to avoid damaging the part. The adhesive will stick almost instantly, so there is only a little room for adjustment. Once the fret has been stuck to the body, use a sharp knife to cut the outer edges of the tabs where they meet the fret; this puts less stress on the parts that are stuck to the body. Cut the tabs on a hard surface such as a piece of plastic or glass; the rubber self-healing type mats are surprisingly soft and this can pull the parts off the body before the cut is completed. Finally, cut the remaining part of the tabs flush with the body.

### Constructing The Wagon Body

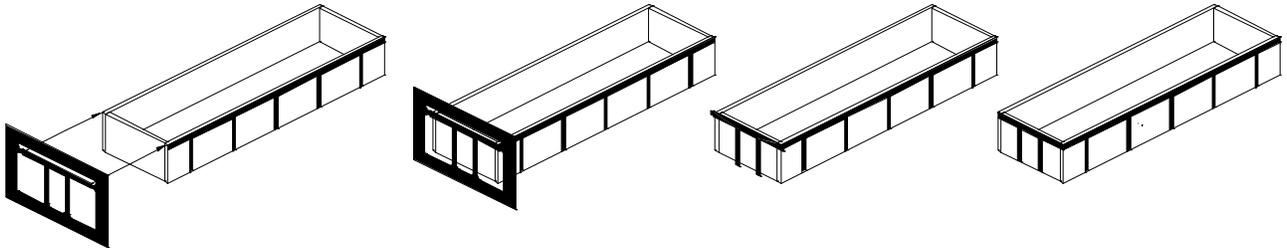
1. Attach the cardboard side frets to the side pieces.



2. Glue the ends to the floor. Note that the ends are the same width as the floor so make sure that they line up correctly. Then glue the sides on; it helps to glue the ends, floor and sides at the same time as it makes it easier to make any necessary fine adjustments to both sides and ends before the glue sets.



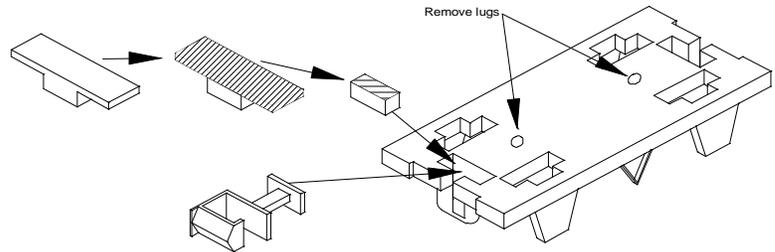
3. Attach the cardboard end frets to the end pieces.



4. Glue the wagon body to the chassis (note that it is easier to paint the chassis and body separately before doing this).

### Chassis Modifications

5. Remove the round lugs on top of the Peco chassis. Put the couplings into the coupling pockets. Cut the tops off the Peco coupling retainers, then put them into the coupling pockets. Make sure that the couplings sit level and then apply a small amount of glue to the top of the coupling retainers.



When dry, make sure that the retainers are flush with the top of the chassis and trim flat with a knife if not.

### Painting

6. The wagon body exterior was a very pale grey (British Rail later freight grey is ideal), the interior rust colour while the chassis was black. Pick out the axlebox covers in yellow and the brake handle in white. In service, weathering reduced the exterior to a sort of overall light brown colour.

### Transfers

7. The transfers are full body-side transfers and are designed to fit directly to the unpainted wagon side. The transfers are printed on to clear transfer film, so that the white of the plastic shows through where the white lettering is (note that the cardboard fret is off-white and will benefit from being painted white). Soak the transfers in warm water for 30 seconds and then use a cocktail stick to carefully pull them off the backing paper onto the wagon. Use a cloth to gently dab off any excess water. Use a transfer setting solution such as Micro Sol so that the wagon body detail really shows through the transfer.

We are grateful to Peco for permission to use their NR-122 15ft wheelbase steel type solebar chassis with this kit.