

2299 Compensating W Irons – RCH/GWR Type

Each fret comprises the main suspension components and alternative 'bridles'. In addition there is a selection of drawbar plates and miscellaneous hardware for timber solebars. Please read the instructions and familiarise yourself with the parts and options before bending, gluing or soldering them.

Step 1

Separate the main components from the fret and clean any remaining 'tabs'

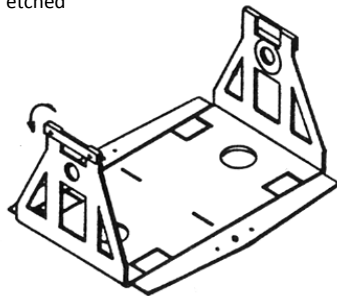
Step 2

If necessary, select the most appropriate bridle for your chosen prototype. Place the etch on a piece of hardboard or something similar and emboss the rivets in the chosen bridle using a scriber or old compass point. The etched depressions act as a guide.



Step 3

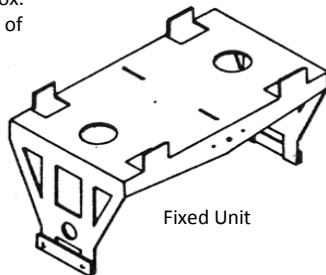
To use the standard straight bridles which are provided as part of the main suspension units, fold them through 180° with the half etched fold lines on the outside of the bend. To use the alternative bridles, remove the straight ones and solder or glue the replacements in place. Fold the W Irons through 90° with the half etched fold lines on the inside of the bend.



Step 4

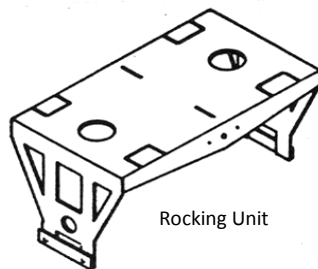
Fold the sides of the unit to form a box. Again with the fold line on the inside of the bend.

Repeat the first four steps to form a second identical unit. One of these assemblies will be fixed and the other will 'rock' at the other end



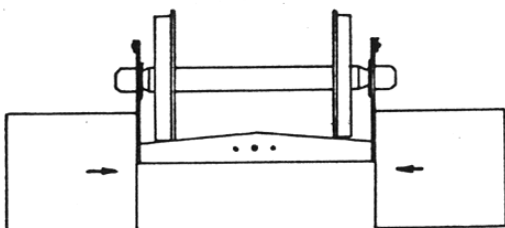
Step 5

Remove or fold down the tabs on the rocking unit.



Step 6

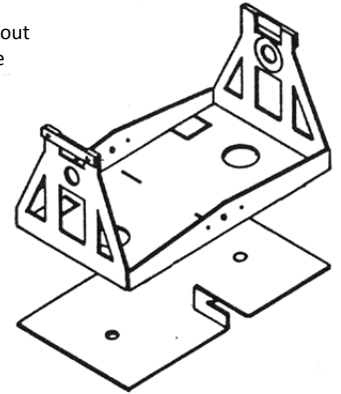
Fit brass bearings (MJT4009 or MJT4010) into the holes in the W-irons (the holes may need opening out slightly with a round needle file or broach). Although not necessary it may be more convenient to glue or solder the bearings into place. Ease the wheel set between the bearings. You may find the wheel sets are a loose fit between the bearings but this can be controlled by soldering the corners of the units or placing them between the smooth jaws of a vice and gently squeezing them together (don't overdo it). Because subsequent removal of the wheel sets is likely to loosen the units again it is suggested that this operation is left until after painting or chemiblacking.



Step 7

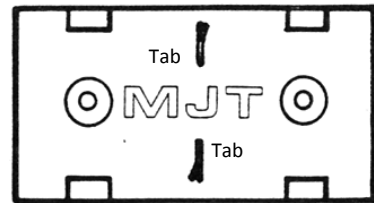
Fold the two tabs on the mounting plate for the rocking unit; once again with the half etched fold line on the inside of the bend.

The suspension unit (shown without the wheels fitted) attaches to the mounting plate as indicated.



Step 8

Check that the etched slots in the rocking W-iron are clear enough to allow the tabs of the mounting plate to pass through, if not use a scrap of etch material to ease out the slots. Place rocking unit on mounting plate and bend the ends of the tabs in opposite directions sufficient to secure the unit without restricting the rocking action.



Finally try the units in place to see if any packing is required to adjust the height of the vehicle before finally gluing or bolting the units to the wagon floor

© Dart Castings 2008

Dart Castings
17 Hurst Close
Staplehurst Tonbridge
Kent TN12 0BX

www.dartcastings.co.uk