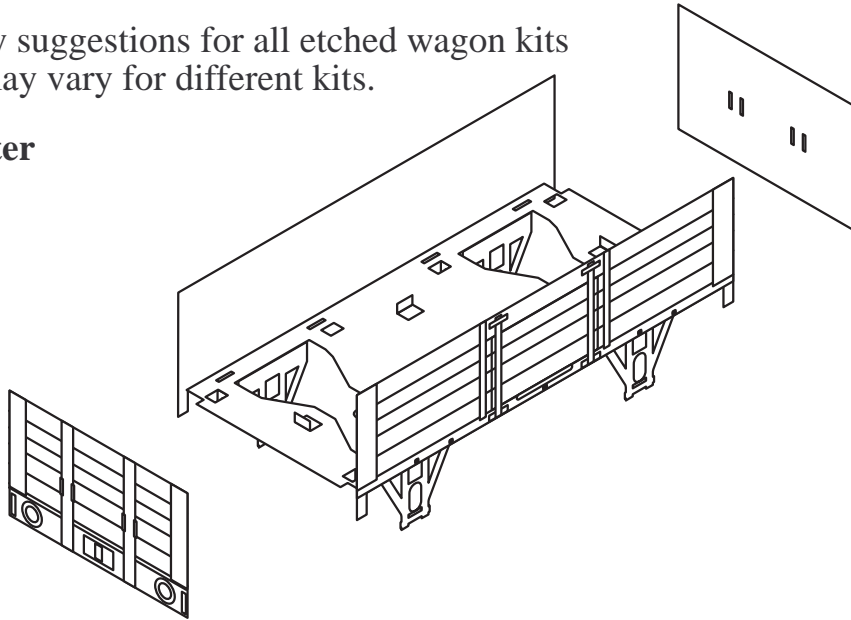


Bill Bedford Models

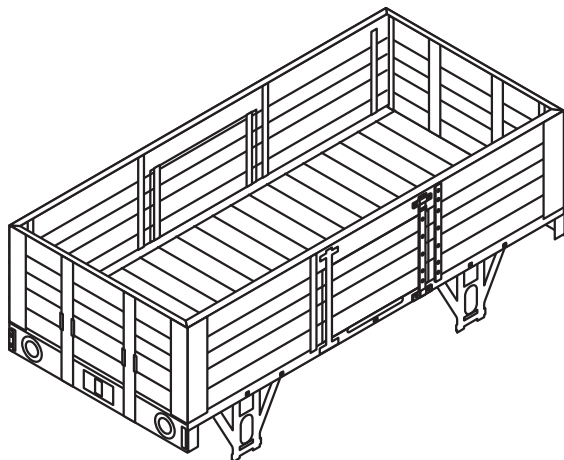
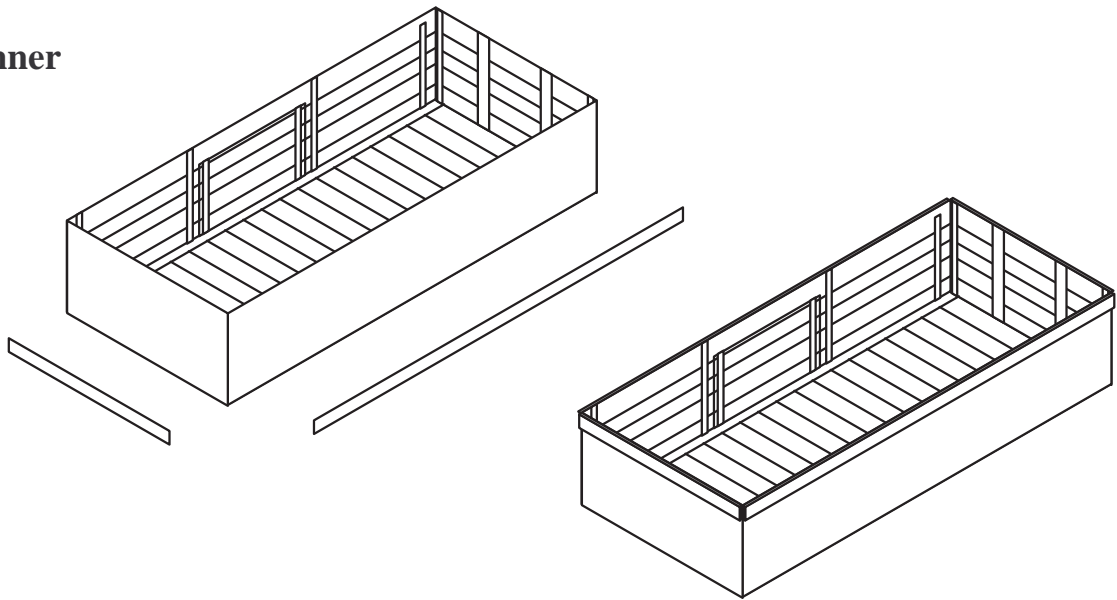
Etched Wagons

Assembly suggestions for all etched wagon kits
Details may vary for different kits.

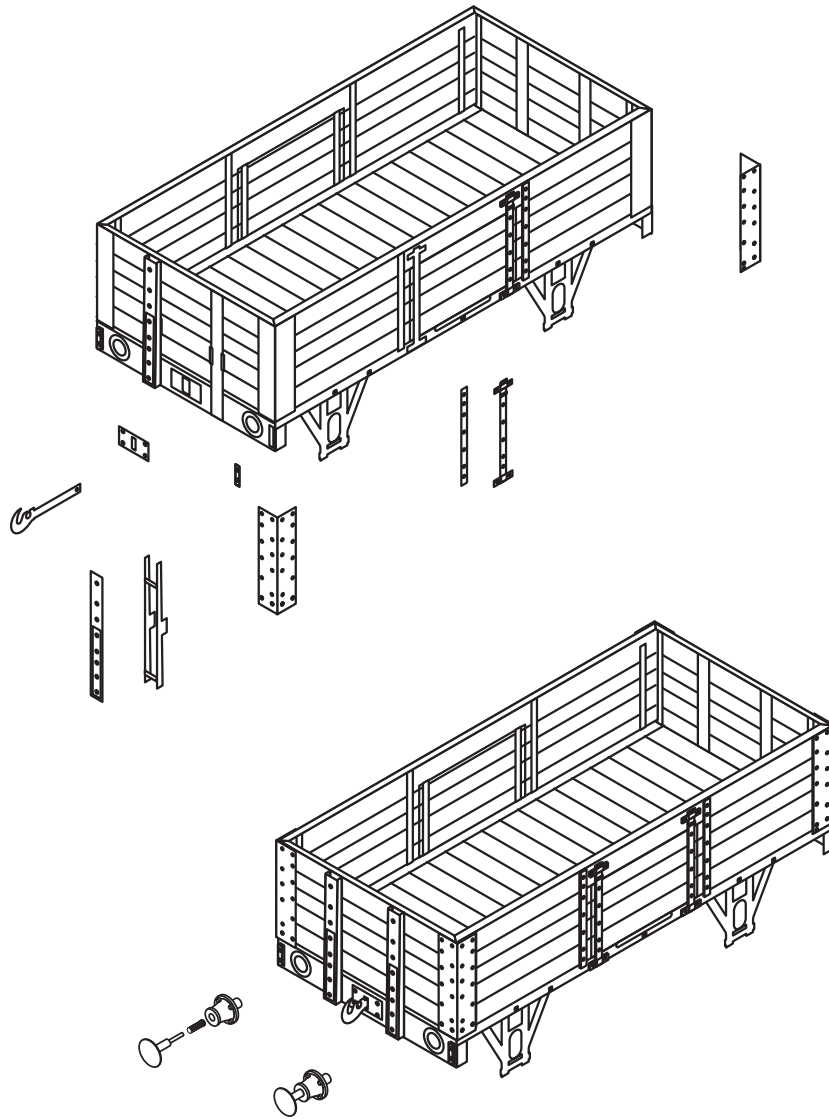
Body outer



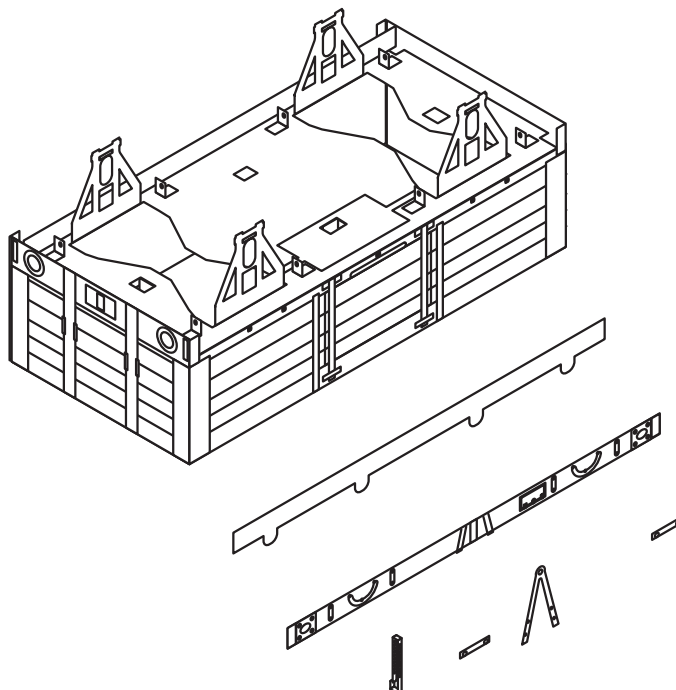
Body inner

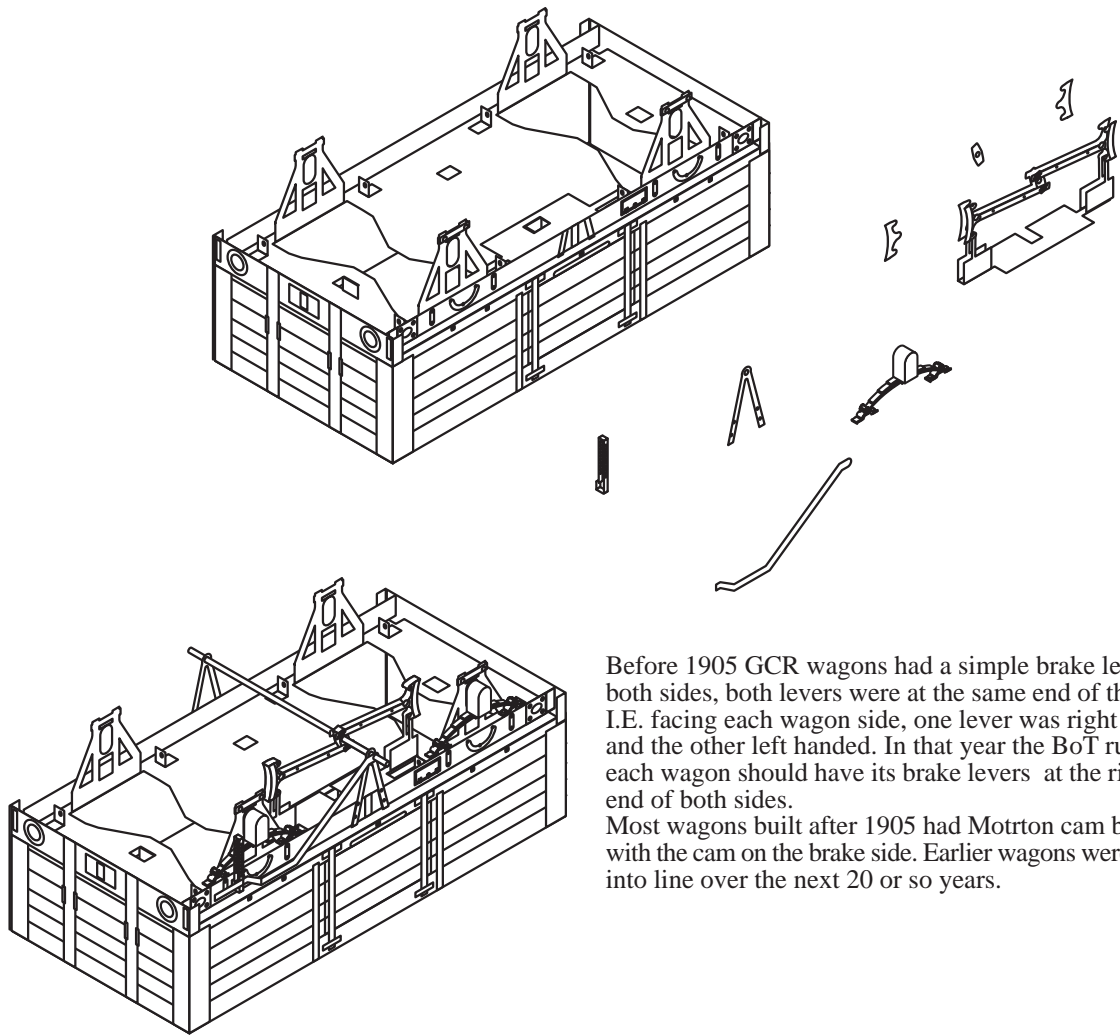


Body details



Underframe

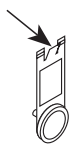
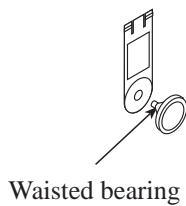




Before 1905 GCR wagons had a simple brake lever on both sides, both levers were at the same end of the wagon I.E. facing each wagon side, one lever was right handed and the other left handed. In that year the BoT ruled that each wagon should have its brake levers at the right hand end of both sides.

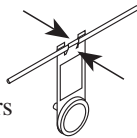
Most wagons built after 1905 had Motron cam brake gear with the cam on the brake side. Earlier wagons were brought into line over the next 20 or so years.

Suspension

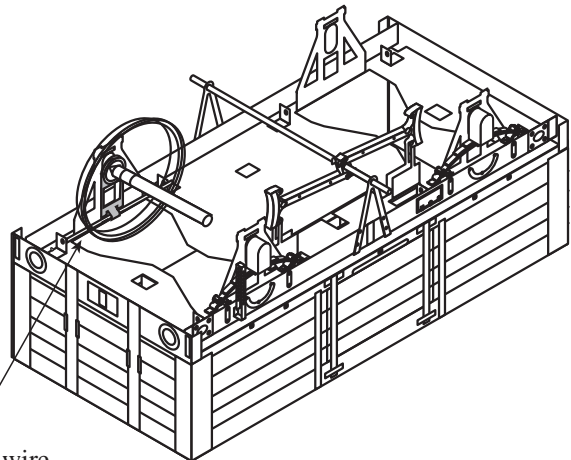


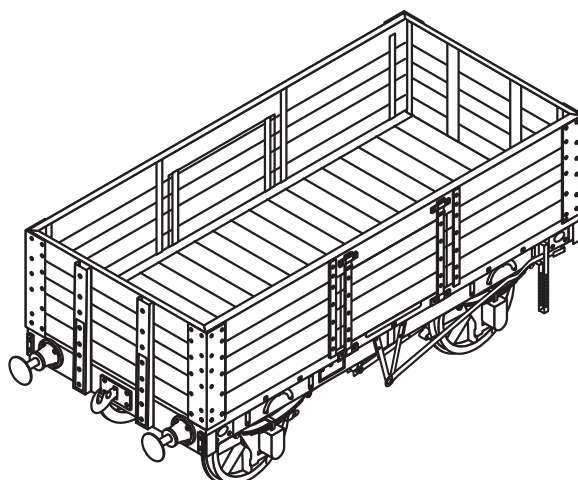
Gently push forward middle 'finger'.
The finger should bend at the base and not the etched line
Bend the finger no more than is necessary to fit the wire.

Gently squeeze with pliers



Spring wire





Notes

The castings are made for an acrylic type plastic which is sensitive to heat. It will soften at about 60°C and so should be kept well away from soldering irons etc.

There may be a soft waxy coating on some of the castings and in the bores of the buffer guides. This is a normal part of the manufacturing process. The wax can be removed with a soft tooth brush using plenty of water. The buffer bore may have to be freed, by hand, with a 1mm and 0.5 mm drill.