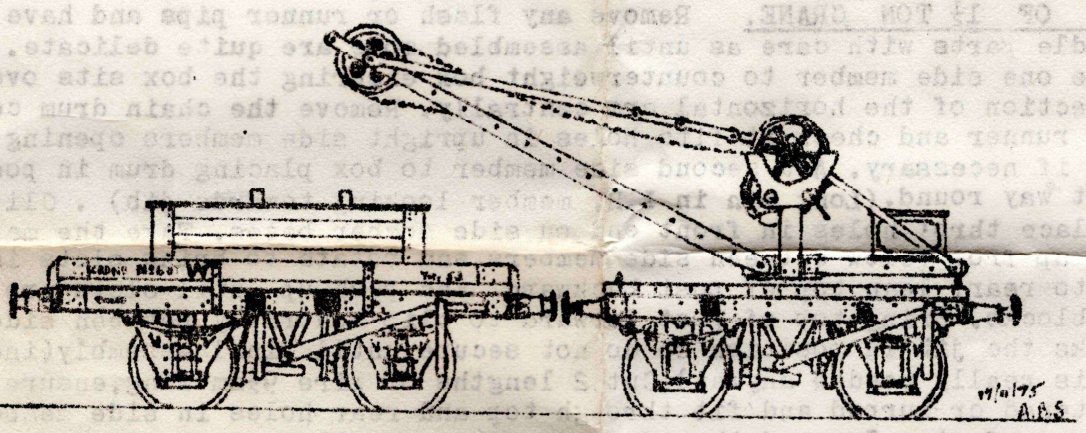
A.B.S. MODELS G.W.R 1½ Ton TRAVELLING CRANE KIT. Ref. 2/94.



G.W.R. 1½ TON TRAVELLING CRANE & MATCH TRUCK IN B.R. DAYS.

ADHESIVES. EPOXY RESINS, UHU or SOLDER IF EXPERIENCED.

LETTERING. P.C. METHFIX SHT W.7 IF REQUIRED.

REFERENCES. "G.W.WAGONS"P.111 AND "WAGONS APPENDIX" P.178. by J.RUSSELL

We would like to thank Guy Williams, J.T. FRASER, Roy Miller & Jim Russell without whose help the model would have been far less accurate.

ASSEMBLY OF MATCH TRUCK. Assemble ends and inside faces of toolbox together Tip! Stick them down onto double sided tape whilst assembling. Fit the unit to the side ensuring the floor still slides into slot this produces. ADD roof to box with hasp plate to centre. Carefully open up buffer holes until buffers fit and glue in(Heavy duty type). Drill out axle holes to suit axle ends and check depth is sufficient when finally assembling. Cut floor to size as it should be fitted before side are assembled together. Glue both buffer beams to one solebar unit, position floor and glue (use Evostick) and them add wheels and second solebar. Place the brakeshoe unit in place with push rod away from lever below pivot point. After about 1923 wagons were gradually fitted with brakes on both sides so the other side can be similarly treated if requd. Otherwise remove the VEE from solebar. Add the brake lever(s) and coupling hooks.

ASSEMBLY OF CRANE CHASSIS. Slide the two floor units together with hole in middle and glue firmly together with edges in line.(Keep hole clear) Open up buffer holes very carefully with needle file until buffers fit(Small type) and glue in place. Snip off excess shank inside with nail clippers. Or snip off and solder. Add buffer beams to floor against pins. Drill out axle holes if required and add brakegear to one solebar if pre 1923 or both if on match truck. Ensure brakeshoes clear wheels and the push rod is lowest away from lever. Fit solebars to floor with wheels in position. Add brake lever(s) and coupling hooks. Remove VEE on one side if not fitted with brakeshoes. Place crane in hole and add collar to prevent crane tilting but not turning.

N.B. If crane is purely required for running and not to turn or be uncoupled from match truck it is better to fix crane and jib rigid in the correct position. In any case the brake levers and shoes should be to the R.H end of the pair of wagons when only single and a wire hook coupling can be used between the pair of vehicles.

LIVERY DETAILS During G.W period the whole ensemble was overall GREY HUMBROL R.105 with lettering confined to cast plates on solebars in white. The match truck may have been lettered 607 G ■ MATCH TRUCK ■ W Tare 5-3 but with cast plates this would be superfluous so is unlikely.

Details such as greasy gears and chain in black and handles polished.

During B.R. days the crane and match truck above solebars in light grey HUMBROL R111 with solebars and below BLACK R.145

Wood floors in both cases dirty brown.

B.R.LETTERING

CRANE №607 W ■ ■ Tare 5-3

on MATCH TRUCK SINGLE PLANK, as well as cast plates.

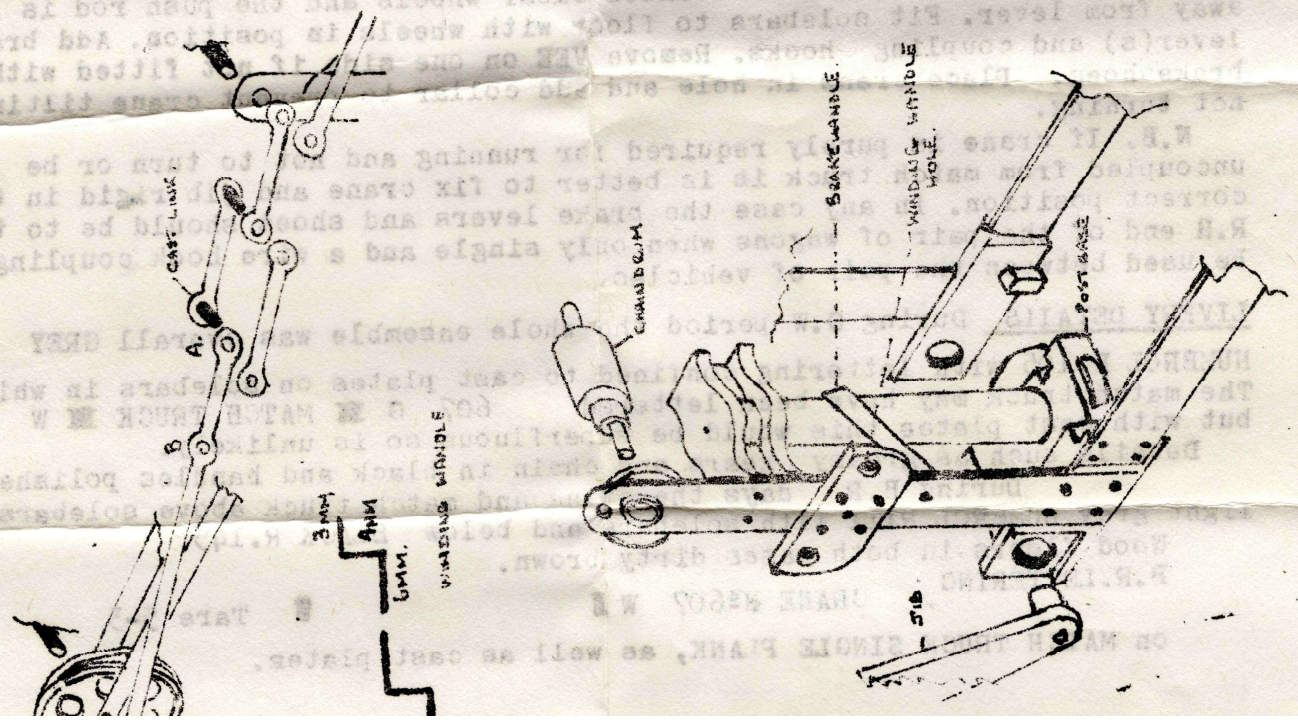
G.W.R. 1½TON PORTABLE CRANE KIT WITH BASE Ref No S.201.

This model is an accurate 4mm model of a 1½ Ton crane and is supplied with base for use in goods yards. Painting mid grey all over, Base Concrete.

ASSEMBLY OF 1½ TON CRANE. Remove any flash or runner pips and have a dry run. Handle parts with care as until assembled some are quite delicate.

Assemble one side member to counterweight box ensuring the box sits over the raised section of the horizontal arm centrally. Remove the chain drum centre from the runner and check it fits holes in upright side members opening out slightly if necessary. Add second side member to box placing drum in position the right way round.(Long pin in L.H. member looking towards jib) . Clip jib in place thro' holes in front end on side member bases. Take the main post and push up from below between side members and rotate to bring slots in base of post to rear, lean top of post backward and push up until slots are fully home on blocks. Bring top of post forward to clip centrally between sides. This locks the jib in position so do not secure until final assembly(indeed no glue is really needed anyway) Cut 2 lengths of wire 9½mm long,ensure ends are not flattened or burred and fit through top and rear holes in side members. Cut a piece of wire 5mm and thread thro' jib and pulley wheel. Separate jib and stay plates from etched frets, use a fine blade to cut thro' tags. Also remove cast link from runner. Check holes of brass links all go over wire and fit one end of next to shortest link over pin of cast link and for TRAVELLING POSITION fit end hole(A) of 2 in longest link over second pin, Form the double lap joint by placing the shortest link over the pins and lightly rivet with smooth pliers. Clip short link over wire on top hole of side and add remaining link outside this and to rear, repeat other side. Secure the link from rear to top to the wire and clip long link to pulley spindle. For LIFTING POSITION use middle hole(B) of long link instead of end one.

Cut wire 11mm long and pass thro' forward holes in side member vertical. Remove large gear from runner and carefully remove pip. If gear safety shields are fitted(DATE OF INTRODUCTION NOT KNOWN) carefully ream out small gear apertures until they fit fully onto gears. Fit large gear to L.H.side on drum spindle and small gear on forward shaft .Fit smaller gear to other end of forward shaft. Bend up two winding handles from wire to shape shown and push thro'small gears and rear holes in side members. Glue (or solder) ends of handles in line between sides so that handles are at 180°. Cut a 7mm piece of fret frame (thin side) and glue inside L.H. Side to form brake handle.

Separate the imitation chain from the fret. Thread chain from hook thro' pulley /jib gap and join to other chain end . In TRAVELLING POSITION hook was attached to jib stay behind pulley (2nd or 3rd). Attach chain to drum by sliding between drum and post and bending up and over. Chain should be smoothed into a slight curve so that jib is fully depressed and not supported by chain.

Platform Crane Attach two base plates together and build up support walls from brick sheet cutting along mortar lines to height required for site. Place crane in pivot hole and add collar to allow crane to pivot but not tilt.