

dapol 00/H0 TRACKSIDE MODEL C044: LOWMAC

Made in the UK
using recycled plastic



Not suitable for
children under 14 years old

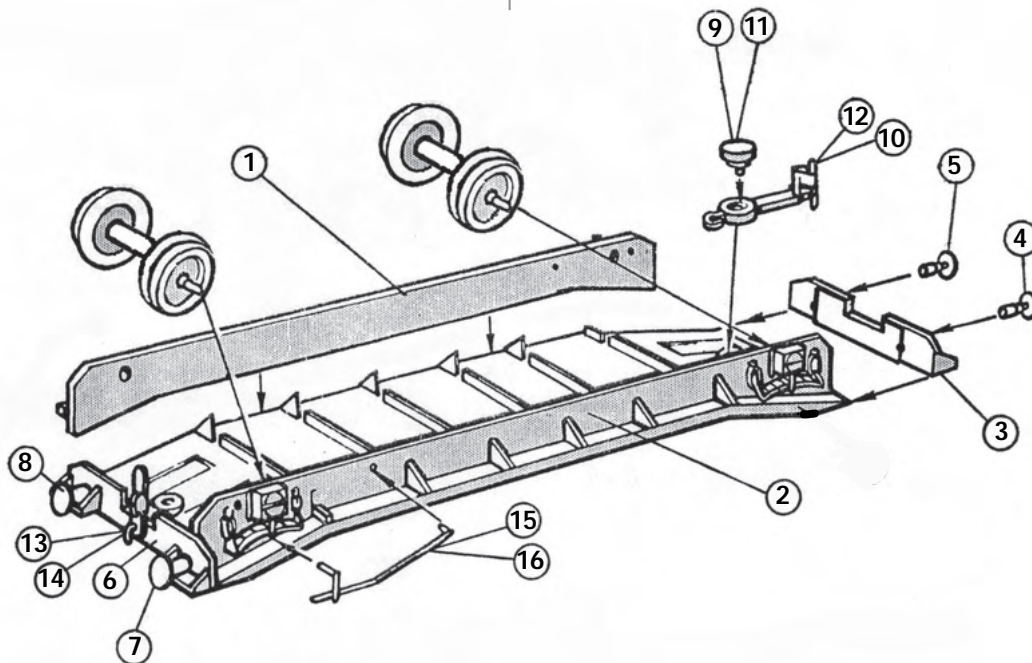
Please Note - The tools used to produce this model were made over 50 years ago. Over the period, changes have been made and it may be that reference numbers moulded into the plastic parts do not match the numbers used in these instructions. Therefore we advise you to FOLLOW the exploded diagram and instructions.

OVERVIEW: The low loading machinery wagon, usually known by its 'code' name of LOWMAC, has much in common with the machinery wagons operated by the former railway companies prior to Nationalisation. This 14 ton vehicle is one of several versions of LOWMAC and was normally used for carrying vehicles or farm or building machinery, the height of which necessitates especially low wagons in order to clear the loading gauge. At each end of the wagon the buffers are covered by ramp-like plates enabling the load to be driven or pushed into place with the minimum of effort. Fifty two of this particular version of LOWMAC were built by the British Railways workshops at Shildon and the vehicle was introduced in 1953. The 14 ton LOWMAC is a British Railways standard vehicle and was seen in operation in every region.

TECHNICAL DATA: Length over Buffers, 28'- 6" : Wheelbase, 20'- 0"
Length over Headstocks, 25'- 6" : Overall height, 3'- 8.5"
Tare Weight, 8 tons 6 cwt.
The wagon is equipped with hand lever brakes.

ASSEMBLY INSTRUCTIONS: It is recommended that the instructions and exploded view are studied and that the assembly is practiced before cementing together. Certain parts may need to be trimmed and may best be painted before cementing.

- 1: Cement the side solebars (1 & 2) in place on the underside of the floor and fitting between the slots in the cross members of the underframe.
 - 2: Locate and cement the Buffer Beam (3) between the solebars and flush with the top of the wagon floor.
 - 3: Cement Buffers (4 & 5) into the locating holes in the Buffer Beam.
 - 4: Repeat for Buffer Beam and Buffers for opposite end (6 & 7 & 8).
 - 5: The required coupling must now be selected.
- In addition to the scale coupling hooks supplied for non-working models, a working "Buckeye" coupling is provided. If desired, the 'Peco' coupling can be used and in this case, the stem of the pivot pin should be shortened to suit.
- 6: If a working coupling has been chosen, insert the pivot pin through the hole in the coupling (9 & 10) and cement into the locating bush beneath the end of the underframe.
 - 7: Repeat the procedure for the second coupling at opposite end (11 & 12). **NOTE:** Ensure that cement does NOT come into contact with coupling.
 - 8: If non-working couplings have been chosen, then cement the locating lugs of the coupling hooks into the central slots in Buffer Beams on both ends (13 & 14).
 - 9: Locate and cement the pins of the Brake Lever (15) into the locating holes in the sides of the solebar and with the longer pin being inserted into the hole nearest the Buffer Beam. Do NOT push pins completely through the solebar. The ends of the pins must be flush with the INSIDE of the solebar. Repeat for the opposite side (16).
 - 10: When all cement is completely dry and cured, fit axles into the locating holes on either side of the solebars.



FITTING OF TRANSFERS: Cut the sheet into its separate subjects. Put into warm water for a couple of minutes. Slide transfer away from backing sheet and apply to painted surface. Pat dry with an absorbent sheet. Leave to dry.

SUGGESTED COLOUR SCHEME: Body: GREY Brake Levers: YELLOW

WARRANTY: Parts can get bent during transit or by prolonged storage. However misshapen parts can be straightened by placing them in hot water to soften the plastic and then carefully manipulating them back into shape by finger pressure. Please be careful that the water does not cause harm to skin or fingers. In the event of parts being broken or missing, then you MUST return to the place of purchase (the seller). The seller will replace your kit and return the original kit to Dapol under their agreed contractual terms. Do NOT return to Dapol. Finally please note that Dapol does not keep individual parts for any kit.