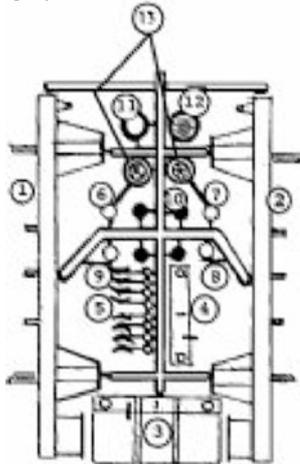


## Instructions for Dogfish Ballast Hopper

These wagons were the most numerous of ballast hopper designs in the engineers' fleet. Introduced in 1956, the basic design underwent various detail changes, the last Lots having roller bearings & Oleo buffers. The model is based on DB993461, built in 1957 (Lot 2823 Metro-Cammell). It has open-front axleboxes & self-contained buffers and is suitable to be numbered from DB992711 to DB993507. In all, 1249 wagons were built and were abundant on all Regions. SR & LMR stock had 'flared' chutes to allow the ballast to fall clear of the outside 3rd rail. Another variant was for carrying slag ballast, having 9" plates welded to the top edges of the hopper, e.g. DB993160/192/239. Dogfish were worked with other types of hoppers, a train of about 8 Dogfish and 4 Sealion wagons being common. On the Southern Region, some Dogfish were worked with Mermaid side-tippers, and lettered 'MER-DOG'. Surviving Dogfish received the "new" liveries such as Loadhaul and Departmental grey, then EWS maroon. Air-braked wagons are coded HPA.

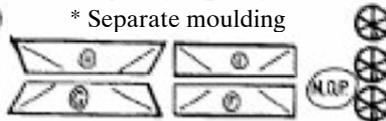
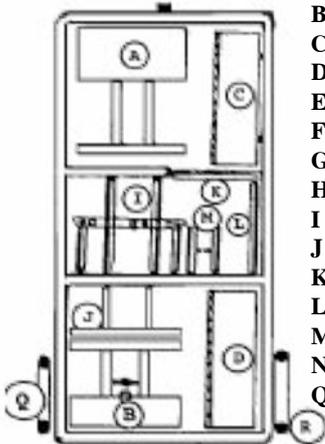


### Description of chassis components

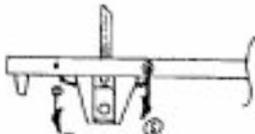
- 1 Solebar
- 2 Solebar
- 3 Headstock with handrail
- 4 Headstock
- 5 Brakeshoes (8)
- 6-9 Buffer collar
- 10 Buffer heads (4)
- 11 Vacuum cylinder top
- 12 Vacuum cylinder bottom
- 13 Brake handwheels (2)

### Description of Superstructure parts:

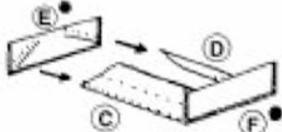
- A Large footplate
  - B Small footplate
  - C Chute plate
  - D Chute plate
  - E Chute end \*
  - F Chute end \*
  - G Flared chute end \*
  - H Flared chute end \*
  - I Hopper support
  - J Angled hopper support strut
  - K Hopper support angle "L" section
  - L Hopper support angle "L" section
  - M Small hopper support struts
  - N/O/P Discharge control handwheels \*
  - Q/R Hornby coupling adaptors
- \* Separate moulding



**ASSEMBLY:** remove all parts from sprues with a craft knife. A solvent adhesive such as Humbrol Liquid Poly is recommended for assembly.



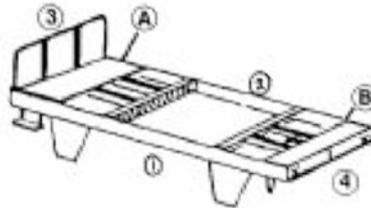
Fit axle bearings into back of axleboxes. Fit brakeshoes onto solebars. Check that they will not touch the wheels. Fix the brake handwheels onto their brackets.



Assemble the chute as shown  
Use chute ends G/H for flared chutes

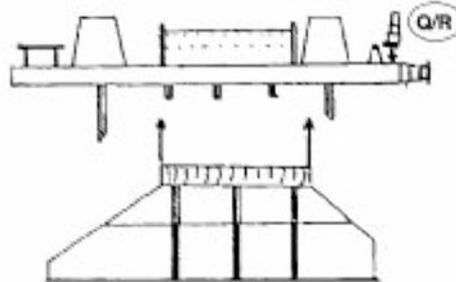


Fit the buffers & collars  
to the headstocks



Fit solebars to headstocks as shown, & leave to set on a flat surface. Add footplates at the correct end, ensuring that there is no gap between footplate & headstock (there are ribs on the backs of the solebars for the platforms to rest

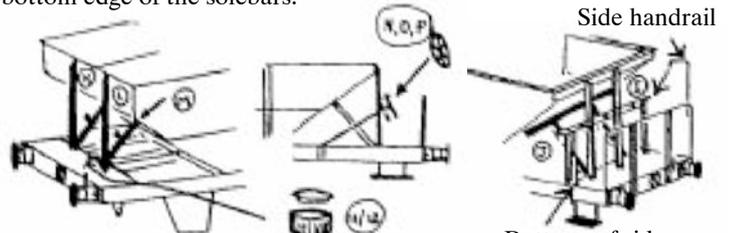
on) The cross members should be flush with the top edge of the solebars, or the hopper will not fit. When set spring in the wheels.



Add adaptors Q/R if Hornby coupling are required. Adaptors locate between the longitudinal members under the footplates

With the hopper inverted, the chassis can be joined to it. The supports locate onto the hopper one way round only. The longer supports fit just outside the outer flanges on the sloping end of the hopper. Ensure that the top of the hopper is parallel to the top edge of the solebar.

The chute unit can now be fixed on. It locates over the bottom of the hopper, and not equidistant from the 'W' irons. Secure to to the bottom edge of the solebars.



The spigot on the cylinder, 11/12, locates in the ring on footplate B.

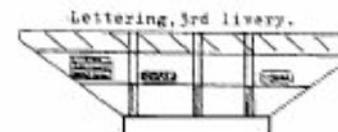
Side handrail  
Bottom of side handrail locates in hole in footplate

Fit hopper supports I-M as shown. Uprights K & M should be 11mm apart. From the wire provided, cut two pieces 23mm long & one 21mm. Glue the handwheels N/O/P onto them, then insert into part I (short rod one in middle hole). The lower ends of the wires (handwheel shafts) rest on top of the crossmember.

Bend side handrails from wire and fix to part I as arrowed.

### LIVERY

Dates of repainting are estimated and early liveries are unclear. These were black then 'Gulf red' (1960-2). Olive green was used from about 1966. Wagons painted red were still running in 1970. In 1983 a colour scheme of grey (shade varied) with a 12" yellow stripe at the top of the hopper side was introduced. 1st livery — black overall or Gulf Red hopper & solebars, 2nd livery — Olive body & solebars, 3rd livery Grey/Yellow hopper & grey solebars. Running gear below solebar was black on these liveries. See photos of later liveries at "Wagons on the web" — "Z" & "H" sections:



www.garethbayer.co.uk/wotw/  
Handwheels/handrails/lamp-irons/footstep supports and "L" section handrail supports were white Electrification flashes were

placed at top corners of the hopper side.

Transfers formerly made by us are available from Modelmasters, ref. 4867 (CT4) Departmental & ref. 4866 (CT2) Air-braked wagons.

Refs. — "Rolling Stock Recognition 3" C.J. Marsden (Ian Allan); "Engineers Series Wagon Fleet" (SCT); Railways in Profile - 7 "British Railway Wagons Engineers Stock — 1" (Cheona); "British Railway Goods Wagons in Colour" R. Hendry (Midland).