

The C Class, closed bogie wagon.

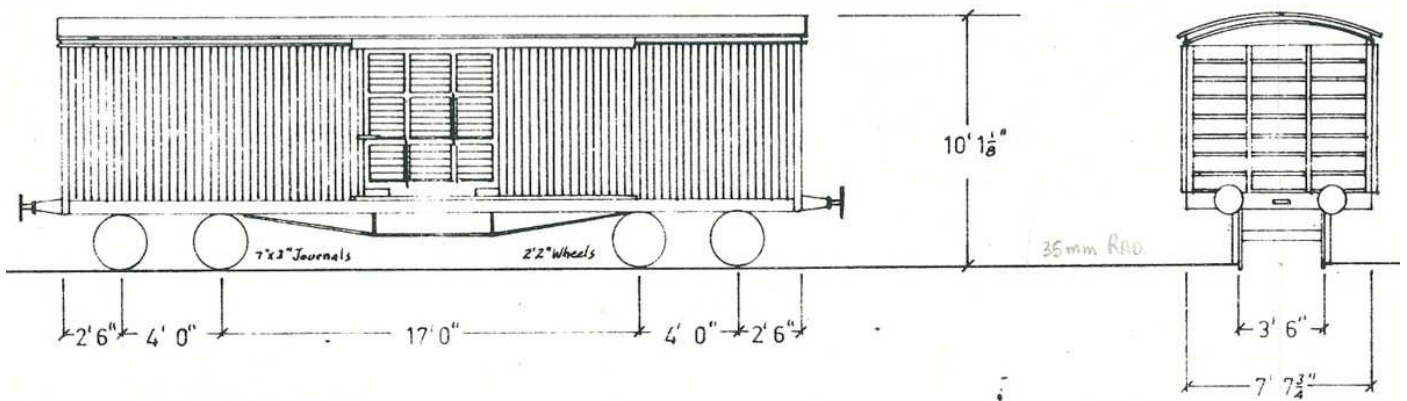
C Class wagons were made with a variety of configurations. Some were refrigerated others air ventilated.



C Class with vertical sheathing & plain sliding door.



The CLC Class were Louvred all around.

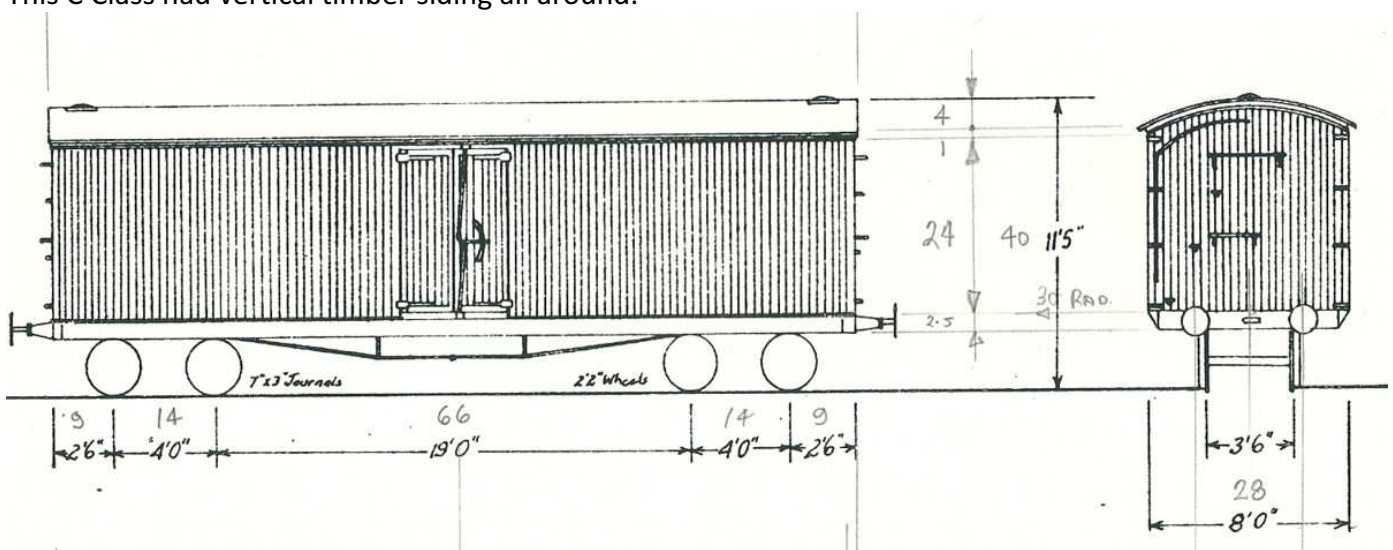


Door types were also varied.

Some had Louvre end walls, others had diagonal side cladding.



This C Class had vertical timber siding all around.



Ice hatches were accessed via end wall steps and grab irons.

The C Class, closed bogie wagon.

Construction starts with a 3mm 3 ply – plywood box with stiffened corners & stiffener ribs inside.



Roof arcs are formed from wetted 2mm plywood.



Longitudinal stiffening ribs seen in this snapshot.

To form the curved roof arc, we use 100mm diameter PVC drain pipe as an 'outer' mould. An 'inner' pressure former is made by splitting a piece of drain pipe, removing a 30mm wide slice.

While the required roof arc is nominally 200 – 250mm diameter, we use an 'overcurving' method knowing that the plywood will 'spring back' slightly when removed from our former.

The roof plywood is soaked for 24 hours in a large bucket or drum of detergent and water.

The saturated plywood is removed from the water and immediately curved roughly by hand then forced into the 'outer' whole pipe former.

Next the 'inner' former is then forced inside the curved plywood to induce a consistent curve.

The plywood roof remains in the mould/former for 2 or 3 days to dry out.

When removed, the plywood does spring back a little, so it is left to normalize for a day.

If it remains a little overcurved, it may have to be forced to lay down on curve cut plywood rafters built into the body box.

Then it is glued to the basic box ready to start cladding and detailing.



The CLF Class had two doors each side. It has Louvered cladding all around.



Completed C Class bogie 'Box' car, scratchbuilt in wood, with working slide doors.