



N Gauge Society Kit 3 Midland Railway Goods Van NGSK0030



Kit contains plastic parts, one-piece plastic chassis, and wheels.

To complete this kit you will need: Liquid Plastic Cement, Paint, Transfers & Varnish

This is not a toy. Only suitable for persons over the age of 14. May contain small parts and sharp edges. Keep away from small children.

The Prototype

These distinctive outside framed vehicles were built by the Midland Railway Company in huge numbers (some 7,000 in all). They were a direct development of earlier 9ft 0in vans of a similar design. The model is representative of the batch of vehicles built to diagram 363 but with such a large number of wagons, built to three different diagrams, it is strongly recommended that reference is made to 'An Illustrated History of Midland Wagons, Volume 1' by R.J. Essery. It provides useful information regarding numbers and position of lettering as well as various similar wagons which may be produced using this kit as a basis from which to work.

Livery and Lettering

Photographs of pre-grouping wagons are rarer than grouping or BR wagons, so the following is a guide only. Midland Railway livery was a light grey with dark grey/black roof. Wooden solebar wagons had the solebar painted the same colour as the body with all metalwork picked out in black.

When built, ownership was denoted by a single plate on the solebar just left of the V-hanger with the name "MIDLAND" above the wagon number. Soon after, this changed to "M.R." in white lettering on the door, just above the halfway point and either side of the X-brace on the door; the wagon number was just above the X-brace. There are examples of other vans with "M.R." (note the use of a single full stop) in the top left-hand corner with the wagon number in the top right-hand-corner, and tare and 'empty to' instructions in the bottom right-hand corner.

Under LMS ownership, livery was still light grey with the LMS letters spaced evenly at the top of the wagon, the "M" above the X-brace on the door and the "L" and "S" to the right and left respectively of the vertical frame pieces either side of the door. This was later simplified to much smaller (and cheaper) lettering in the bottom left-hand corner with just LMS above the tonnage (8T) which was itself above the wagon number.

Getting Started

First, read the instructions thoroughly all the way through and be sure you are confident that you have identified all the parts. It is recommended that you adhere to the suggested order of assembly, though with experience, you may choose to deviate. The kit has been designed to cover two types of van; decide before you start which one you wish to build.

General Notes On Construction

Naturally, the N Gauge Society wants you to achieve the best results you can. These simple guidelines should help:

- Read the instructions through fully before you begin
- Use a sharp knife to separate the parts from the sprues
- Clean off any flash or moulding pips with sharp knife and wet 'n' dry sandpaper
- Check fit before gluing
- Use a small paint brush to sparingly apply liquid plastic cement when joining parts
- Photographs of the prototypes will help you

But above all TAKE YOUR TIME!!

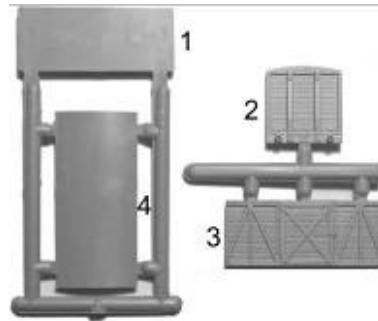
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Those wagons that survived into BR ownership followed the later LMS trend with just the tonnage and wagon number in the bottom left-hand corner; the wagon number was prefixed with M to denote it's pre-nationalisation owner.

Parts

Three sprues are packaged with this kit. Unpack the separately packaged Peco chassis pack. Use the following photograph and table to identify all the parts. Keep all the parts in a container or re-sealable bag to avoid loss and only remove parts from the sprues as you need them.

Part Number	Quantity	Description
1	1	Floor
2	2	End
3	2	Side
4	1	Roof



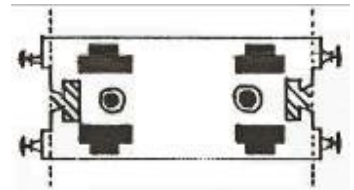
Construction

Only a few basic tools are required – a sharp craft knife, wet 'n' dry sandpaper, a selection of small drill bits (in particular 0.6mm) and tweezers (preferably fine point). A liquid polystyrene glue such as Mekpak is best, using a small paint brush to apply small amounts to joints.

NOTE Some details are omitted from some diagrams for clarity.

Chassis

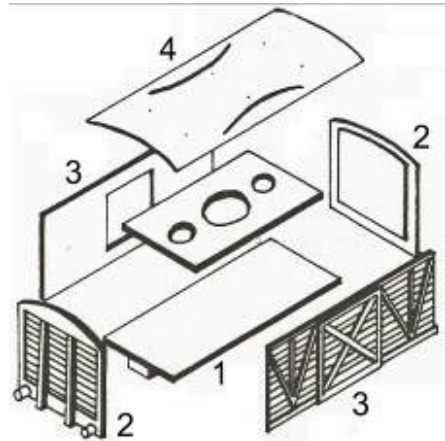
1. The prototype wagon featured distinctive end stanchions which extended down and in front of the buffer beam. Note that building the model with this detail will prevent the movement of the standard N Gauge coupling.
2. Remove the Peco buffer beams complete with buffers immediately behind the buffer beams, using a sharp knife or a razor saw (see diagram).
3. Remove the two round locating lugs on top of the Peco chassis and any trace of the injection point in the middle, so that it is flat. Test fit the floor (**Part 1**) to make sure it sits flat on top of the chassis (but **DO NOT GLUE!**) The lugs underneath locate into the coupling pockets on the chassis.
4. Remove the floor. Put the Peco couplings into the coupling pockets at each end of the chassis. Refit the floor and check that the couplings sit level and move freely. If the couplings sit up at an angle, remove the floor and carefully sand the bottom of the lugs. If the couplings droop downwards, remove the floor and add a shim of thin plasticard to the bottom of the lugs. Repeat the appropriate remedial action until the couplings sit level.
5. Glue the floor on to the chassis being careful not to get any glue into the couplings.
6. *This step is an alternative method of retaining the couplings.* Cut the wide flat tops off the Peco coupling retainers leaving a plug 1mm in height, then put them into the coupling pockets. Make sure that the couplings sit level and then apply a very small amount of glue to the top of the coupling retainers. Cut the lugs off the floor pieces leaving just 0.5mm which will be enough to easily locate the floor in the correct position on the chassis. Do not glue the floor on at this stage.
7. As built, these wagons would have only been fitted with brake shoes on one side only. This is easy to represent by removing the brake shoes and linkages (but not the V-hanger) from one side of the Peco chassis.



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Body

8. It is possible to allow some vertical movement of the Peco coupler by cutting a slot into the buffer beam on the ends (**Part 2**). This needs to be done before the ends are glued to the chassis.
9. Glue the van ends (**Part 2**) into place, on top of the wagon chassis and butting up to the van floor at both ends. Ensure they are both square and at right angles to the floor.
10. Glue the van sides (**Part 3**) in place, ensuring they are located into the rebates provided on the ends. Make sure that the sides are the correct way up; the diagonal bracing each side of the van door forms a “V”.
11. Glue the steel Peco weight inside the body with superglue.
12. The van roof (**Part 4**) may now be fixed in place. Ensure equal overhang on all four sides and that the roof curve accurately follows the curve of the van ends.
13. There are six dimples moulded on the underside of the roof indicating the position of torpedo roof ventilators. Very similar vehicles to the type represented by this kit were built for the carriage of fresh fruit and vegetables. If you do wish to fit roof vents drill holes through the roof using the dimples as a guide.



Buffers

14. The brass buffer heads included have a shank diameter of 0.7mm. By drilling out the holes in the buffers on the ends slightly less than this (for example, 0.6mm) then the brass buffer heads can be an interference fit to the ends by very carefully pushing them on. Do not force! If they are too tight a fit, then enlarge the holes in the buffers. If the brass buffer heads are a loose fit, then secure them with a very small drop of superglue.

Painting

The secret to a good finish is in preparation and planning ahead. Paint the wagon body light grey and the roof dark grey. Give the wagon body a coat of gloss varnish as this will help the transfers to adhere.

Transfers (Not Included)

15. To apply transfers, soak them in a dish of warm water for a few seconds, drain off the water, lay on a flat surface and then use the tip of a cocktail stick to check that the transfers will move free of the backing paper – if not, return to the water and repeat this step. Once the transfer moves, place it on the model and use the tip of the cocktail stick to hold one end to the model while pulling the backing sheet away with tweezers. There should be time to make a few adjustments as necessary.
16. Leave all transfers to dry for half an hour and then apply a ‘decal setting solution’ (such as Micro-Sol) if required which will help the transfers to lie and form over detail such as planking and the corrugated ends. Then leave overnight before applying a coat of matt varnish to seal the transfers to the model.
17. Finally, fit the wheels – place the end of one axle in an axle cup on one side, then place the other end over the axle cup on the opposite side. Use a small screwdriver to gently ease the chassis away from the wheel until it drops into the axle cup. Check for free running – sometimes, the axles can be a bit stiff, but swapping the axles or reversing them can cure this.

Congratulations! Your model is now complete.