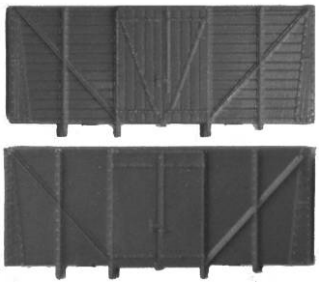
N Gauge Society Kit 70
BR Standard Van Twin Pack
NGSK0700



Kit contains plastic parts, plastic chassis, and wheels to complete two wagons.

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.

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. Note that it is possible to use different parts to make different types of vans.

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!!

Note : these instructions are basically the ones provided with the former Parkwoods Models kit and are therefore not as detailed as is usual from the N Gauge Society.

Prototype Notes

Needless to say, the British Railways “standard” van was anything but standard. It’s main design (diagram 1/208) was an amalgam of pre-nationalisation practice – the corrugated steel ends used by the LMS and the vertical planking sides but horizontal planking doors of the GWR. There were variations in brake gear, the number of end corrugations (and panels, either two or three), and buffers. A few later planked examples had plywood doors, but diagram 1/213 was issued to cover all plywood construction of the sides (still with corrugated ends). Dwindling traffic and modernisation saw most vans phased out by the early 1980s, though some lasted longer with the engineers department. All vans were referred to as “VANFIT” and on TOPS were coded VVV.

The two meat vans were based on the VANFIT but were quite different in themselves. The diagram 1/250 meat van was for fresh meat, thus requiring extensive ventilation, this being provided by two small louvred panels on the sides and four standard hooded vents on the ends. By contrast, the insulated meat vans (INSUL-MEAT) were designed to carry frozen meat so as the name suggests they were lined with insulating material and thus had no external ventilation at all (resulting in a plain corrugated end). Meat traffic on rail declined more quickly and most were out of use by the 1960s; however, some were used to convert the products of the Guinness Park Royal factory and received the classic and obvious code of “ALE”. Beyond that, some passed to the engineering fleet.

Livery and Lettering

All VANFITs carried BR bauxite, either the early lighter shade or the later and darker shade, although weathering and lack of regular repainting left them looking darker and shabby after a while. Chassis was always black and roof grey. Some carried all over black, or olive green body on transfer to the engineers.

The meat vans were a little more colourful, though again the chassis were black and the roof grey. Although classed as goods vehicles, the ventilated meat vans originally received maroon livery. Insulated meat vans received white initially as this helped to keep the contents cool, and some even survived long enough to receive the 1960s "ice blue" livery. On transfer to non-meat related general merchandise traffic, both types received bauxite. Some may have received green in engineering use, though faded, peeling and slightly dilapidated was more the norm.

Lettering was standard BR, with the wording "VANFIT", "INSUL-MEAT" or "MEAT" applied as appropriate.

References

- *British Railways Wagons (The First Half Million)* by Don Rowland
- *British Railways Unfitted And Vacuum Braked Wagons In Colour* by Trevor Mann
- *Working Wagons Volume 1 1968 – 1973* by David Larkin
- *Railways In Profile Series No 3 (British Railway Vans)* by Geoff Gamble
- http://paulbartlett.zenfolio.com/ '*Paul Bartlett wagon photographs*' Paul Bartlett's useful web site

Parts

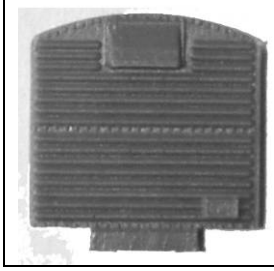
This kit contains two plastic sprues and two Peco chassis.

Construction

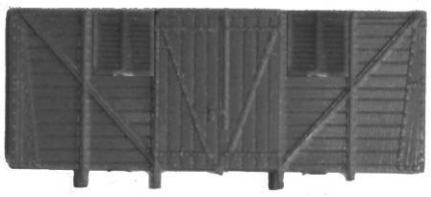
Only a few basic tools are required – a sharp craft knife, wet 'n' dry sandpaper and tweezers (preferably fine point):

A liquid polystyrene glue such as Mekpak is best, using a small paint brush to apply small amounts to joints.

***Note** that this kit will build a pair of BR standard vans, one of planked construction and one of plywood construction. There are alternative ends and vent parts that will allow the planked wagon to be built as a Ventilated Meat Van or an Insul-Meat Van. It is best to decide which type of ends to use before starting and be careful not to mix them between the wagon construction types.*

The corrugated ends with single vent are common to both the plywood and planked construction standard vans.	The corrugated ends without any vents can be used with the planked sides to make an Insult-Meat Van.	The ends with four vents can be used with the planked sides to make a Ventilated Meat Van.
		

If making the Ventilated Meat van, there are four vents that need to be added to the planked sides. These go either side of the doorway under the roof. The sprue attachment point is the bottom of the vent. Remove the bodyside in this place until the vent piece fits (the outline of where to cut can be found on the rear of the side.



Chassis

1. 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 to make sure it sits flat on top of the chassis. Do not glue the floor to the chassis at this stage.

2. Remove the floor, add the couplers, then refit the floor. Make sure that the couplings sit level; if they point up, remove the floor and gently sand a small amount off the lugs under the floor; if they droop down, shim the lugs with

thin plastic card or thick paper. Repeat until both couplers are level. Do not glue the floor to the chassis at this stage.

3. An ***alternative*** method for fitting the couplers is as follows. 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. Reduce the height of the retaining lugs under the floor until the floor sits level; the lugs will locate the floor in the correct position on the chassis.

4. For fitted vans, glue the vacuum cylinder under the chassis (usually over the 'Pe' of Peco).

5. Note that due to the fully moulded headstock, the Peco couplers will not lift to the full extent. If it is required that the couplers do lift, such as if using an uncoupling system, notches can be filed in the headstock until the desired amount of lift has been achieved.

Body

6. You can glue the floor to the chassis at this stage and build the body around the floor, or alternatively, build the body around the floor as a separate item, and add the chassis later. This has the advantage of making it easier to paint the body and chassis separately.

7. The ends have a thin bar moulded on the rear near the bottom. This sits on top of the floor moulding.

8. After gluing the ends to the floor, glue the sides to the ends/floor.

9. Use an epoxy glue or superglue to glue the steel weight from the Peco chassis to the floor inside the van; this will provide a little bit more mass for the finished plastic model which will improve its riding on the track.

10. Glue the roof to the body, though first of all it is recommended to drill a hole through the floor and the chassis to allow excess fumes from the glue to escape.

11. The final step is to glue the body to the chassis. Be careful not to get too much glue near each coupler or it will not move. Note that it may be best to leave this step until after painting as it is often easier to paint the chassis and the body separately.

Congratulations! Your model is now complete.