

AIRFIX

BRAKE VAN

Now the standard British Railways brake van, the 20-ton goods brake van was first introduced in 1951, and is based upon the earlier L.N.E.R. vehicle. Production was commenced by the North Eastern Region of British Railways, and many hundreds have since been brought into service on all regions.

The brake van has a steel underframe and timber body, fitted with seats, lockers and a stove for the guard, in addition to the screw brake handwheel and vacuum brake application gear. The body features projecting side windows for all round visibility.

TECHNICAL DATA

Length over buffers 27 ft.; Inside body length 10 ft.; Overall height, including chimney, 12 ft. 2 in.; and wheel-base 16 ft. Plain journals running in fabricated steel axle boxes with 3 ft. 2 in. diameter disc wheels. Fitted vacuum brake with one 18 in. cylinder operating two brake blocks to each wheel, with additional screw hand brake operated from inside the body.

All Airfix Rolling Stock Construction Kits are made to a constant OO (4 mm. to the foot) scale. All models are designed with the same skill and attention to detail so that a large and varied collection can be built up. Each model is true to scale and realistic in relationship to all other models. Other fine Airfix Construction Kits are available in various scales, such as Historical Ships, 1 in. to 50 ft. Famous Warships, 1/72 Aircraft, 1/32 Vintage Cars, OO Trackside Houses and Accessories, and 1/12 Model Figures. A list of the many other Airfix Models which you can make will be found on a slip in this package.

INSTRUCTIONS

It is recommended that the instructions and exploded view are studied, and that the assembly is practised before cementing together.

1. Locate and cement underframe in place centrally beneath floor (1 & 2).
2. Locate vacuum brake cylinder on single short cross-beam of underframe beneath floor and cement (3).
3. Cement tops of brake shoes to small pins projecting on the inside of right-hand sole bar, on either side of axle boxes, ensure brake shoes face inward towards axle boxes (4 - 8).
4. Repeat the same procedure for left-hand brake shoes and solebar, set assemblies aside to dry (9 - 13).
5. Apply cement to axle pins of wheels and press into axle holes of the other wheels. Check that wheels run true (14 - 17).
6. Locate and cement right-hand sole bar with brake "V" hanger, in place on ends of cross-beams beneath floor, on the same side as vacuum cylinder.
7. Locate and cement left-hand sole bar in place beneath floor, at the same time locating wheels in the holes inside each axle box.
8. Clip buffer beams in place on ends of underframe and cement (18 & 19).
9. Cement buffers into locating holes in buffer beams, the shortest flange of each buffer on top (21-23).
10. Position one body side on edge of floor, the side overhanging the floor, and the small vertical rib at the bottom of the body side located in the floor cut out. Cement in place (24).
11. Cement one inside body end in place on locating rib at extreme end of body side (25).
12. Repeat this procedure for the second inner end, and locate and cement doors in place within recesses, in either the open or shut positions (26, 27 & 28).
13. Locate and cement second body side to floor and body inner ends (29).
14. Apply cement to floor slots and press one outer body end into locating slots in floor, cement to ends of beams on body sides (30).
15. Similarly cement in place second outer end (31).
16. Apply cement to edges of the underside of roof, locate roof in place on body (32).
17. Locate and cement lamps in position on one end of body, the tabs of the outer

- lamps clipping into the projecting brackets on each upright, the central lamp resting on the central bracket (33, 34 & 35).
 18. The desired coupling must now be selected. Note that in addition to scale coupling hooks for non-working models a working "buckeye" coupling is provided. If desired the "Peco" coupling can be employed, in this case the stem of the pivot pin should be shortened to suit. Provision has also been made for fitting the British commercial hook and bar type of coupling. To use this the two inner guide pins of the buffer beam are removed and the coupling cemented or heat sealed on the two outer pins.
 19. If a working coupling is selected, insert the pivot pin through the hole in coupling, and cement into the locating bush beneath underframe. **ENSURE NO CEMENT COMES INTO CONTACT WITH COUPLING (36 & 37).**
 20. Repeat this procedure for the second coupling (38 & 39).
 21. If non-working couplings have been selected, cement the locating lugs of the scale coupling into central slots of buffer beams (40 & 41).
 22. Locate and cement vacuum brake pipes into holes in each buffer beam (42 & 43).
 23. It is recommended that if the underframe is to be painted it should be done at this stage, using matt black paint, and allowed to dry.
 24. Next cement in place foot boards, the pins on each footboard locating in the series of holes in each sole bar (44 & 45).
- NOTE.**—Any further painting should be done at this stage.
25. Apply transfers, first cut the sheet into five separate subjects. Then dip each in warm water for a few minutes, slide off backing into position shown on illustration. The larger white transfers with the wagon serial are applied to the bottom left-hand corner of each body side, the smaller white transfers to the bottom right-hand corners.
 26. Finally, if the "buckeye" couplings have been employed, one of the two rubber bands supplied should be used to connect the small hooks on the rear of each coupling. This will give a working spring action.

SUGGESTED COLOUR SCHEME

Matt Black M.1: Complete underframe. Slate Grey M.2: Roof.
Silver G.8: Buffer heads and engraved handrails.

N.B.—For Painting use AIRFIX Paints. For Fixing use AIRFIX Polystyrene Cement.

