



## CATTLE WAGON

The cattle wagon has figured as an item of railway rolling stock since the very early days of railways, and the British Railways Standard Cattle Wagon featured in this kit is the latest design to see service. Although a British Railways design the wagon is essentially similar to those operated by the railway companies before nationalisation.

Since nationalisation some twelve hundred of these wagons have been built, mainly by the British Railways workshops at Swindon. In their construction maximum use has been made of standard components, and all wagons are fitted with vacuum brakes for high speed running.

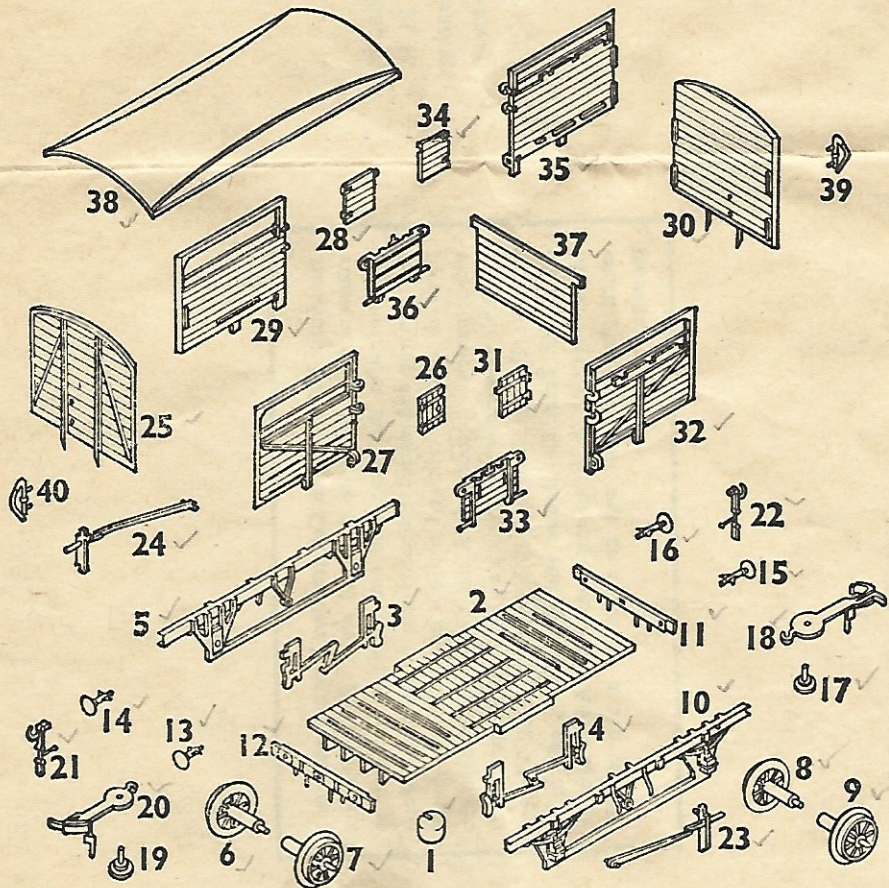
## INSTRUCTIONS

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

1. Locate vacuum brake cylinder on single short cross-beam of underframe beneath floor and cement (1 & 2).
2. Position ends of brake assembly in cut-out slots in cross members of underframe, cement in place (3).
3. Repeat the above procedure for other brake assembly, cementing in slots in other side of underframe (4).
4. Locate and cement one sole bar in place on ends of cross-beams beneath floor (5).
5. Apply cement to axle pins of wheels and press into axle holes of the other wheels. Check that wheels run true (6—9).
6. Locate and cement second sole bar to underframe, at the same time locating wheels in the holes inside each axle box (10).
7. Locate and cement buffer beams to ends of underframe, ensuring flanges are horizontal (11 & 12).
8. Cement buffers into locating holes in buffer beams (13—16).
9. 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.
10. 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 (17 & 18).
11. Repeat this procedure for the second coupling (19 & 20).
12. If non-working couplings have been selected, cement the locating lugs of the scale coupling hooks into central slots of buffer beams (21 & 22).
13. Locate and cement lower pivot pin of brake lever into "V" hanger beneath centre of sole bar, cement upper pin into hole in sole bar (23).
14. Similarly locate and cement in position second brake lever (24).
15. If required the assembled underframe, with the exception of the floor, should now be painted matt black and allowed to dry.
16. Cement one body end on to top of buffer beam, engaging projecting supports into locations on beam (25).
17. Press one left-hand upper door, circular recess at bottom, on to rear of curved hinges on left-hand body side, snap into place. ENSURE NO CEMENT COMES INTO CONTACT WITH WORKING DOOR (26 & 27).
18. Locate and cement side to body end and to floor. Note that the locating ribs are made non-interchangeable, so as to ensure correct assembly.
19. Similarly assemble and cement in position one right-hand door and body side to same end (28 & 29).
20. Locate and cement in place opposite end of body (30).
21. Press second right-hand door on to right-hand body hinges (31 & 32).
22. Insert left-hand hinge pin of lower door into projecting hinge location on bottom of left body side, cement right-hand body side in place, at the same time locating second hinge of lower door. ENSURE NO CEMENT COMES INTO CONTACT WITH HINGES (33).
23. Repeat the above procedure for the remaining upper door and body side and lower door (34, 35 & 36).
24. Place divider in position desired. The upper tabs of this partition rest in either of the cut-out slots in the raised rails on one pair of body sides, the partition is left uncemented and can be moved to divide the inside space as required (37).
25. Apply cement to locating rib beneath roof and press roof in place (38).
26. Locate and cement vacuum brake pipes into holes in either end of body (39 & 40). NOTE.—Any further painting should be done at this stage.
27. Apply transfers, first cut the sheet into seven separate subjects. Then dip each in warm water for a few minutes, slide off backing into position shown on illustration. The longer transfers with the wagon serial numbers are applied to the left-hand body sides, the "XP" transfers to the right-hand body sides, with the smallest transfers beneath them.
28. Finally, if the "buckeye" couplings have been employed, one of the two rubber bands provided 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.  
Silver G.8: Buffer heads.  
Dark Grey: Roof.



## **TECHNICAL DATA**

Length over buffers, 21 ft. 11 in.; Inside body length, 18 ft.; Overall height, 11 ft. 5 in.; and wheel-base 11 ft. Fitted vacuum brake with one 18 in. cylinder operating one brake block to each wheel with additional hand-brake each side for marshalling only.

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