



10 TON VENTILATED MEAT VAN

The 10 ton ventilated meat van operated by British Railways is a direct development of the vans used by the former L.M.S. Railway. A batch of the British Railways vehicles was built at the Wolverton workshops in 1952.

The van makes maximum use of standard components, and its underframe is in fact identical with that used on the 12 ton ventilated goods van; the body differs externally only in the additional ventilators used on the meat van. The maroon colour scheme shows that the vehicle is used for fresh meat and the "XP" code denotes that the van is suitable for running in passenger trains.

TECHNICAL DATA

Length over buffers, 20 ft. 6 in.; Inside body length, 17 ft. $4\frac{3}{4}$ in.; Overall height, 11 ft. $8\frac{5}{8}$ in., and wheel-base 10 ft. Fitted vacuum brake with one 18 in. cylinder operating one brake block to each wheel with additional hand-brake for marshalling only.

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.

PRINTED IN ENGLAND

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 first brake assembly in cut out slots in cross members of underframe, cement in place (3).
 3. Repeat the above procedure for second 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, so as to line up with sole bars (11 & 12).
 8. Cement buffers into locating holes in buffer beams, the shortest flange of each buffer on top (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 the coupling, and cement into the locating bush beneath underframe. **ENSURE NO CEMENT COMES INTO CONTACT WITH WORKING 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 the central holes in buffer beams (21 & 22).
 13. Locate and cement vacuum brake pipes into circular holes in buffer beams (23 & 24).
 14. Locate and cement lower pivot pin of brake lever with angled end into the shorter "V" hanger beneath centre of sole bar, cement upper pin into hole near end of sole bar (25).
 15. Similarly locate and cement in position second brake lever (26).
 16. If required the assembled underframe, with the exception of the floor, should now be painted matt black and allowed to dry. The top of the floor, and the inside of the body sections up to the horizontal engraved line, should be painted silver or light grey if required.
 17. Cement one body end onto top of buffer beam, engaging projecting supports into locations on beam (27).
 18. Press one left-hand door, bolt recess at bottom, onto rear of curved hinges on left-hand body side, snap into place, do not cement (28 & 29).
 19. Locate and cement side to body end and to floor. **ENSURE NO CEMENT COMES INTO CONTACT WITH WORKING DOOR.**
 20. Similarly assemble and cement in place one right-hand body side and door and cement to same end (30 & 31).
 21. Repeat this procedure for the second half of the body (32—36).
 22. Apply cement to locating rib beneath roof and press roof in place on body, once again ensuring no cement comes into contact with working doors (37).
- Note.**—Any further painting should be done at this stage.
23. Apply transfers, first cut the sheet into separate subjects, then dip each into warm water for a few minutes, slide off backing into position shown on illustration. Note that four alternative pairs of wagon serial numbers are provided. The selected wagon serial number is applied to the bottom corner of each left-hand body side, and the "MEAT" transfer is positioned immediately above it. The small "8—17" transfers are applied to the bottom extreme outside end of each right-hand body side with the "XP" transfers above and inward of them.
 24. 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.

Dark Grey M.2: Roof.

Silver G.8: Buffer heads, floor and lower inside body.

