

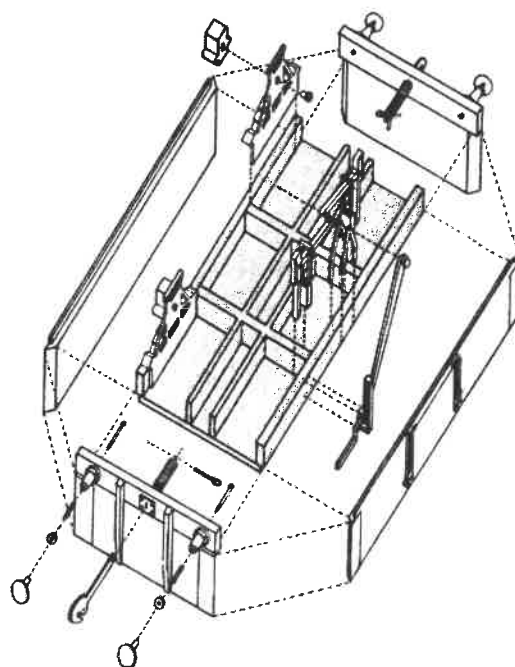
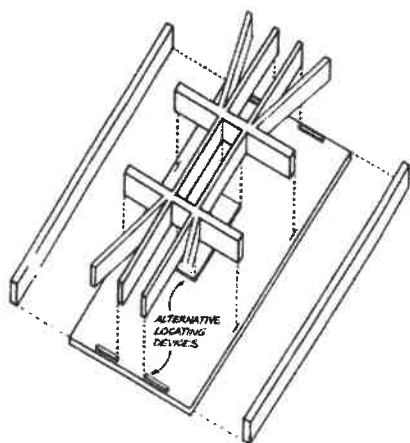
## Ref. 7025, 7026, 7027, 7028, 7029, 7030 Midland Railway Wagons

Before beginning to assemble your model read instructions carefully, and study the diagrams relating to the kit you are building. A small sheet of plate glass will ensure that all components go together accurately and that all four wheels are level. We recommend Slater's Mek-Pak fluid cement.

Clean off all ejector pips and any flash on the mouldings, carefully file the mitred edges of the sides and ends to a knife edge. If the wagon is to be fitted with sprung buffers and couplings as provided, we recommend these should be installed before commencing assembly. First clean out the small hole in the buffer beam using a No. 55 drill, then the larger hole in the buffer barrel using a No. 49 drill, do not increase the depth of each hole. Clean out the buffer collars and glue to the ends of the buffer barrels. When set insert the brass bolt from behind the buffer beam, slip the spring into the buffer barrel, screw the buffer head onto the bolt.

All Slater's 7mm scale kits are normally supplied with fine scale wheels. If you would like to exchange your wheels for Scale Seven or Course Scale, return them to us in new condition together. A charge, which includes the return postage, is made for this service - contact us for details. For future reference, if you order your kit direct from us and request these alternative wheel profiles, a smaller charge is made, in addition to the kit price.

### ASSEMBLY INSTRUCTIONS



- 7025 Ventilated fruit van
- 7026 M.R. 8 ton Coke Wagon
- 7027 5 plank mineral wagon - side door
- 7028 5 plank mineral wagon - side and end door
- 7029 3 plank dropside wagon
- 7030 Box Van

All the above vehicles use the same chassis unit, Early versions were fitted with a brake one side only, later models if modified were fitted on both sides.

1. Glue the chassis frame to the under side of the floor using the locations provided, glue the Solebars to the frame and the underside of the floor.
2. Glue wagon ends to under frame assembly, fit sides between ends and the floor at the same time. Take care that the sprung buffer bolts do not bind on the inside faces of the Solebars.

3. The four brass bearing cups should now be fitted into the w-irons, a dab of Mek Pak should help to retain them. Glue the axleboxes to the front of the w-irons over the bearing cups.
4. Glue 2 w-iron assemblies to one side of the chassis, obtaining the correct wheelbase by butting the end of each w-iron into the corner made by the Solebar and the cross member of the Underframe. Leave to set, Fit the wheel sets into these axleboxes and then the other 2 w-iron assemblies cemented into place, at the same time locating the wheel sets in their axleboxes.
5. The brake gear can now be fitted, first slip the safety hangers over the brake arms, then cement this assembly to the Underframe cross members lining the brake shoes up with the wheel treads.
6. Glue the V-hangers to the Solebar. One to the inside face and one to the outside face. Glue the brake lever ratchet to the Solebar and a 12mm length of plastic rod supplied into the hole in the brake lever. The brake lever should then be located in the rest of the ratchet, and the length of rod passed through both v-hangers and the hole in the brake assembly. If brakes are fitted on both sides repeat this procedure accordingly. (With a bit of care it is possible to arrange for the brake lever to be movable.)

### Additional details

**Coke Wagon:** To represent the horizontal handrails on the body side cut two 34.5mm lengths of plastic rod and glue to the raised pips on the two right hand vertical framing timbers.

**End Door 5 plank Mineral Wagon:** Glue the end door hinge to the inside top edge of the end door.

**Box Van:** Glue the door handles in the two holes in the door. Then glue the door locking gear into three holes - one in the centre and two in frame to left of the door. Also fit the roof.

**Ventilated Van:** Assemble as for the box van, additionally fit ventilators at the top and bottom of the centre end panels.

### General Livery Details for MR and LMS Wagons

The basic body colour for Midland Railway goods vehicles was grey and this was continued by the LMS until 1936, when a change to bauxite was made on new and repainted stock. The change to bauxite was preceded slightly by a change in the style of lettering. Some would have appeared with the new lettering in grey livery. Solebars were painted the relevant body colour and everything below was painted black, as too were buffer heads, shanks, coupling hooks, coupling links and brake levers and their guards. Van roofs in service would generally have been a muddy grey colour.

Midland grey is a difficult colour to pin down as its exact make up is not known. What is known however is that new vehicles were usually painted pale grey and repainted stock was painted in a dark grey called smudge. The latter was made up from government surplus battleship grey and other left over colours that could change from day to day.

Letters in Midland days was applied as follows: MR with their running number carried on a number plate on the Solebar. Covered vans had a 12½" MR with the running number on the body in 4" numerals. Cattle wagons had a 7" MR with 4" numerals and the word "Large" in 3" letters. Tariff vans and goods brakes had a 21" MR with the running number carried on the upper body side in a 6" wide white edged black panel, the number being prefixed by the letter M. The tariff vans and brake vans also had their own type of number plate with the word "Brake" as well as "Midland".

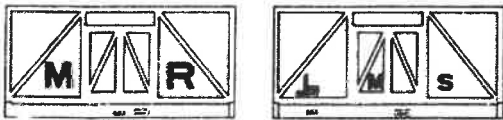
From 1917 it was decided that MR opened wagons should carry their running number on the body and numbers were usually painted on the bottom plank centrally under the capital M. At the grouping in 1923 Midland Wagons retained their existing running numbers, the only change being that the capital M prefix of brake van numbers was dropped. Additionally from the late 1920s onwards the letter capital X was applied to vacuum fitted stock.

In LMS days up until 1935/6 wagons had grey bodies with the initials LMS in various sizes 18", 12", 6" with the running number in 4" numerals. The carrying capacity was now added to the livery in 3" characters, either written out in full, e.g. LOAD 8 TONS or in abbreviated form eg. 8 TON. The tare weight was some times applied to the bottom plank and some times left on the Solebar as in the Midland days. In the post 1936 bauxite bodied period wagons carried a 4" capital LMS, a 4" running

number and a 3" carrying capacity, either as 8T or 8 TONS. As a wartime economy measure the sizes of lettering above were reduced to 3", 3" and a 2" respectively.

Just like the varying colour of Midland grey the style and positioning of lettering seemed to change. To ensure absolute accuracy consult a photograph of the vehicle being modelled at the period being modelled. Useful reference books are: "Midlands Style" published by HMRS, "LMS Wagon" by Bob Essery and Ken Morgan published by David and Charles and "The Midland Wagon - an Illustrated History" by Bob Essery in 1978 by OPC.

### MR 8 Ton High Sided Coke Wagon



This distinctive Midland Railway Wagon dates from 1888 and during the following years 2476 were produced, with the final construction entering traffic in 1912. However, all except the final 150 were built before 1900 and these wagons would have entered traffic with the brake on one side only. Some would have been altered to both side brakes.

In the Midland era livery was a large capital MR with the tare weight on the solebar - the average for a wagon with brakes on one side only being 5.4.0. and for brakes on both sides 5.6.0. it was only in the final years of the Midland Railway that the running numbers began to appear on the body side, the wagon number plate normally being used to identify the vehicle.

Under LMS ownership the coke wagons remained grey and were lettered as in diagram A but a few were later painted bauxite (e.g. 100410) and were lettered as in diagram B. Known running numbers 59472 85467 90050 100410 101294 104620.

### MR 8 Ton Box Van



The Midland Railway produced 164 vehicles in 1883 with roof doors, some with a lift off hatch and some with a sliding door, before building in 1903/6 some 2967 vans as represented by our kit. A few vans were built in 1983 with side vents and automatic vacuums through pipes but sadly no running

numbers are known. When originally built all vehicles were fitted with brake gear on one side only and greased axle boxes, but later many received oil axle boxes and brakes on both sides.

### MR 8 Ton Ventilated Van

These vehicles were identical to the standard 8 ton Box Van except that they had ventilators placed in the sides and ends of the body. Only one running number is known: 30177.

### MR 8 Ton 3 Plank Dropside Wagon



The Midland low goods wagon dates back to the earliest days of the company and our model covers vehicles built between 1877 and 1915, when the design was changed and the wagon

lengthened by 13". The earliest construction of this type of vehicle, not represented by our model, had grease axleboxes, single sided brake, single V-hanger, no stops against which the sides fell and extended headstocks. 4750 were built in this condition.

The next style saw double V hangers, still a short brake handle but now with stops at the ends of the sides which fell against the headstocks. By now the large MR was being used, the running number was only on the number plate and the tare weigh - average 4.16.0. - was painted on the Solebar. 5100 of this version were built and they lasted until. 1947 by which time they would have had brakes fitted on both sides.

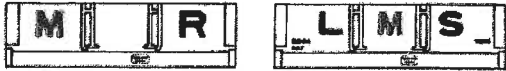
In 1909 a further design change occurred - oil axle boxes replaced grease boxes and brakes were fitted on both sides from new. The brake lever was lengthened and the ratchet was now to the right of the crown plates. Further variations occurred in that a central stop block was fitted and some

vehicles had single and others double spring controllers. These changers combined with the Axlebox changes make the history of this class confusing.

Under LMS ownership the wagons were initially grey and from May 1936 onwards were gradually repainted in bauxite. In BR days they would have been either unpainted or grey. Many went into departmental use in red oxide, often having tarpaulin covers over the axleboxes and brakes on one side only to the end of their days.

Known running numbers, all short brake levers: End blocks only 9363, 16600, 32470, 119497, Additional centre blocks, 12447, 13615, 102005, Double spring controllers, 17034, 22535.

## MR 8 Ton 5 Plank Mineral Wagon



The Midland Railway produced 63,000 wagons to diagram 299 of which 62,000 were of the type represented by our kit, being placed in traffic between 1882 and 1905. All were built with brakes on one side only and it is doubtful if any ever received brakes on both sides.

The original Midland livery was the 21" MR with the tare weight - average being 5.2.0. - painted on the solebar. From 1917 onwards the running numbers began to appear in 4" numerals beneath the 'M' and this was retained when they were lettered LMS. The tare weight in the LMS period varied from beneath the running number to the extreme right hand end on the bottom plank. There is no evidence to suggest any correct LMS bauxite livery.

Known running numbers: 3783, 35899, 39783, 40757, 43468, 60311, 67137, 74418, 78114, 83531, 89714, 91062, 97491, 100406, 111936, 122967, 124124, 138073, N.B. Many of these wagons ran as loco coal wagons in Midland days and carried the lettering 'Loco Coal Only' in 12½" lettering along the length of the wagon on the 3rd and 4th planks with 12½" M centrally above loco and 12½" R centrally above Only. "Stores Dept" was written on the 5th plank immediately under the word Loco.

In addition to the vehicles above 9000 wagons were built to diagram 351 with an end door. They were constructed between 1890 and 1900 and some lasted until c. 1938. The only difference in livery being that in LMS days a broad white diagonal stripe was used on the body side to indicate the end with the door.

Known running numbers: 100000, 105563, 112534, 115286, 123984, 126311, 126774.