



C/- P.O. Rhyll, Victoria, 3923.

VICTORIAN RAILWAYS B VAN

Prototype Notes

The design of the Victorian Railways B van combined elements of the BP bogie van with the underframe from a 22' I/IA open wagon. Newport workshops completed a sample, B1, in December 1957, with series production of wagons 2-380 taking place at Bendigo North from September 1958 to June 1961. From this period until the early 1980s the B box vans were a familiar inclusion in most VR goods trains. Most were retired in the period from 1978 through to 1980 and were sold for scrap, although the bodies of many live on as sheds on farms or light industries. A small number were transferred to departmental stock as HD vans.



Model illustrated has been fitted with shunter's steps, handbrake and couplers (not included).

This kit represents a series production van; the prototype B1 differed in that the ends were plain and did not feature the pressed ribs common to the rest of the fleet.

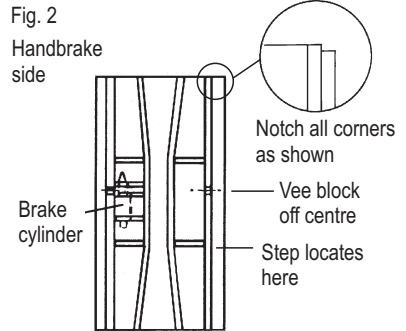
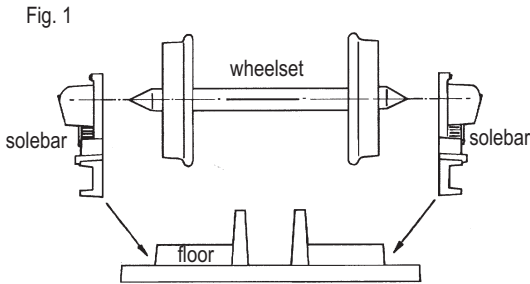
Assembly

It is recommended that this kit be assembled with a liquid solvent such as Testor's or MEK. Carefully remove parts from the runner system. Use a sharp knife or sidecutters and do not twist parts off.

To ensure a true, square assembly it is recommended that the draw or slight taper moulded on the top edge of the solebars be removed as follows:

Glue a piece of 180 grit opencote aluminium oxide sandpaper to a suitably flat surface (e.g. chipboard 20mm thick, approx. 200mm x 100mm). Use a piece of wood (100mm length of 45mm x 20mm with edges dressed square) as a guide. Clamp the solebar to the wood with finger pressure and rub the block and solebar back and forth across the abrasive until the entire top edge is flat and square. It may be necessary to regulate the pressure of the fingers against the solebar to remove the excess material evenly.

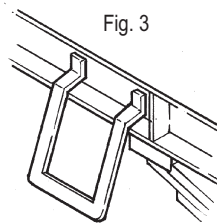
Press a delrin bearing into the back of each axlebox before cementing the solebars to the floor with the wheelsets sandwiched between. Be careful to position the right solebar on the right side of the floor, as shown in Fig. 2. Check that the solebars stand up square off the floor, that the axles are perpendicular to the wagon centre line and that the wheels turn freely.



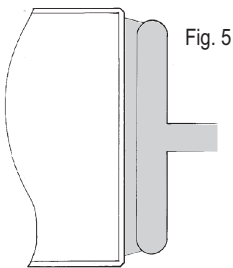
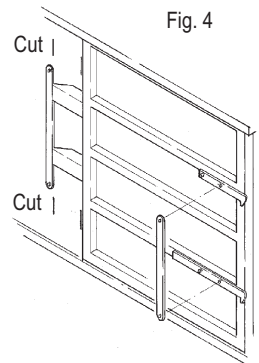
Cement the brake cylinder/auxiliary reservoir to the brackets moulded to the floor. The reservoir should be located against the solebar, as shown in Fig. 2.

Six brake shoe mouldings have been provided, however only four are required. Locate and cement the hangers in the lugs moulded to the floor, so that each shoe is just clear of the wheels.

Similarly, two steps are provided, but only one is used. Cement the step to the solebar, as shown in Figures 2 and 3.



Note: Carefully shave off towing hitch to allow step to rest in solebar.



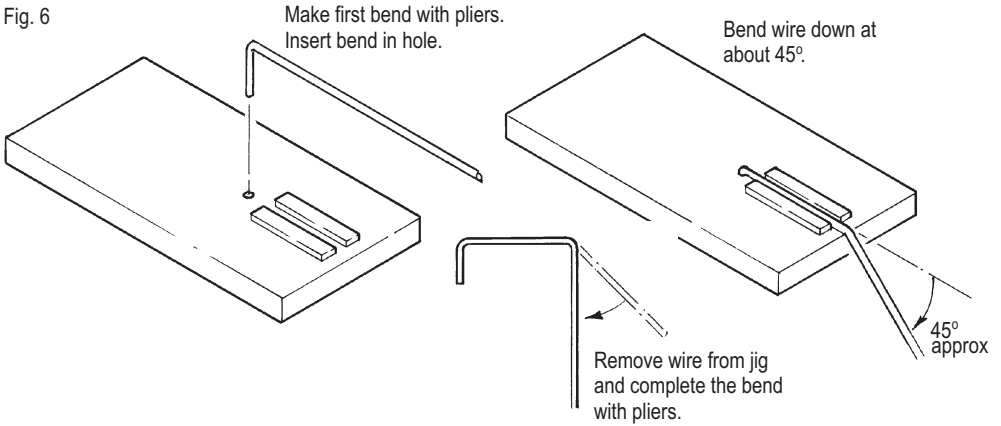
In order to achieve a thin edge the roof has a continuous gate across one end. Carefully remove gate and runner shown shaded on Fig. 5.

Trim the latch bar from the moulding gates on the left side of the door and cement to the door latch, as shown in Fig.4. Cement the door to the side, aligning the door tracks with the tracks moulded on the side.

Cement a side to an end to form an L shaped subassembly. The small pins moulded on the back of each part assist with positioning. Make a similar subassembly of the remaining side and end. Cement these two subassemblies together to form an open box and then cement the roof on top.

Holes have been moulded in the ends to accept formed wire handrails. A jig is provided to assist with bending these handrails to shape from 0.010" stainless steel wire supplied.

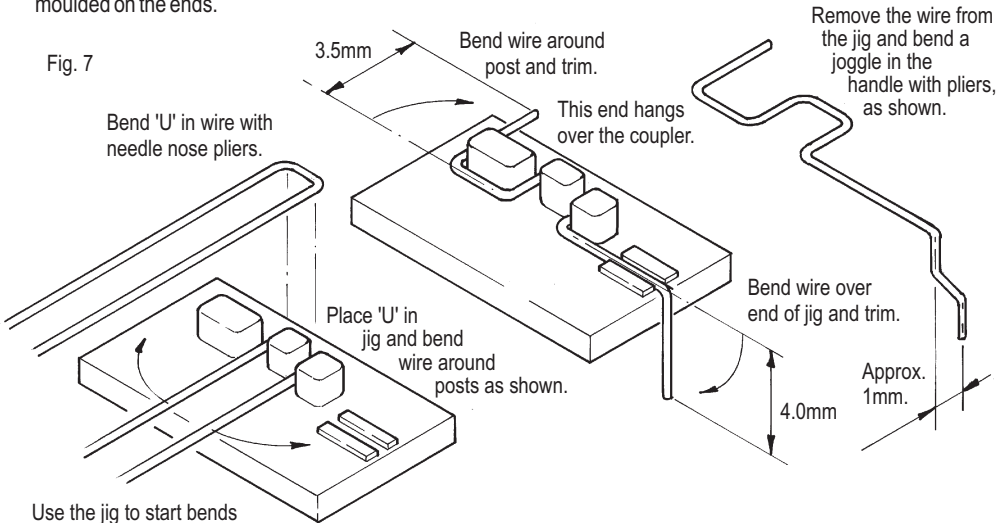
Fig. 6



Push the handrails into the holes moulded in the ends and secure from inside with superglue. Allow approximately 0.030" clearance between each handrail and the end.

Form two uncoupling levers from 0.012" stainless steel wire supplied and secure with superglue to the brackets moulded on the ends.

Fig. 7



Use the jig to start bends (approx 45°) but complete the bends with pliers.

Locate the completed van body on the underframe so that the step moulded in the back of each end rests on top of the floor. Secure with a run of cement around the perimeter of the floor.

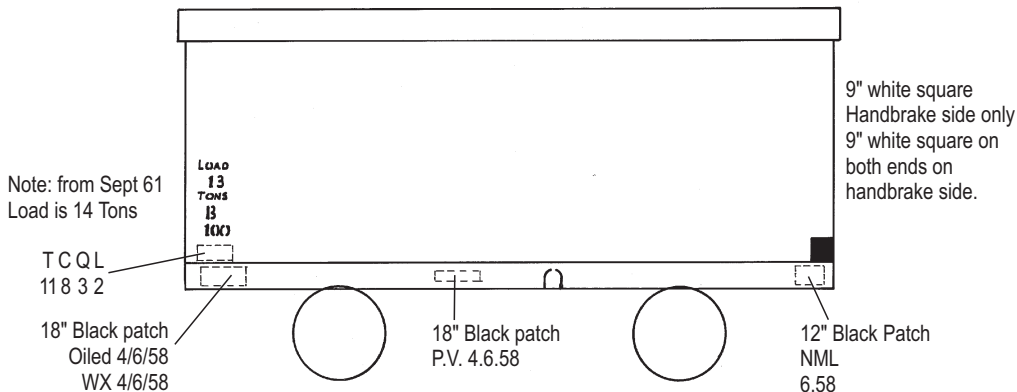
The kit is designed to use Kadee No. 5 or No. 58 couplers. The draft gear box may be cemented directly to the floor, after first removing the side lugs. Shunter's steps and handbrake detail are available separately in brass etching E3, which contains sufficient parts for 5 wagons.

Painting and Decals

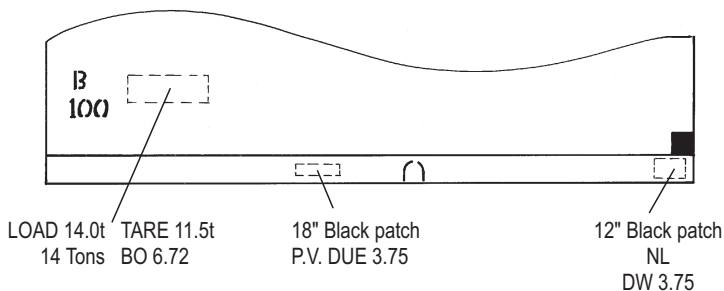
The model should be painted overall VR wagon red with white lettering. We recommend Steam Era Models VR wagon red spraying enamel. Decals are provided for both metric and imperial load/tare and codes. Refer to the diagrams for the placement of lettering.

HD wagons converted from B vans were numbered HD81, 91, 110, 143, 148, 149, 179, 183, 189, 195, 202, 206, 226, 227, 231 and 253.

1958 - 1972 Style Code & Number 5"



Post 1972 Style Code & Number 7"



To Apply Decals

1. Trim decals close to lettering to remove excess film.
2. Immerse in water for ten to fifteen seconds, then set aside on a tissue until decal straightens out.
3. Slide decal into position. If it is necessary to adjust the final position, use a small brush that has been dipped in water.
4. Use a tissue to soak up excess water.
5. The use of a decal setting agent such as Solvaset is recommended to assist decals in snuggling down over rivets etc.
6. A flat finish such as DDV or Estapol matt applied to the entire model will give a uniform dull finish.

NOTE: DECALS ADHERE BEST TO A GLOSS SURFACE.