MIDLAND CARRIAGE WORKS

MIDLAND RAILWAY D424 CORPSE VAN

HISTORY

Four .of these attractive vehicles were built in 1888. They were of a type similar to that found on a number of pre-grouping railway companies for the carriage of coffins.

All four vehicles were transferred to the LMS. The exact date of withdrawal is not known, but all had gone by 1933.

It is my understanding that when these vehicles were not being used for the transport of coffins, they were, on occasions, drafted into use as parcels vans.

For further information see "An Illustrated History of Midland Wagons Vol. 1 by R.J. Essery

LIVERY

Body sides and ends, Midland Lake. Mouldings on the sides were black. The mouldings on the body sides were lined each side with gold, before the turn of the century, however it was changed to yellow for non-passenger stock. Later still all non-gangwayed stock also had yellow lining. Gangwayed passenger stock always had gold lining in Midland ownership.

Solebars and headstocks were originally Midland Lake and lined in yellow. Between 1902 and 1914 this lining was dropped. From 1914 all below the body sides and ends became black. All below the solebars / headstocks was black with the exception of the wooden wheel centres which were sometimes painted Indian Red. The roof was grey in service.

Further information about liveries can be obtained from Essery & Jenkinson's book "Midland Carriages an Illustrated Review", which includes information about lettering positions and styles employed can be obtained from the Historical Model Railway Society.

GENERAL

This kit is originally from the stable of Janick Models. It has been modified and upgraded and is continually being improved.

Please read the instructions all the way through before commencing assembly and familiarise yourself with the accompanying diagrams.

Whilst every effort is made to ensure this kit leaves our premises in good condition and complete, occasionally errors do occur, in the event of complaint, please contact us at the address at the end of these instructions.

CONSTRUCTION

Body

Remove the sides from the fret and curve the tumblehome and fold down the upper tab to 45 degrees and the bottom tab to 90 degrees. Fold up the hinges to 90 degrees, push through holes and solder to the sides from behind. Trim the hinges from the front as required.
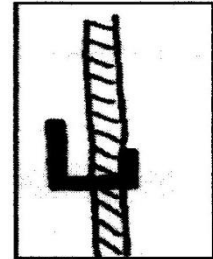
Take the ends and cut along the upper half-etched lines and discard the etched buffer beams if using the cast ones provided. Drill out the holes (0.7mm) in the body for the handrails, in the positions marked by the half-etched dots, as per the diagram below.

Fold up tabs of lower lamp irons to 90 degrees, push through the holes in the ends and solder from behind. Fold the lamp irons, once soldered through, 90 degrees as per diagram, form to correct shape.

Raise the rivet detail on the steps, fold to 90 degrees and solder in the positions indicated on the diagram (End B only).

Solder ends to the sides to make the box of the body. Ensure all is square and that the beading at the bottom of the sides and ends match up.

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END A - CORPSE VAN
BOTH ENDS - MEAT VAN      END B - CORPSE VAN
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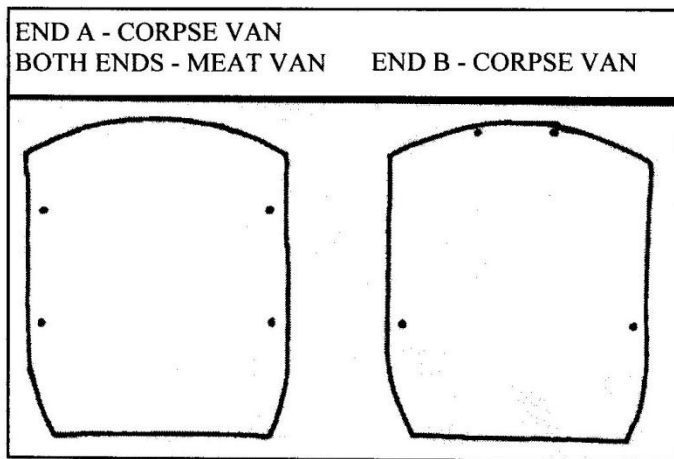
Chassis

Raise the rivet detail on the solebars and fold to 90 degrees along the etched lines. Add half-etched detail above the hole for the footstep hangers. Solder to the underneath of the van sides using the slots provided for the tabs.

Fix the buffer beam castings to the ends if being used.

Take cast W irons and drill them to take the wheel bearings. Fix these in place and thw W irons to the body in the positions indicated on the underneath by the half-etched lines.

Laminate together the brake hangers and shoes. Drill through the brake shoes 0.8mm, using the holes in the hangers as a guide. Solder the completed assemblies in the slots provided, either side of the wheels.

With end "B" to the right, solder the V hangers in the left hand slots of the floor.
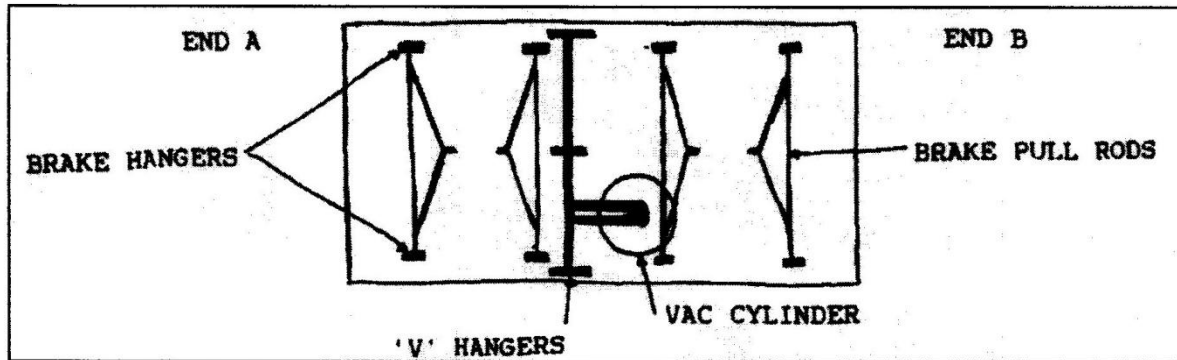
Cut a 44mm length from the fret scrap and solder in place between the solebars, to the right of the V hangers. This is for mounting the vacuum cylinder.

From the 0.9mm wire provided, cut a length 40.5mm long. Fold up the brake and cylinder cranks and thread onto the wire so that the brake crank is in the centre and the vacuum cylinder crank is nearest the front, with end B to the right.

Solder the wire to the V hangers. DO NOT SOLDER THE CRANKS YET.

Drill a 0.5mm hole in each of the triangular brake pull rods. Fix one in position between each pair of brake hangers. Join up the outside pull rods with the 0.5mm wire provided, along the centre line of the van. Twist the end of the inner pull rod 90 degrees and solder to the wire. Check for free running.

Take the upper footboards and insert the tabs through the holes provided, solder in place.

Fold the lower footboards to 90 degrees along the half-etched lines. Scribe four lines on the underside of the footboards, in the position indicated by the diagram. J oin the two boards together with 48mm lengths of the 0.7mm wire. Cut down the centre of the wires, fold the wire 90 degrees and fix in the holes on the underside of the solebar.
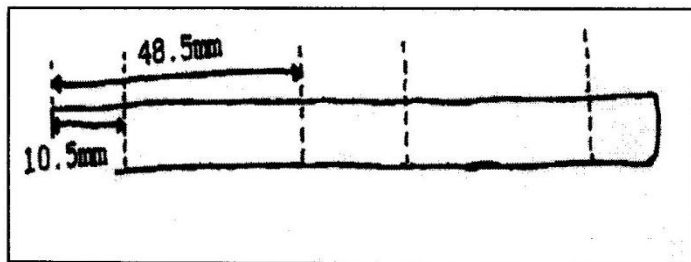

Raise the rivet detail on the lamp irons and solder in the positions indicated on the diagram. Fold the lamp irons 90 degrees to the end (see photos).
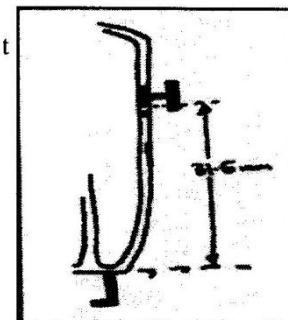
Solder the roof in position, making sure that it is square and that the overhang at each end is the same.

Rainstrips can be made from the 0.7mm wire provided.

Mark the centre line of the roof and drill two 23.5mm holes, 25mm from each end, for the lamps.

CORPSE VAN

LAMP

O O LAMP STAND

25mm

1 2mm

6mm

4mm

END B

END A
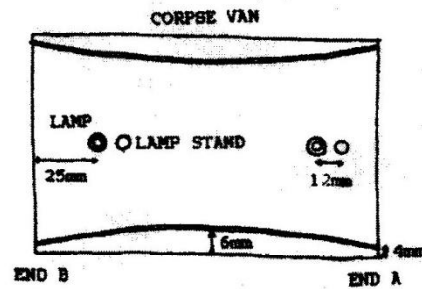
Fit door ventilators to the upper panels of the door. Grab handles on the ends can be made from the 0.7mm wire. Fix cast buffers to the buffer beam and add coupling hooks of your choice.

Door handles are best left off until after the model has been painted.

The appearance of the sides can be improved by adding locks (use the 0.9mm wire for this) and by scribing lines on the panelling for doors.