

# PARKSIDE DUNDAS

## Instruction Sheet

## PS100 SOUTHERN RAILWAY 10 TON BANANA VAN (DIAG 1478)

### Preparation

Basic items required are craft knife, tweezers, light flat file, round rat tail file, pliers, 1/32", 3/64" drills, liquid plastic cement, 'super glue' and paints. Parts **18,19, 26, 28, 29, 30, 31, 34, 42** and **43** are moulded in ABS plastic. This tough material is not amenable to weaker cements but can be held by ABS cement, super glue or strong cements such as EMA Plastic Weld.

### Construction

Assemble body. Make up body with both ends (**3**) and sides(**2**) and floor (**4**). Note that floor rests immediately above buffer beam. Make sure the assembly is square and that the roof will fit correctly - there is only a very small overlap between the end of the roof and the ends. Attach roof (**1**) now or later as suits.

Assemble chassis. Assemble axle boxes by cementing the axle box body (**10**) to its base plate (**11**). Use a bearing cup (**13**) to line them up. Push bearing cups (**13**) into axle box backs (**12**), insert into 'W' irons (**8**). Note that for both parts (**11**) and (**12**) the correct way up, is with the axle hole in the bottom half of the moulding. Clean out the axle box holes if necessary to fully take the bearing cups. Put a drop of 'super glue' on the end of each bearing cup (**13**) and add the axle box assembly (**9,10,11**). Alternatively cement the axle box assembly onto the back (**12**). In any case ensure that the assembly moves freely on the 'W' iron (**8**). This will give an element of compensation. The axle box can also of course be cemented rigid onto the 'W' iron. Make sure that the axle boxes sit evenly under the springs. Now fix the 'W' iron / axle box assemblies onto their pockets on the back of the sole bars (**7**).

For simplicity the two sides of the wagon will be called either 'X' or 'Y'. Before assembling the brake gear clean out any holes. The larger holes are 3/64" and the smaller 1/32" Take one solebar (**7**) and add two Vee hangers (**14**). This will go on the 'Y' side of the wagon. On the other solebar add one Vee hanger (**14**) in the right hand position. This will go on the 'X' side. Cement the two solebars into position. Insert the wheels and check that they turn freely. Once this is done add the sub chassis (**6**) to the underside of the floor, side with flat downwards. At the middle of the sub chassis there is a wider area piece on one longitudinal member, this should face the 'Y' side of the wagon.

Attach the brake shoes (**16**) to the cross members (**6**) under the floor with the brake shoes in line with the wheels. If the shoes bind on the wheels pull them gently outwards. Take vacuum cylinder (**24**) and add trunnions (**25**) to either side. The thicker part of the trunnions should rest on the lip of the cylinder This will give the correct height for the cylinder Attach underneath the floor (**4**) with the trunnions against the longitudinal chassis member (**6**) at the short wide section and the 'Y' side solebar (**7**).

Assemble the brake rigging. Take the short yokes (**30**) and fit their lugs into the set of holes third from the top in the double levers (**28,29**) and cement the two parts of the double levers together at the spacer on (**28**) and the hole on (**29**). The long yokes (**31**) should be fitted with their lugs in the holes second from the top in the double levers (**28, 29**). These assemblies should then be fitted as shown in the diagram. Finally add the hanger (**26**), with its lugs through the holes at the top of the double lever (**28,29**). The long yoke (**31**) goes over the axle, so the wheels should be removed temporarily at this stage. It is suggested that the short yokes (**30**) should be fitted to the outer brake shoes (**16**) first, then the inner shoes connected to the long yokes (**31**) and finally the hangers (**26**) fixed to the locating slots under the floor. On the floor there are pockets at each end with two slots. Fit the hangers (**26**) into the outer slots. Note that the 'vertical' of the 'L' shape of the hanger faces towards the outer ends of the wagon.

Refer to the diagrams for the correct alignment of the brake gear. Make up the brake cylinder cranks (**18**) placing the two sections back to back so that the lug on one fits into the hole on the other. Onto the cross shaft (**17**) - plastic rod (which if necessary may be sanded down to fit the holes) - slide on the brake cylinder cranks (**18**) and the cross shaft lever (**19**). Pass this assembly through the two Vee hangers (**14**). Locate the brake cylinder lever cranks (**18**) onto the piston of the vacuum cylinder (**24**). Leave enough rod at the end to attach the brake lever (**22**). Attach the brake lever guide (**23**) to the lever (**22**) and cement the assembly (except **18 &19**) into place. With another piece of the plastic rod pass it through of the other Vee hanger left on the 'Y' side and then other side of the brake cylinder cranks (**18**), add the other cross shaft lever (**19**) and the remaining Vee hanger (**14**). Cement this Vee hanger to the inner edge of the sub chassis longitudinal nearer

the 'X' side of the van. Use the spacer (15) to get the right height of the Vee hanger from the underside of the floor. Cement the assembly (except 18 & 19). Add the remaining brake lever (22) and lever guide (23) as before.

Take a 40 mm section of the brass rod and make a hook around one end. Attach this to the bottom of the double lever (28, 29) and loop the other end into the bottom hole of the cross shaft lever (19) so that it sits approximately horizontal (32). Repeat this operation at the other end of the wagon. When finished cement all the cranks etc into place on the cross shafts (17).

Bend up the thin brass wire for the door handles (47) and attach to the doors. They are a 'staple' shape with legs 2.5mm at each end and 11mm long.

Assemble buffers. Attach the buffer ring (42) to the end of the buffer casing (43). Put springs (44) onto the shaft (41), slide into buffer casing and secure with the 12ba nut (45). The nut should also be secured with a drop of Loctite or similar. The buffer castings make a tight push fit into the holes on the buffer beam. Note that the short web on the casting should be uppermost. The buffer assembly should be 10.5mm long.

Assemble coupling chains (40). Attach these to eye hole of each coupling hook (38). Insert it through buffer beam, slide on spring (39) and bend out ends to retain spring.

Add the lamp irons (34) to the ends (3) as indicated. Attach the vacuum pipes (35) and (36) - noting these are handed - they go on the buffer beams on the 'X' side of the coupling hook. Fit steam pipes (37) as indicated.

### Historical:

The Southern Railway developed a considerable traffic in bananas through its docks at Southampton. 200 of these vans were built in 1935 and lasted into the 1960's. They were not confined to Southern territories as bananas were enjoyed throughout Britain, with the importers having depots at the main centres. The vans were fitted with steam heating to help ripen the fruit which had arrived in ships with especially chilled holds. Because bananas were imported at a number of ports round the coast, banana vans might be 'lent' to other companies when they could be spared. Quite often 'block trains' of banana vans were run from the ports to main marshalling yards.

Number Series 50575 - 774. After Nationalisation an 'S' prefix was added.

References; An Illustrated History of Southern Wagons, Bixley, Blackburn, Chorley and King

### Painting & Lettering

SR; Body including buffer beams, stone (buff) (Preciscion P92). Lettering, red. Roof, white or grey. Buffers, running and brake gear, black.

BR; Body, bauxite brown (Railmatch 323) - some examples had the buffer beams also painted brown; chassis, buffers, running and brake gear, black; roof, coach roof grey; lettering, white, round banana symbol, yellow. Examples of different lettering styles are shown in the drawings. Note that for the 1937 livery the 'XP' and 'wb 10' 00"' are in white.

This kit is supplied with self adhesive type transfers. Ensure that the painted model is free from dust and grease. Remove the protective paper from the transfer sheet and with a sharp knife cut lightly round the transfer required, through the carrier tissue only and not through the heavy backing paper. Lift of the transfer and lay it very gently on the model. Adjust as necessary and then press down firmly. Soak the tissue with water and leave for 20 -30 seconds before peeling of the tissue. Wash of surplus gum and dry. Varnish if wanted, but cellulose varnish should only be air brushed on. Some transfers are for use on other models.

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