

# PARKSIDE DUNDAS

Instruction Sheet  
PS102

12 TON INSULATED FISH VAN LNER 314 BR 800

## Preparation

You can build either the LNER 214 diagram version with oil axle boxes or the BR diagram 800 with roller bearing axle boxes. Check out Historical section for more details.

Basic items required are craft knife, tweezers, light flat file, round rat tail file, pliers, 0.5mm, 1/32", 3/64" drills, liquid plastic cement, 'super glue' and paints. Parts **33** and **41 to 47** 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. Remove 'L' shaped protectors from lower corners of sides (**1**). Cement one side (**1**) to one end (**2**) and add other side and end. Drop in the floor (**4**) which rests on the locators at the back of the buffer beam.

Drill eight 0.5mm holes through the doors (**5**) at the points indicated for the door handles (**39**). Make up eight 'staple' shapes with the thin wire 6.25mm long and fix into door holes. Cement the doors inside the doorways between the locating bar on the inside of the sides. 'A' should be uppermost. With the thin wire again make up four 'staple' shapes 6mm long for the door side handles (**40**) and fix into place in the small holes either side of the door.

Attach roof (**1**) now or later as suits.

Assemble the solebars. For this section the parts needed for diag 800 are in plain numerals while those for diag 214 are in *italics*. Take the W irons (**8**) for 800 and (**10**) for 214. Insert the brass bearings cups (**28**) into the axle box backs (**9**) and insert them through the back of the W irons. Make up the axle boxes fitting the body (**11**) (**13**) to the base (**10**) (**12**). Fit the axle box assemblies onto the axle box backs (**9**). Put a drop of 'super glue' on the end of each bearing cup (**28**) and add the axle box assembly. Alternatively cement the axle box assembly onto the back (**9**). In any case ensure that the assembly moves freely on the 'W' iron. 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 into the pockets on the backs of the sole bars (**16**). On one solebar add the two Vee hangers (**17**) and (**18**) to the pockets. On the other solebar add only (**18**) to the right-hand pocket. Note that the underside of the floor is marked **W,X,Y**, and **Z**. Put the solebar with two Vee hangers on side '**Z**' sliding into the slot under the floor. Likewise put the other solebar on side '**W**'. Cement on the sub chassis (**6**) with flats down and with the short wider section on one longitudinal on the '**W**' side of the wagon. Insert the wheels and check that they turn freely.

Add the side pieces (**29**) to the door pillar bases. The locate between the blocks on the solebar and the short locating bars on the back of the door pillars where they extend down in front of the sole bars. Add the gussets (**15**) between the solebars and the underside of the floor. They are located 45mm from the centre of the sole bar and sit against the riveted plate above the W irons.

Attach the brake shoes (**14**) against the cross members under the floor with the brake shoes in line with the wheels. The brake shoe mouldings should be fitted with the round ejector pin marks facing towards the inside of the wagon. If the shoes bind on the wheels pull them gently outwards. Refer to the diagram for the correct alignment of the brake gear. To the cross shaft (**50**) - plastic rod (which if necessary may be sanded down to fit the holes) - slide on the brake cylinder lever (**26**), the cross shaft double lever (**45**) and the cross link (**25**). Slide the safety loops (**21** and **22**) onto the cross-link, the longest (**22**) should go on first. Pass this assembly through the two Vee hangers (**17**) and (**18**). Leave enough rod at the (**18**) end to attach the brake lever (**23**). Attach the brake lever guide (**24**) to the lever. The cross-link (**25**) goes against the back of the Vee hanger (**17**). Cement the assembly (except **17** and **25** and the two levers **45** and **26**) into place. With another piece of the plastic rod pass it through the other end of the cross-link and the other Vee hanger and add the remaining brake lever and lever guide as before. Locate the top of the safety loops (**21** and **22**) against the floor. Cement the assembly.

Take vacuum cylinder (**19**) and add trunnions (**20**) 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 trunnions against the longitudinal chassis member (**5**) at the short wide section and the **W** side solebar (**16**). Cement the end of the brake cylinder lever (**26**) against the shaft of the brake cylinder.

Assemble the brake rigging. Refer to the diagrams. Stage 1. Make up the two hangers (**41**) and (**42**).

Stage 2. Take the short yokes (**43**) and fit their lugs into the middle set of holes in the double levers (**46,47**) and cement the two parts of the double levers together at the spacer on (**47**) and the hole on (**46**). Now slip the outer ends of these lugs into the holes in the hangers (**41**) and (**42**).

Stage 3. The long yokes (44) should be fitted with their lugs in the remaining holes in the double levers (46,47). These assemblies should then be fitted as shown in the diagram.

On the X end of the wagon the linkage with the short hanger (41) goes over the axle, while at the other end the linkage with the long hanger (42) goes under the axle. It is suggested that the short yokes (43) should be fitted to the outer brake shoes (14) first, then the inner shoes connected and finally the hangers fixed to the locating slots under the floor. Take a section of the thicker brass rod and make a hook around one end. Attach this to the bottom of the double lever (46,47) at the X end of the wagon and loop the other end into the bottom hole of the cross shaft double lever (45) so that it sits approximately horizontal (48). Repeat this operation at the other end of the wagon with a piece of rod (49), again running from the top hole in the cross shaft double lever (45) to the top of the corresponding double lever (46,47).

Assemble buffers. Slide a spring (34) onto the shaft (31), slide into buffer casing (33) and secure with the nut (35). 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 buffers should be just under 10.5mm long.

Assemble coupling chains (37). Attach these to eyehole of each coupling hook (36). Insert it through buffer beam, slide on spring (38) and bend out ends to retain spring.

Add the lamp irons (27) to the ends (3) as indicated. This kit is supplied with the 'low' type vacuum pipes (51) for diagram 800. *If you are building diagram 214, kindly return these vacuum pipes to us, with an SAE and we will supply you with correct LNER pattern pipes.*

### Painting and Lettering

BR. Body including buffer beams and solebars – white. roof - coach roof grey (Railmatch 313). buffers (sometimes white), running and brake gear - black; slate panel on left side of body and ends – matt black; lettering - black. After 1963 repainted wagons had an ice blue (328) body colour and were lettered in white. Parcels stock was given a Rail Blue (207) body colour.. Refer to drawings for lettering style.

This kit is supplied with self adhesive type transfers. Ensure that the painted model is free from dust and grease. Remove the protective tissue from the transfer sheet and with a sharp knife cut lightly round the transfer required, through the 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.

### Historical

In the late 1940's there was a demand for high quality fast fish transport. The LNER responded by designing an insulated van with a long wheel base capable of running at express speeds. This was given diagram number 214 and construction was in 1949 –50. In 1954 BR produced an update design diagram 800 with roller bearing axle boxes and low vacuum pipes instead of the LNER high type. The roller bearing vans got the characteristic Blue Spot. They were frequently on long runs such as Aberdeen and Kings Cross which had a 14 hour timing for 525 miles. In the late 1960's fish traffic dropped and some of the 800 were used for parcels traffic. These were classified SPV – small parcels van and later NRV under TOPS. Some of the 214 vans saw their days out in ordinary freight traffic.

One thing we cannot provide with this kit is the characteristic odour of these vehicles. Contrary to popular legend this was not an unpleasant smell but an atmospheric compound of fish, sea water and wet wood.

Reference; The 4mm Wagon II, Geoff Kent, Wild Swan.  
BR Vans Vol 3 and 11, Cheona Publications