CALEDONIAN RAILWAY 6-WHEEL LUGGAGE VAN,
FISH/FRUIT & MILK VAN. Prototype notes.

KEY

T	Luggage (Tobacco) Van	H	Heated
F	Fish/Fruit/Milk Van	R	Roof Lamps/End Steps
L	Linen Van	W	White panels

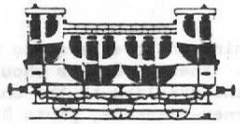
All vehicles dual-braked

CR No:	LMS No:		Vehicle	H	R	W	Built	Scrapped
200	6456	T	Tobacco Traffic/ "Stephen Mitchell & Son"	*	-	*	7/97	1929
201	6457	T	" " "	-	-	*	"	1928
202	6458	T	Tobacco Traffic/ "F & J Smith Glasgow	*	-	*	"	1927
203	6459	T	"Liptons Sausage Traffic"	*	-	*	"	1927
210	6461	T	"Liptons Sausage Traffic"	*	*	-	1/1900	1930
211	6462	T		*	*	-	"	1928
212		T	"Liptons Sausage Traffic"	*	*	-	"	1925
213	6464			-	*	-	"	1929
214	37892 6465	L		*	*	-	"	
215		F		-	*	-	"	1925
216	6467	F		-	*	-	"	1928
217		F		*	*	-	"	1925
218	6469	F		-	*	-	"	1931
219	6470	F		-	*	-	"	1924
220		F		-	*	-	"	1925
221	6472	F		-	*	-	"	1925
222	6473	F		*	*	-	"	1927
234	6485	L	Fitted with padlocks	*	*	-	7/1900	
235	6486	F		-	*	-	"	1927
236	6487	T	"Liptons Sausage Van"	-	*	-	"	1927
237	6488	T	"Liptons Sausage Van"	-	*	-	"	1929
238	6489	F		-	*	-	"	1927
239	6490	F		-	*	-		1928

Some of the Luggage Vans were leased to Tobacco Companies and Sausage Manufacturers.

The Luggage Van, kit No: 54, is therefore sold as individual kits with special transfers, so the model can be lettered as per the enclosed drawing.

There is also a "Linen Van" version, these ran between Glasgow Central Station, and the Caledonian owned Stateford Laundry in Edinburgh, with the official Hotel laundry.



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CALEDONIAN RAILWAY 6 WHEEL KITS

a) Fish/Fruit/Milk Van Kit No: 73

b) Luggage/Tobacco Van Kit No: 54

The following instructions cover both kits, which share a common chassis design.
The bodies are also very similar, the main difference being that kit No: 54 has no louvres.
As usual, the notes were written while doing a thorough trial build.

SECTION ONE - THE CHASSIS

Building procedure is as follows:

1. Detach the main floor-unit, store the four circular washers safely. File all surplus tags off flush. Now impress the "rivet" detail on the rear of the headstock, with a small punch or riveting tool. There are "practice" rivets marked on the fret, so you can determine how much pressure to use. Similarly, do also the rivets on the rear of the solebar overlays and corner-brackets, parts C and D, while these are still on the fret.
2. Remove surplus plate in the centre of the chassis and then fold chassis in the following order:-
   (a) Centre cross-pieces, fold down gently - I use a wide file or similar tool, to avoid distortion at the central slots.
   (b) Bend down the sides of the chassis, then bend the footboards outwards. Take care to achieve 90° bends everywhere, with no distortion.
   (c) Finally, bend down the headstocks and solder inside the corners for strength, and also the ends of the cross-pieces. If you have done this correctly, the chassis will look as in dia. (1).

When all bending and soldering of the main chassis is done - test for squareness on a flat surface, gently adjust by judicious twisting if necessary.

3. Fit coupling-hook sockets, part E.
4. (i) Study the solebar overlays, part C. Identify the four dummy body-brackets protruding from the top edge of each overlay.

When detaching the overlays, do not cut off these wee brackets by mistake. These brackets should be bent outwards only after attaching the overlays to the chassis sides - see dia (2).

(ii) Fit the corner-brackets, parts D, make sure they are the right way up - see dia. (2). When fitting, it helps to centre the buffer-holes with a tapered (wooden, not plastic!), cocktail stick.

5. Identify the three wheel-units, parts F/G (centre)/H.

(i) Detach from the fret and gently impress the rivet detail on the small cross-strap at the bottom of each W-iron. These are bent "up and over" later, to trap the wire tie-bars, see dia. (3).

(ii) Now fold part G (the centre unit) as shown in dia. (4).

(iii) Detach parts (12) of the brake-gear, there are four of these. Fold F/G cross-pieces, insert brake-shoes into the slots, solder wheel bearings in place, then fold down the W-irons - see dia. (6).

You can now spring the wheels into place if you wish. Make sure you bend the brake shoes correctly, with the ridge on the brake-shoe to the outside of the unit. If you don't, you will finish up with brakes which are on permanently.

6. Fit one end wheel-unit, attaching to the chassis by means of a nut bolt & washer. Now place the centre wheel-unit in between the cross-pieces and feed the central support wire through the centre holes. Slide the other end wheel-unit onto the wire, then bolt to the chassis. Both end units must be free to pivot, when you push the centre unit from side-to-side.

You should now have a running, flexible 6-wheel chassis, if you have'nt, you are reading the wrong book.

BRAKEGEAR.

7. This contains several delicate parts, which repay handling in a gentlemanly fashion, look at the drawings of the brakegear first and take your time.
Proceed as follows:-

(i) Piece 1, slide the outer ends through the tiny slots, (not holes), in the brake-shoes and attach using spots of solder paste or cream & a mere touch with a good hot iron - I use a 150W solder gun. Note that piece 1 is horizontal, piece 2 points down below the axle - see drawing.

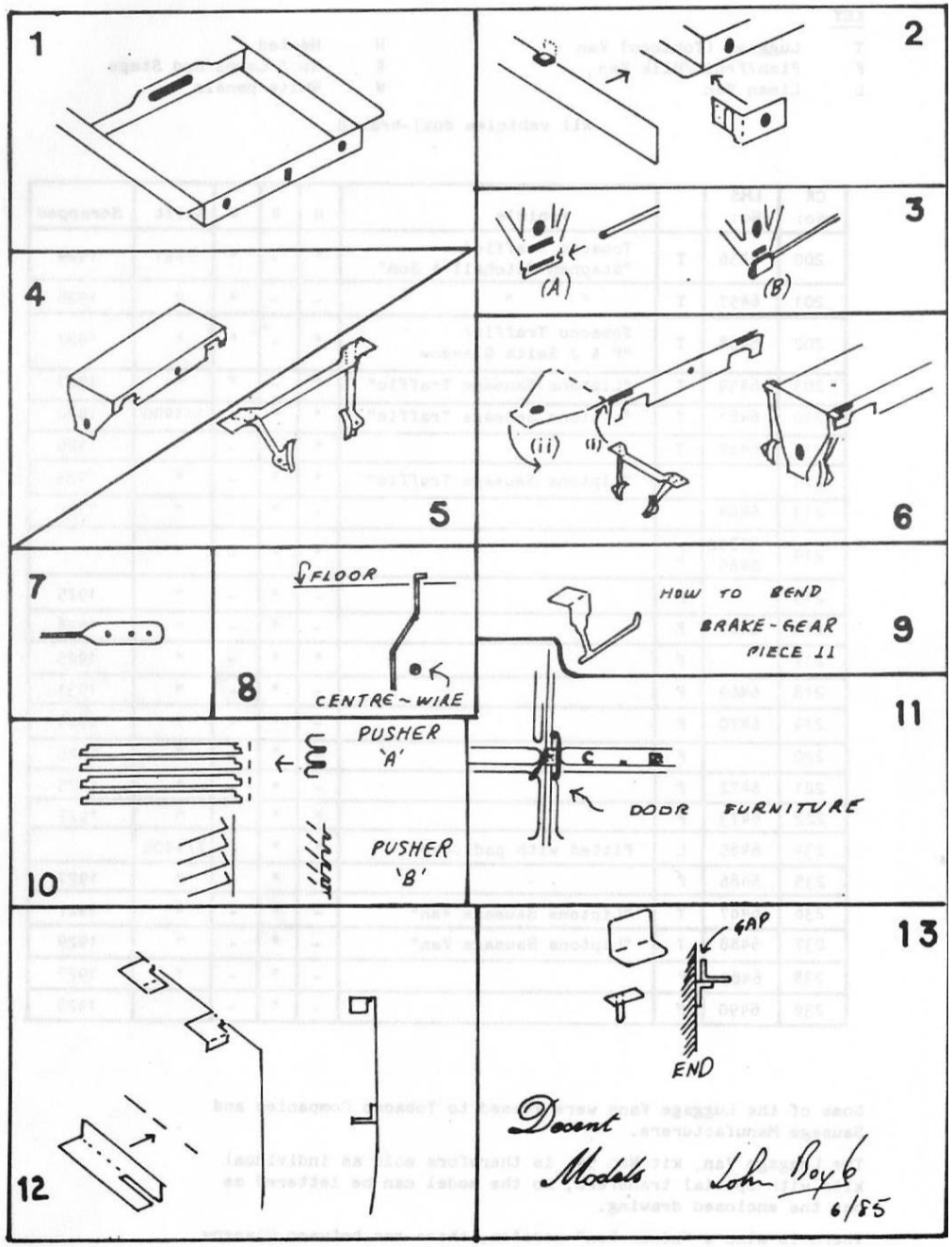
(ii) Piece 2, fit likewise. Note the free end, with the "adjustment holes" in it, should be twisted so that the end is vertically aligned, when fitted - harder to describe than to do, see dia. (7).

(iii) Fit pieces 9 and 10 to t'other end, similarly.

8. Find pieces 4/5/6/7. Detach carefully, and solder these together, by taping, or pinning, to the template. Now fold piece 6 as in dia. (8), & fit through the slot in the floor, so that the double bend in piece 6 avoids the centre wire, otherwise the "flexible" chassis will not flex.

9. Hand-brake. Detach piece(s) 13, bend with snipe-nose pliers till the piece(s) will fit into the shaped slot in the fret. Detach piece 11, solder to marked position 'Y' on underside of chassis. Now connect piece(s) 13 to 11, with (supplied) pin (for 7mm) or fuse-wire (find your own!), for 4mm. The end of piece 11 should be soldered to the brake-shoe, but if you do this, it restricts wheel movement, just tuck in behind and don't let on to anyone. For some reason there are three of piece 11 - I never could count!

10. Hand-brake ratchet, piece(s) 14, bend as in wee template etched onto the fret, solder the pin and chain (14A) to it, if you can see it, then solder this assembly underneath the footboard, at position 'X'. Spare pieces 14/14A are provided in case you sneeze and blow it away, or otherwise drop it - if you drop it onto a long-haired pet you stand no chance. We must have the only Border Collie in town lolloping round



door, see dotted line for correct position, also study dia. (13).

To fit the door, push the top tabs,which are now horizontal, through the gap at the top of the door opening, at the same time inserting the door-slide into the actual door aperture. The door will now slide to and fro, the vehicle looks nice, parked in a yard with a door partially open. If you do not wish to remove the sliding door again, then do bend 2 (dia. (12)).

17. Now assemble the body by putting the two main units together and soldering up the corners. Bolt the body to the chassis, tightly, and fit the roof.

Note that kit No: 73 has indentations marked on the underside of the roof, should you feel like drilling holes to fit lamps, some vehicles had these - see prototype notes - if you fit lamps also fit end-steps, see dia. 17.

18. To finish off the louvres.

(i) Push end 'A' of the "louvre-pusher" in between the louvres to separate them, then use end 'B' to line them up at the correct angle, by drawing it along like a comb - done carefully this works like magic, - see dia. (10).

LIVERY DETAILS.

Lower panels and beading	-	PURPLE BROWN
Upper panels	-	WHITE
Ironwork	-	BLACK
Lining	-	YELLOW
Roof	-	WHITE, when new

Vehicles often had spoked wheels.

Thanks are again due to Kenley Advertising for the printing, and particularly to Ann Hartley-Smith for typing these notes - also to Bo the faithful Collie for keeping me company while writing this, even if she does try to sit on my knee at the most inconvenient times.

John Boyle

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Decent Models

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with a smart looking etched-brass brake-ratchet irretrievably lost in her coat.

11. Solder the safety-chain hooks to one end of the chain, and fit to the headstock by means of the little pins provided, secured by a dab of solder on the rear, with the surplus pin then being cut off.

12. Fit the buffers and your chosen couplings - chassis is now completed by fitting the wire tie-bars and turning up the fold-over strap at the bottom of each W-iron, as in dia. (3).

Now that you have done the easy bit, you can begin THE BODY.

SECTION TWO - THE BODY

The body instructions cover both kits, for the Luggage/Tobacco Van, simply ignore the references to the louvres (paras: 14 & 18).

Before you do anything, have a look at the fret and identify all the main parts.
The body for kit No: 54 is quite simple - that for No: 73 is more fun, so read all through this twice before you commence. Proceed as follows:

13. Detach side/end 'A' - do not bend anything, anywhere, just yet, if you are doing the Fish/Fruit/Milk.

LOUVRES.

14. If done carefully, these look superb, so take your time. Lightly tin the rear of the apertures in the side, which are marked A1/A2/A3, working left to right along the side, - position the louvres, A1/A2/A3 behind their corresponding apertures, one at a time and solder in place along vertical edges only. See dia: (10). Note that the half-etched "hinges" should be at the bottom edge of each louvre. Leave the louvres flush with the body side for now, the magic bit comes later (para. 18), so contain yourself. Repeat steps 13 and 14 for side B.

BENDING THE SIDES/ENDS.

15. This has to be done in a certain order, to avoid distortion and bad temper. Proceed thus:-

(a) Do the bottom bend on the side and end together, preferably with bending bars clamped nice and tight. Do not remove (Kit 73), the surplus panels presently stiffening the door apetures, just yet.

(b) Score the inside of the vertical bend line with a sharp scriber, and bend the end round at 90°.

(c) Bend over the top fold on the side, until it matches the end profile.

(d) For both kits you have to decide whether to amaze your neighbours by having genuine sliding doors (max. of two per model is possible). If you do want open doors, remove the infill panel, note that it has an insert containing door furniture, so don't lose it! (Spare sets of door furniture provided). Now bend inwards the "door-frame", which has a curved section at the bottom - this piece serves to give the body-side some thickness when the door is open, and the curved portion serves as a template when forming the tumblehome, later. Because the side is easily distorted, bend this piece round with a modicum of finesse. When you have gently formed the tumblehome, solder the curved section to the body-side, likewise the bottom side/end corner.

(e) For the closed doors, simply fit the door furniture with spots of solder cream, as in dia. (11), and solder the door in place.

TO FIT SLIDING DOORS.

16. (i) Bend over the tabs at the top of the door (bend 1 only - see dia. (12).

(ii) Solder bottom door - slide piece J onto the rear of the

CALEDONIAN RLY.

FISH FRUIT & MILK

LUGGAGE VAN