

MR 25' Coaches

7mm Scale - Ref. 7C016/ 7C017/7C018/ 7C031

These instructions cover the following vehicles:

7C016 MR Passenger Brake Van Diagram 529
7C017 MR Parcels Van Diagram 420
7C018 MR Fruit and Milk Van Diagram 418
7C031 MR Hounds Van Diagram 429

INTRODUCTION

Prototype Information

7C016 Passenger Brake Van to Diagram 529

There were 364 of these vans built, the early batches were built by outside contractors and whilst the basic dimensions were the same there were detail difference to the later batches built at the MR new Derby works. The early vans built by outside contractors were fitted with large roof lights down the centre of the roof, and the clasp brakes were of an unusual design with angled brake hangers and the connecting links outside of the wheels (some early GWR Vans had a similar arrangement)

In January 1880 a new 25' Vacuum braked underframe to drawing no 456 was introduced and all Vans from Lot 37 of 1881 onwards were built on this underframe, a total of 214 vehicles including 10 for the Midland Scottish Joint stock. Our kit has been designed to the specification of these later batches. The vehicles were built with Oil Lamps but it is believed that Lot 292 and 345 of 1892 and 1894 were gas lit from new and probably earlier batches would be converted when in Derby works for repainting and servicing, there is a photograph taken from the old footbridge at Derby station in the early 1900's showing one of these vans attached at the front of the train, gas lit with the first type of MR gas lamps. Footsteps and roof grab handles were on the dog box end of the vehicle

One of these Vans would usually be attached to the rear of fast and express passenger trains and sometimes a second one was attached at the front behind the Tender also.

Probable numbers for our kit would be 531-4, 324, 535-7, 538-67, 568-75

Known 1st series LMS numbers 324 2nd LMS series 33932

7C017 25' Parcel Van Midland Railway Diagram 420

There were 10 vehicles built to drawing 648 Lot 143 in 1885 and a further 2 were built to Lot 163 in December 1886. They all appear to have had a long life only one being scrapped before 1922. But the rest appear to have gone by 1933. They were built to the new standard 25' underframe drawing number 456 that had been introduced in 1880 for vehicles intended to run in passenger trains and as such were fitted with automatic vacuum brakes. When first built they were fitted with oil lamps presumably they would be fitted with gas lighting later although there is no record of this and no photographs have come to light of these vehicles in later life to confirm whether they were later gas lit.

The only known numbers in MR days were the two that were built in 1886 to lot 163 they were numbered 277 and 279 and number 27 from the first batch, It is believed that the other vehicles in the first batch would have carried numbers below 47. The Midland numbering system was somewhat chaotic, new build vehicles were simple given the first number that became available from a scrapped vehicle and whilst records were kept they were all destroyed in the great fire at Derby in the 1950's where the records were stored

Whilst most modellers' like to start with building the body first it is much easier if the solebars and all the etched axleguards and brake gear are fitted to the underside of the floor first, the floor can then be simply turned over and the body shell fitted onto the floor it is also a good idea to paint just the edges of the floor black as it is easier doing it now when the remainder of the body and solebars will be painted in Midland or LMS crimson

7C018 Fruit and Milk Vans to Diagram 418

There were 25 of these vehicles built in 1893 to Lot 316 drawing 970. They had 3 compartments and were numbered 517-41. One was scrapped in 1918 but 11 lasted until after 1933 and at least one was converted to departmental use as an accumulator Van and was photographed at Derby in 1956 by then its number was DM279995

First LMS number series were 1680-1704 and the second series was 38404-14 the last one survived as a Fruit and Milk Van until September 1944

7C031 Hound Van Midland Railway Diagram 429

There were 3 vehicles were built To Lot 331 in 1894 and appear to have had a long life of at least 40 years. They were built to the new standard 25' underframe drawing number 456 that had been introduced in 1880 for vehicles intended to run in passenger trains and as such were fitted with automatic vacuum brakes. When first built they were fitted with oil lamps presumably they would be fitted with gas lighting later although there is no record of this and no photographs have come to light of these vehicles in later life to confirm whether they were later gas lit.

The only known number in MR days was number 543 but the other two are believed to be numbered 541 and 542, in LMS days in the first numbering scheme they were numbered 1844-6 and in the 2nd period 44497-9. No 44497 was scrapped in August 1936 44498 scrapped June 1938 and 44499 in August 1938. The Midland system was somewhat chaotic, new build vehicles were simple given the first number that became available from a scrapped vehicle and whilst records were kept they were all destroyed in the great fire at Derby in the 1950's where the records were stored

Whilst most modellers' like to start with building the body first it is much easier if the solebars and all the etched axleguards and brake gear are fitted to the underside of the floor first, the floor can then be simply turned over and the body shell fitted onto the floor it is also a good idea to paint just the edges of the floor black as it is easier doing it now when the remainder of the body and solebars will be painted in Midland or LMS crimson

MODEL INFORMATION

This kit will enable you to build an accurate replica of **Midland Railway 25' Coach** in original condition,

Tools Needed

The following tools are needed, most of which will already be in the toolkit of the average modeller.

"Stanley" type knife for removing polystyrene parts from their sprue.

Assortment of small files for finishing removal of tabs, and general cleaning up.

Cyanoacrylate (Loctite Superglue or similar) for fixing of brass parts to polystyrene mouldings.

Liquid Polystyrene Cement (not the tube type) for joining plastic parts together. Naturally, we recommend our own MekPak which is applied with a fine brush (which we can also supply).

ASSEMBLY INSTRUCTIONS

MATERIALS

Many different materials are used in our range of kits and are selected as appropriate for the detail and strength requirements of the individual components they depict. In addition material is also chosen to provide a suitable running weight for the model. These general notes apply to our complete range of kits and may well include superfluous information with regard to some individual kits.

ASSEMBLY NOTES

Before commencing assembly read the instructions carefully and familiarise yourself with the parts. The following general notes are offered to help you construct an accurate and attractive model:

- A. Always cut parts from sprues with a SHARP knife; do not be tempted to break parts from sprues as the risk of damage is high. Clean off small pips with a knife or a fine file.
- B. Do not remove parts from sprues until the instructions call for it; this will help identification of parts and minimise chances of loss.
- C. Painting is rarely best left until construction is complete. The latest stage at which it is advisable to paint a model is before small detail, glazing etc. is applied. The suggested order of assembly is designed for this.
- D. Any flat surface to assemble your model and to ensure squareness and accuracy.

E.. Use a liquid, not tube, cement. Slater's MEK PAK is ideal and will provide a clean and easy to use adhesive medium.

Before starting to assemble the body it is much easier if the various sub frames of the chassis are assembled onto the floor whilst it is lying flat on the workbench.

Note: All the parts for the running and break gear parts are contained on etching ref X71551A

1. Cut out the two cross members containing the axleguards (W"irons) part no 1 and then with a rivet press punch out the 4 half etched holes in the keeper plate to form the rivets. Do not fold them over at this stage
2. Now fold up the two cross members to 90' to make a "U" channel and then the two axleguards and run a fillet of solder into all the creases, note: the convention is that you always fold into the crease of a brass etching unless told to do otherwise.
3. Now cut out the brake hanger's part 4 and fold up into a "U", fit the leg of each brake hangers through the 4 slots in the axleguard stretcher plate and solder in place each hanger should lean outwards it is a good idea to assemble pair of wheels onto their top hat bearings and fit into the square hornblock bearings, now the whole assembly can be dropped into the axleguards and this will give you an idea as to how far the brake hangers have to lean outwards remember to allow enough clearance to allow the brake shoe to fit in between the two legs of the brake hanger.
4. Now solder part no 6 into the two central slots in each axleguard assembly make sure that they are vertical.
5. If you have access to a chemical blackening solution now would be a good time to blacken the two axleguard sub assemblies. It is possible to make an excellent blackening solution made up of ammonia (Smelling salts) with a small amount of copper carbonate dissolved in the solution, the mixture will turn a beautiful rich blue colour, suspend the etchings in the solution for a few minutes until the brass goes black, wash the etchings in warm water and dry, **under no circumstances do this indoors and keep upwind of the jar outside, wear goggles and if possible a chemical filter mask, failure to comply with these instructions will result in a very quick painful lesson in common sense.** If the mixture is kept in an airtight container when not in use it will last a long time, the addition of some more liquid ammonia and copper carbonate from time to time will help with the blackening process; store the sealed bottle when not in use in a cool place out of doors in a shed or garage.
6. The wheels bearings and springs can now be fitted and the keeper plate folded across the axleguard to retain the wheels this is the only time that you fold out of the crease a quick dab of super glue will lock the keeper plate in place, now cut out carefully the brake shoes note that they are handed and fit them between the arms of the brake hangers and cut out the etched brake pull beams part nos 14 with the long arm and prt no 13 for the short arm, twist both arms through 90' and fit the ends of the beams into the second hole of the brake shoes, the long arm now locates onto the top of part 6 by bending the top of part 6 and inserting through the hole in the end of the pull beam repeat for prt 13 but this time reverse the process bend the end of the beam at right angles and push through the top hole in part 6 i.e. the hole that is furthest from the floor.
7. Now take the Solebars and depending which van you are building you will need to fill some of the footboard bracket holes that you are not going to need, there is a small piece of 0.020"(0.5mm) Rodding included in the kit for this purpose, push a length of rod into each hole to be filled and bond with a dab of MekPak and leave to set hard, When set carefully file flush and then bond the Solebars to the floor remember that you are working upside down so the holes for the footboard supports must be furthest from the underside of the floor also make sure that the ends of the Solebars are equally spaced from the end of the floor it will help if the Headstocks (buffer beams) are bonded to the floor first, the face of the Headstock is flush with the end of the floor note the holes for the buffer bodies are not in the middle of the headstock, the headstock should be bonded to the floor so that the buffer body holes are furthest from the underside of the floor.
8. The small chassis frame can now be bonded onto the underside of the floor note that there is a small lug on one side of the frame this locates "V" hanger no 2 and is in the centre of the floor. The chassis cross members of the frame should be equally spaced from each end approximately 57mm from the inside edge of the Headstocks. Study the diagram carefully to ensure that you get the correct orientation in relation to the brake cylinder correct and then glue the brake cylinder in place now check that the 1mm diameter brass rod will slide through the holes in the two "V" hangers, open out with a taper pin reamer if tight and super glue "V" hanger no 2 etching onto its lug on the chassis frame leave to set and then slide the 1mm brass rod through the hole and using it as a guide locate "V" hanger part 3 on the opposite side of the frame against the inside of the solebar and bond in place, slide the locating rod out of the "V" hangers.

9. Before fitting the brake gear it is a good idea to drill the four holes that will take the locating pins for the bottom two footsteps, they are mounted on the headstock at the junction of the headstock and the floor and unlike the footsteps on the body they are mounted upside down i.e. the fixing bolts are underneath the footstep not above as on the body note that there is a row of three vertical rivets on each end of the headstock (buffer beam) drill a hole 0.030" (0.75mm) diameter directly in line above the three rivets at the junction of the floor and the Headstock, now drill a second hole 2.5mm inboard of the first check that the lugs on the steps fit correctly into the holes and the steps are at right angles to the headstock it will help if a small countersunk is applied to the locating holes this will help the steps to sit square to the Headstock, before actually drilling the hole it is necessary to decide which end of the chassis the footsteps are going to be, from the few photographs published it would appear that with the brake "V" hanger attached to the inside of the solebar nearest to the photographer the end steps are on the right hand side of the chassis and for the PLV body the steps are at the dog box end of the coach, this convention also applies to the Hound Van also the steps being at the right hand end of the body next to the attendants compartment just to be different the Fruit & Milk and Parcels vans have the footsteps at the left hand of the body

10. Now fold up the brake cylinder fulcrum, prt 16 fold out of the crease the two halves and then fold into the crease for the two arms, the plastic "T" shape brake rod has to fit between the two arms.

11. Now fasten part 9 using the centre hole to locate part 10, note the approximate angle they should be fastened together at. The piece of 1mm Dia brake rod should now be threaded through the "V" hangers and at the same time sliding parts 16 and 10 onto the rod also pushing the brake cylinder rod into the brake cylinder at the same time and glue in place.

12. The two assembled wheel units can now be fastened to the floor permanently either by super glue or by melting the 4 spigots over the axleguard etching with a soldering iron make sure you have the correct orientation of the axles in relation to the brake gear and the central brake cylinder and "V" hangers study the plan view carefully first when you are satisfied that everything is aligned correctly connect the two wheel/brake assemblies to the central brake assembly using two pieces of 0.020" (0.5mm) brass wire included in the kit. This completes the most complex part of the kit.

13 Assembly of the body can now proceed but first there are drill marks inside the ends, one of these ends should be drilled through, they are the locations for the end steps, but DO NOT drill the bottom pair of holes as they are not needed on these 4 vehicles (you should have already fitted the fourth set of steps to the headstock) all 4 vehicles have a set of steps at one end and also drill the locating holes for the two long curved grab handles on the step end of the van, drill with a no 74 (0.022" or 0.57mm) at the junction where the two inner vertical beading strips meet the curved top beading, (the vertical beading either side of the top single footstep) you cannot drill the bottom locating hole at this stage as this has to be drilled in the joint between the side and the end, note that these two long grab handles are handed, there are also a pair of short handles included on this sprue you will need these later when the roof has been attached to the body , also the various holes for grab handles on the sides should be drilled ready to fix the brass grab handles later, after painting use a no 73 (0.024" or 0.61mm) drill for these.

14 The two guard's duckets can now be assembled as a sub assembly, and once the sides have set one of the five short body side grab handles needs to be fixed to the side of the Docket on the door side, drill the bottom hole 1mm in from the front face of the Docket in line with the top beading of the bottom panel on the face of the Docket (when the Docket is fixed to the side the hole should also align horizontally with the top piece of beading under the guards window) use the number 73 (0.024" or 0.61mm) drill for this hole and then drill the 2nd hole 8.25mm up the side of the Docket the same distance from the edge, check that you are drilling on the right hand side of both Docket's when looking at the face of the Docket. Try and angle the drill slightly into the inside of the Docket so that you do not break out into the face of the Docket, check that the grab handle fits correctly and then remove and keep with the rest of the grab handles until after painting, you can now fit the Docket to the sides, the top of the Docket is flush with the top of the side.

15 The sides and ends can be assembled as a box and the final sets of holes for the castings can be drilled into the joint between the ends and the sides, first drill out the bottom holes for the long end grab handles, the easiest way is to locate the bracket in the top hole and then carefully mark where the bottom locating pin should be drilled (this will be approximately 25.5mm down from the top of the side) at the same time the four lamp brackets on each corner should be fitted Note: they are also handed, again you will need to drill two holes into the joint between the end and side 12mm and 14mm again down from the top of the side at both ends with a number 70 (0.028" or 0.71mm) drill, when drilling these holes it is vital that your drill does not break out onto the side, angle the drill slightly so that drill is pointing into the centre of the body (see the end photo with the steps and brackets fitted) a quick dab with Loctite or other makes of cyanoacrylate super glue

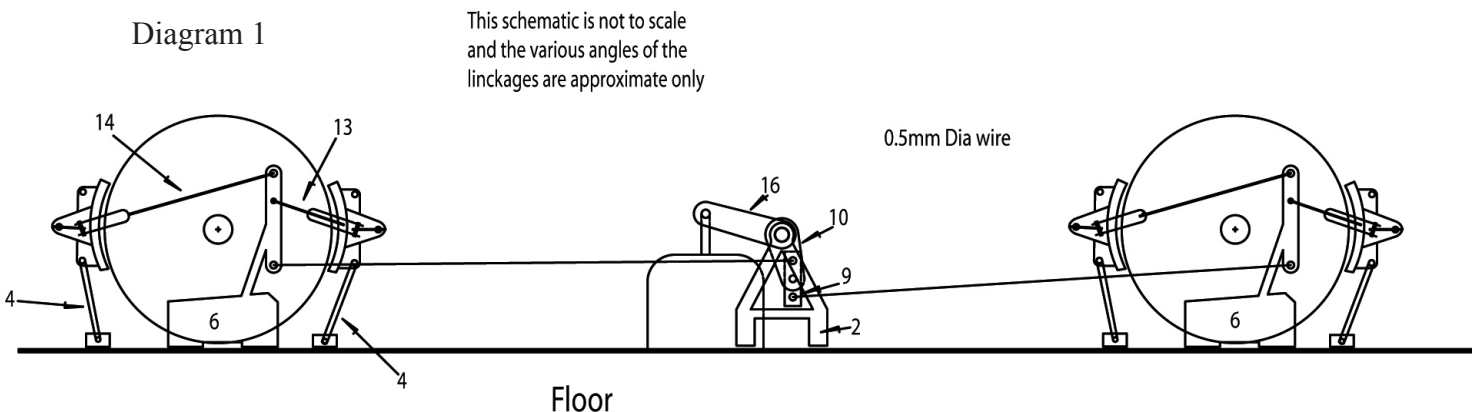
on the castings will hold them in place make sure that all the castings are pushed firmly home against the end before using the super glue.

16 The body can now be bonded to the floor making sure that the body is evenly placed square on the floor, (and the end steps on the chassis match up with the end steps on the body) there are two internal partitions supplied with the kits these are there to strengthen the sides and stop them bowing in, this makes effectively 3 compartments inside each body so before the roof is fitted drill a small hole about 3mm diameter through the floor in each compartment this will allow the MekPak fumes to dissipate once the roof is fixed in position and it will also allow atmospheric air pressure to balance itself inside and outside the body, this is important if you do not want your body sides to either bow in or out due to atmospheric pressure on a sealed box, the brake cylinder should also have a small hole drilled into it for the same reason. Note: The end steps are at the "Dog Box" end of the side and if you are building the Hounds Van the end steps are at the attendants compartment end of the van.

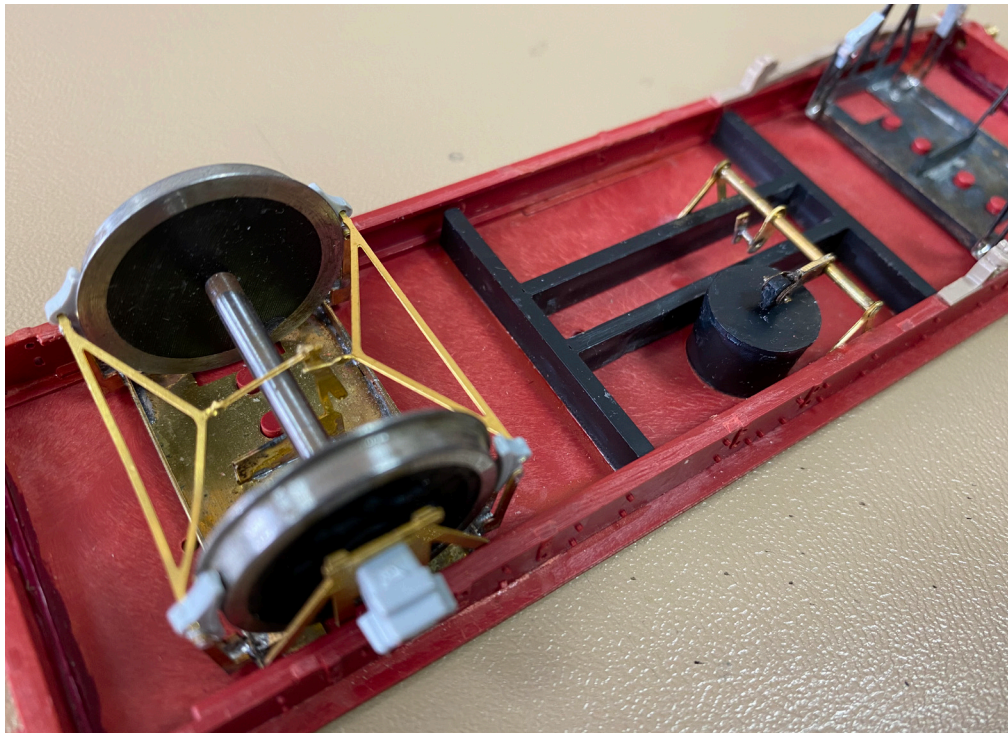
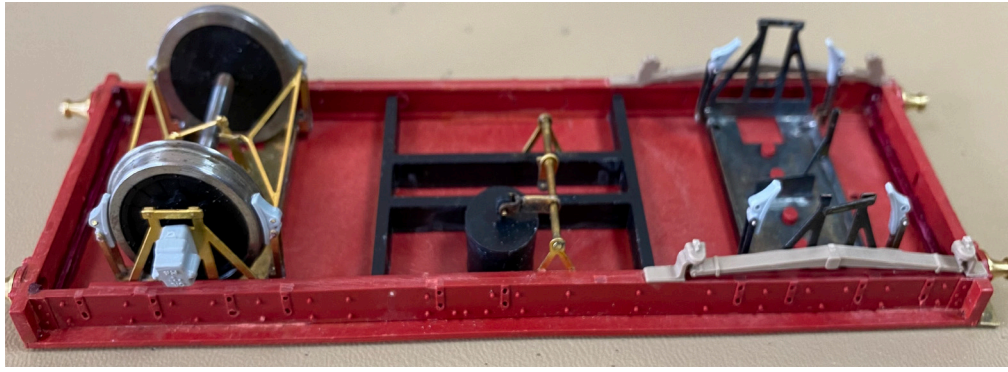
17 Before fitting the roof you will need to drill out the holes for the oil lamp covers, the holes are all marked with letters that apply to your kit PV parcel Van, FV Fruit Van, PB Passenger Brake Van and HV Hound Van. Drill out the required holes first with a no 66 (0.033" or 0.84mm) drill now fix a ruler along the centre line of the lamp holes (use a couple of pieces of masking tape to hold the ruler in place) and draw a thin pencil line along the centre of the roof, now from the centre of each oil lamp hole measure 6mm and 12mm along the pencil line and drill two holes with no 74 (0.022" or 0.57mm) drill, these are for the trivets (Lamp cover holders) to fit in to, according to photographs the layout on the roof from the end of the roof is Lamp, Trivet, lamp, Trivet ect, and the first lamp along the roof is nearest to the footstep end of the Van. In addition the Passenger Brake Van has four roof lights one in each corner of the roof and on the underside of the roof the outline of the four lights can be seen, the easiest way to cut these out is to drill a small hole in each corner of the roof light and then either with a piercing saw or a sharp scalpel cut between the holes and then with a file clean out the small radius left by your drill in each corner. When you have completed all 4 windows you can now cut out a piece of glazing to fit neatly into the window aperture you have cut out and finally turn the roof over and fit the four window frames that are moulded with the floor moulding .Before fitting the roof make sure that you have the roof lamps in the correct positions relative to the body.

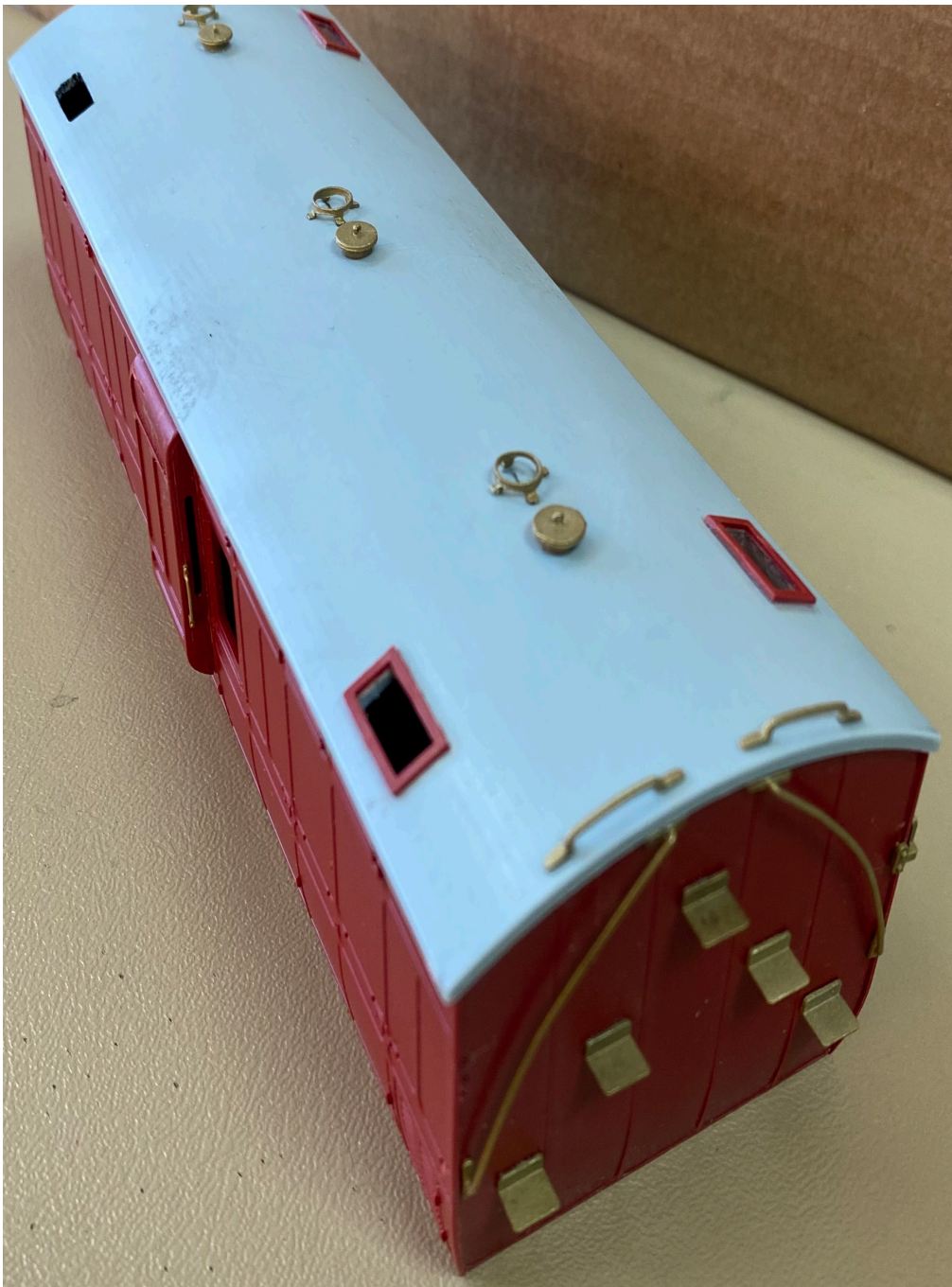
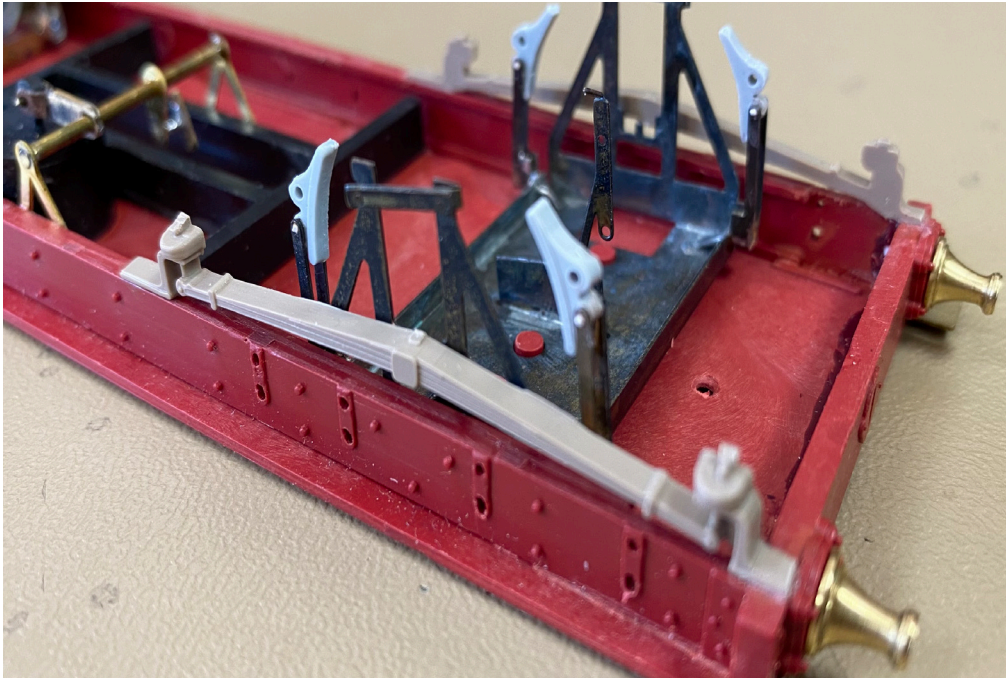
18 Before fitting the roof you need to drill out the 4 holes on the end of the roof for the two roof grab handles the roof has the four holes at each end but you will only need to drill out the holes at one end which is the end that is going to be at the foot step end of the vehicle, use a no 69 (0.029" or 0.74mm) drill for these holes. Once the roof has been fitted the vacuum pipes can now be fitted at each end (or left until the buffer beam has been painted) The pipes are fitted at the right hand side of the coupling hook and are cranked so that the hose part is virtually above the centre of the end.

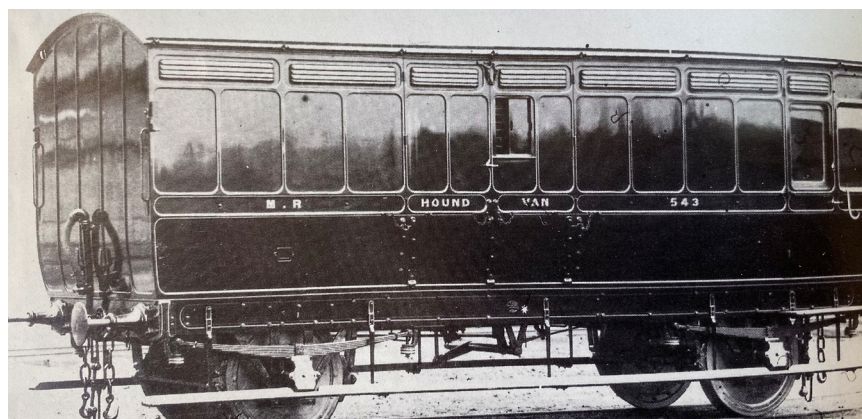
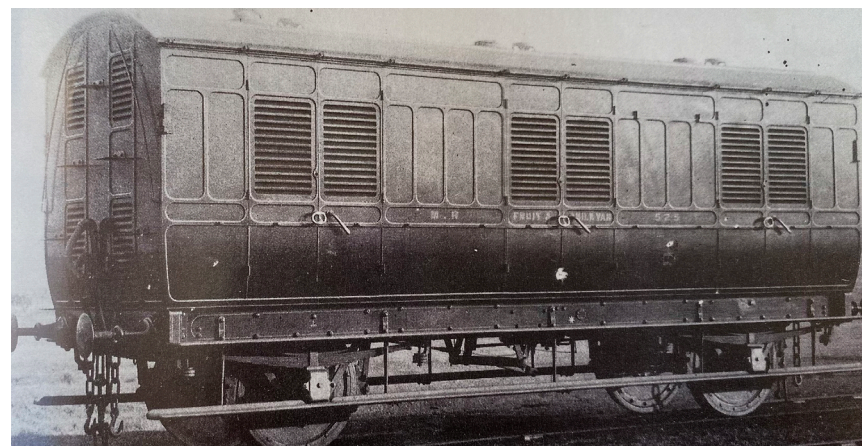
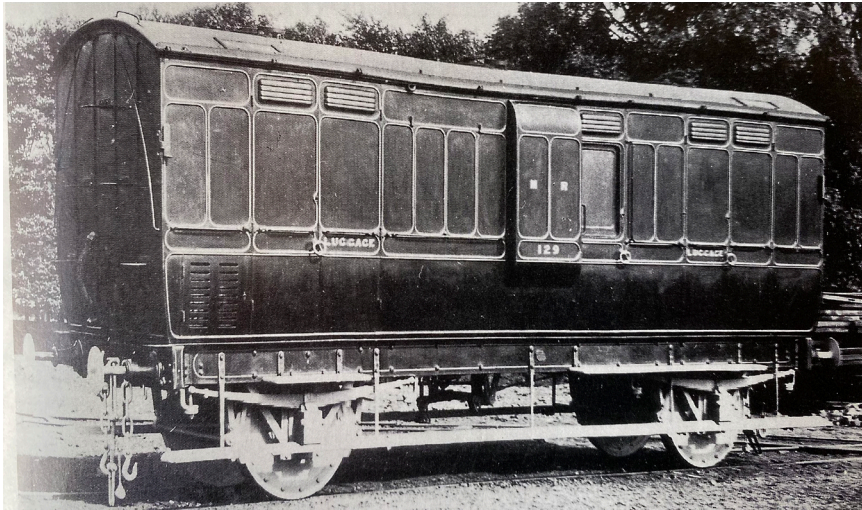
19 Livery: All 4 vehicles were finished in the MR lined passenger coach livery and once painted and lined the polished brass grab handles can be fitted the end steps and the end long grab handles would be painted black. There are published photographs of all four vehicles in "Midland Railway Carriages" by Lacy & Dow Volume 2 pages 169, 184, 425 and 428 and also extra information in "Midland Carriages" by Jenkinson and Essery.



MR 16'W/B Vac Fitted Brake linkage for Non Passenger Vans







7C016 MR Passenger Brake Van Packing List

Item	Part No.	Description	No Per Kit
<u>CASTINGS</u>			
7210		MR Coach Vac Pipes	2 _____
X7C01610		End Steps (4 on main body sprue)	7 _____
X7C01614		MR Coach End long Grab Handles	2 _____
X7C01614		MR Coach short roof Grab Handles	2 _____
X7C01615		Early MR passenger Door Handle (oval type)	6 _____
X7C01610		Long Guards Grab Handles on main body sprue	2 _____
X7C01611		Short Grab handles (on Doors and on waist panels) on main body sprue	10 _____
X7C01611		Medium Grab handles	2 _____
X7C01611		Long Grab Handles (on waist in 4 panel section)	2 _____
X7C01610		Destination brackets (2 on main body sprue)	4 _____
X7C01613		Lamp Brackets (2xright & 2 left hand),	1 _____
X7C01028		MR 8'wide body Footboard supports (straight type)	10 _____
X7C033C8		MR Footboard Supports (short Type)	8 _____
X7C01616		Oil Lamp Trivets	3 _____
X7C01616		Oil Lamp Covers	3 _____
<u>ETCHINGS</u>			
X71551A		W-Irons and Brake Gear	1 _____
X7C01610		Footboards Etch	1 _____
<u>OTHER PARTS</u>			
<u>Mouldings</u>			
X7C01601		Side A	1 _____
X7C01602		Side B	1 _____
X7X01002		Ends	2 _____
X7C01603		Floor /Buffer Beam	1 _____
X7C01604		Roof	1 _____
X7C01605		Duckets	1 _____
X7C01606		Solebars	1 _____
X7C01607		Vac Cyclinders	1 _____
X7C01608		Springs	1 _____
X7C01005		Partions	2 _____
X702426		7024 Brake Shoes / Axleboxes	2 _____
<u>TURNED PARTS</u>			
X715442		Hornblocks	4 _____
<u>Springs</u>			
		Wagon Buffer Springs for the axleguards	4 _____
7163		Vac Spring	2 _____
<u>Coupling Parts</u>			
7155		3 Link Coupling Set	1 _____
<u>Buffer Heads</u>			
X71567		Buffer Set	1 _____
<u>Wheels</u>			
7124		3'7" Coach Wheel +4 Bearings	2 axles _____
<u>Brass Wire</u>			
		20Thou (0.5mm)	4 Inch 2 _____
		40Thou (1.0mm)	4 Inch 1 _____
<u>Plastiglaze</u>			
		10Thou (0.25mm)	15mm x 3 Inch 1 _____

7C017 MR Parcels Van Diagram 420 Packing List

Item	Part No.	Description	No Per Kit
<u>CASTINGS</u>			
7210		MR Coach Vac Pipes	2 _____
X7C01610		End Steps	7 _____
X7C01614		MR Coach End long Grab Handles	2 _____
X7C01614		MR Coach short roof Grab Handles	2 _____
X7C01615		MR Passenger "S" Grab Handles	8 _____
X7C01615		Early MR passenger Door Handle (oval type)	8 _____
X7C01613		Lamp Brackets (2x Right & 2x Left hand) 1 sprue needed per kit	1 _____
X7C01028		MR 8'wide body Footboard supports (straight type)	10 _____
X7C01616		Oil Lamp Trivets	4 _____
X7C01616		Oil Lamp Covers	4 _____
<u>ETCHINGS</u>			
X71551A		W-Irons and Brake Gear	1 _____
X7C01710		Footboards Etch	1 _____
<u>OTHER PARTS</u>			
Mouldings			
X7C01701		Sides	2 _____
X7C01002		Ends	2 _____
X7C01603		Floor /Buffer Beam	1 _____
X7C01604		Roof	1 _____
X7C01706		Solebars	2 _____
X7C01607		Vac Cyclinders	1 _____
X7C01608		Springs	1 _____
X7C01005		Partions	2 _____
X702426		7024 Brake Shoes / Axleboxes	2 _____
<u>TURNED PARTS</u>			
X715442		Hornblocks	4 _____
<u>Springs</u>			
7163		Wagon Buffer Springs for the axleguards	4 _____
		Vac Spring	2 _____
<u>Coupling Parts</u>			
7155		3 Link Coupling Set	1 _____
<u>Buffer Heads</u>			
X71567		Buffer Set	1 _____
<u>Wheels</u>			
7124		3'7" Coach Wheel +4 Bearings	2 axles _____
<u>Brass Wire</u>			
		20Thou (0.5mm)	4 Inch 2 _____
		40Thou (1.0mm)	4 Inch 1 _____
<u>Rodding</u>			
0620		0.020" (0.50mm)	2 Inch 1 _____

7C018 MR Fruit & Milk Van Diagram 418 Packing List

Item	Part No.	Description	No Per Kit
<u>CASTINGS</u>			
7210		MR Coach Vac Pipes	2 _____
X7C01610		End Steps	7 _____
X7C01614		MR Coach End long Grab Handles	2 _____
X7C01614		MR Coach short roof Grab Handles	2 _____
X7C01818		MR Guards Long Door Lever	6 _____
X7C01818		Early MR passenger Door Handle (oval type)	6 _____
X7C01610		Destination Board Brackets (2 of these are on the main body sprue)	4 _____
X7C01613		Lamp Brackets (2x Rt & 2x Lft)	1 _____
X7C01028		MR 8'wide body Footboard supports (straight type)	10 _____
X7C01616		Oil Lamp Trivets	3 _____
X7C01616		Oil Lamp Covers	3 _____
X7C01810		Torpedo Vents (6)	1 _____
<u>ETCHINGS</u>			
X71551A		W-Irons and Brake Gear	1 _____
X7C01710		Footboards Etch	1 _____
<u>OTHER PARTS</u>			
<u>Mouldings</u>			
X7C01801		Sides	2 _____
X7C01802		Ends	2 _____
X7C01603		Floor /Buffer Beam	1 _____
X7C01604		Roof	1 _____
X7C01706		Solebars	2 _____
X7C01607		Vac Cyclinders	1 _____
X7C01608		Springs	1 _____
X7C01005		Partions	2 _____
X702426		7024 Brake Shoes / Axleboxes	2 _____
<u>TURNED PARTS</u>			
X715442		Hornblocks	4 _____
<u>Springs</u>			
		Wagon Buffer Springs for the axleguards	4 _____
7163		Vac Spring	2 _____
<u>Coupling Parts</u>			
7155		3 Link Coupling Set	1 _____
<u>Buffer Heads</u>			
X71567		Buffer Set	1 _____
<u>Wheels</u>			
7124		3'7" Coach Wheel +4 Bearings	2 axles _____
<u>Brass Wire</u>			
		20Thou (0.5mm)	4 Inch 2 _____
		40Thou (1.0mm)	4 Inch 1 _____
<u>Rodding</u>			
0620		0.020" (0.50mm)	2 Inch 1 _____

7C031 MR Hounds Van Packing List

Item	Part No.	Description	No Per Kit
<u>CASTINGS</u>			
7210		MR Coach Vac Pipes	2 _____
X7C01610		End Steps	7 _____
X7C01614		MR Coach End long Grab Handles	2 _____
X7C01614		MR Coach short roof Grab Handles	2 _____
X7C03131		MR Passenger "S" Grab Handles	2 _____
X7C03131		MR Passenger "T" Door Handles	2 _____
X7C01613		Lamp Brackets (2x Rt & 2x Lft)	1 _____
X7C01028		MR 8'wide body Footboard supports (straight type)	10 _____
X7C033C8		MR short footboard supports	2 _____
X7C01616		Oil Lamp Trivets	2 _____
X7C01616		Oil Lamp Covers	2 _____
<u>ETCHINGS</u>			
X71551A		W-Irons and Brake Gear	1 _____
X7C01710		Footboards Etch	1 _____
OTHER PARTS			
Mouldings			
X7C03101		Side A	1 _____
X7C03102		Side B	1 _____
X7C01002		Ends	2 _____
X7C01603		Floor /Buffer Beam	1 _____
X7C01604		Roof	1 _____
X7C01706		Solebars	2 _____
X7C01607		Vac Cyclinders	1 _____
X7C01608		Springs	1 _____
X7C01005		Partions	2 _____
X702426		7024 Brake Shoes / Axleboxes	2 _____
TURNED PARTS			
X715442		Hornblocks	4 _____
Springs			
7163		Wagon Buffer Springs for the axleguards	4 _____
		Vac Spring	2 _____
Coupling Parts			
7155		3 Link Coupling Set	1 _____
Buffer Heads			
X71567		Buffer Set	1 _____
Wheels			
7124		3'7" Coach Wheel +4 Bearings	2 axles _____
Brass Wire			
		20Thou (0.5mm)	4 Inch 2 _____
		40Thou (1.0mm)	4 Inch 1 _____
Rodding			
0620		0.020" (0.50mm)	2 Inch 1 _____
Plastiglaze			
		10Thou (0.25mm)	15mm x 3 Inch 1 _____