

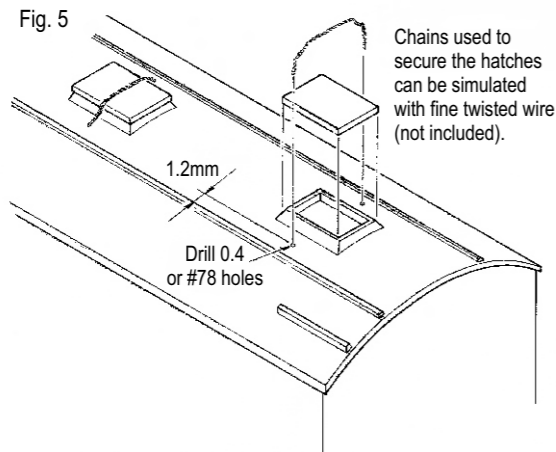
Brass etchings (5) are supplied for the horizontal handrails, which fit in holes moulded in the ends and into the holes drilled in the bracing earlier. Use part (4) for the vertical handrail. To attach the handrails, apply a small amount of ACC on the end of a pin to each hole and install the handrails with fine tweezers.

Lamp irons (6) should also be attached with ACC at each end of the sides and on the ends. A small packer of 0.5mm x 0.75mm polystyrene strip (not included) will be needed for the lamp iron on the end. Also add folded tail discs (11) on each end. Alternatively an open tail disc can be added at one end and a folded disc at the other.

### Roof details

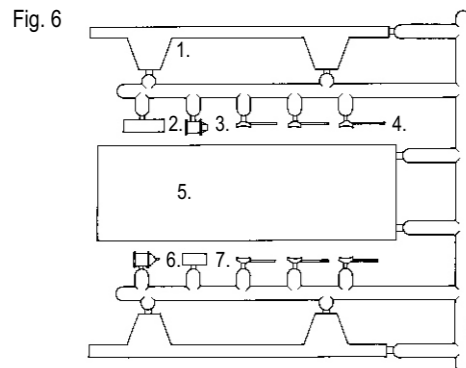
Battens have been moulded integrally with the roof, but separate battens are also supplied, which allow for a gap between the surface of the roof and the main part of each batten. To use the separate battens it is necessary to first carefully shave off the integral battens from the roof and smooth the surface with fine emery paper. Cement the roof battens to the roof, exactly where the moulded battens used to be. If necessary, use the second roof supplied as a guide for positioning.

Install an ice hatch on each base, as shown on figure 5.



### Key for Underframe Components

1. Solebar
2. Auxiliary reservoir
3. Brake cylinder
4. Brake shoes (not used)
5. Floor
6. Brake cylinder (not used)
7. Brake cylinder base

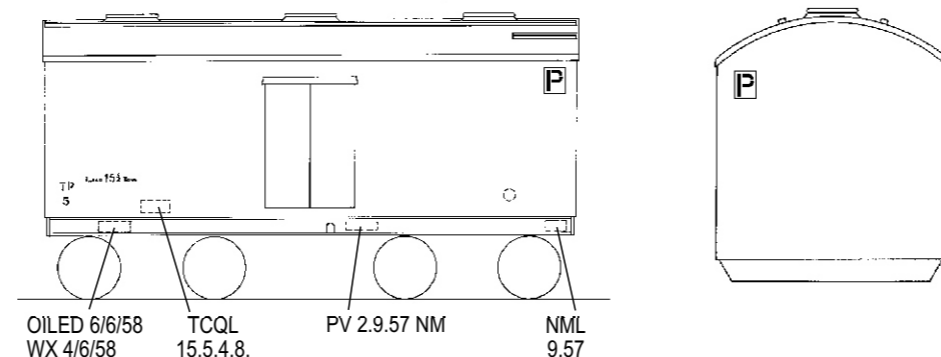


### Painting and Decals

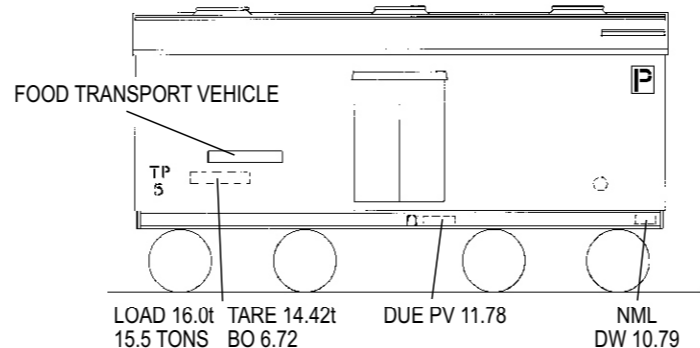
The wagon should be painted with a body in passenger car red, black underframe and bogies with a brown roof. We recommend Steam Era Models Passenger Car red Red spraying enamel for the body and Humbrol 29 Matt Dark Earth for the roof. Decals are provided for both metric and imperial load/tare and codes. Refer to figure 7 for the placement of lettering. An open tail disc should be painted white.

Fig. 7

Pre 1972 style. Code & Number 5"



Post 1972 style. Code & Number 7"



### To Apply Decals

1. Trim the decals close to lettering to remove excess film.
2. Immerse in water for ten to fifteen seconds and then set aside on a tissue until the decal straightens out.
3. Slide the decal into position. If it is necessary to adjust the final position, use a small brush that has been dipped in water.
4. Use a damp cloth to soak up excess water.
5. Use a decal setting agent such as Solvaset to assist the decals to snuggle down over rivets and other raised details.
6. A flat finish, such as Testor's Dulcote, applied to the entire model will give a uniform flat finish and hide the decal film.



C/- P.O. Rhyll, Victoria, 3923.

## VICTORIAN RAILWAYS 'TP' VAN

### Prototype Notes

With the introduction of the tri-weekly "Fruit Flyer" service between Mildura and Melbourne in October 1958 three TP vans were converted from 15 Ton T vans, to allow fast transport of perishable commodities on this route. The TP vans were equipped with TT30 bogies and three separate iced compartments were provided. A further two T vans were converted to TP configuration in 1967, but retained the single large iced compartment and this kit is representative of one of these vans. The dates of conversion and withdrawal of these vans are as follows:

TP 4 ex T382 5.67 withdrawn 2.84

TP 5 ex T356 5.67 withdrawn 5.84



Model illustrated has been fitted with couplers (not included).

### Assembly

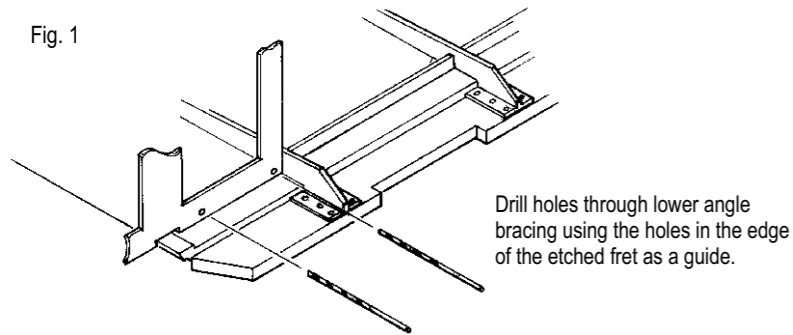
It is recommended that this kit be assembled with a liquid solvent such as Testor's or MEK. Carefully remove parts from the runner system using a sharp knife or sidecutters and do not twist parts off. Trim the 'hooks' moulded on the back of some parts with a small pair of side cutters. Some parts are made from etched brass. Half etched lines are provided where parts are to be folded to shape. As a general rule, where 90° bends are to be made, the half etched line goes to the inside of the fold, but where the brass is to be bent double at 180°, the half etched line goes to the outside.

Etched brass parts should be attached to the plastic body with ACC i.e. superglue.

## Body

Two holes need to be drilled in the angle bracing above the headstocks on each end for a handrail. Holes have been etched in the perimeter of the etched brass fret to act as a template. Position the fret as shown on figure 1 and use a #80 or 0.35mm drill in a pin vice to drill holes through the etching and plastic moulding.

Fig. 1



Check the fit of the sides and ends. Note that the corner joints are mitred and there are short pins moulded on the backs of the parts to help with positioning. Assemble one side and one end with cement and set aside. Repeat for the other side and end. When these two sub-assemblies have some strength, assemble them together to make an open box, ensuring that all the corners are at 90°.

Check the fit of the floor moulding in the body. It may be necessary to trim a very small amount from each edge of the floor to ensure a neat fit. It will also be necessary to enlarge the opening in the headstocks, so that the top of the opening is flush with the ribs on the floor that support the coupler.

## Underframe

For best results the draft, a shallow angle of about 3°, should be removed from the top edge of each side sill. Glue a piece of 180grit aluminium oxide sandpaper to a flat surface, such as a piece of chipboard, and rub the top edge of each side sill over it. Use a second piece of wood with the edges planed at 90° as a guide. This work will ensure that the side sills are installed at 90° to the floor.

Carefully cut the springs, W irons and axle boxes from the side sills and dress the bottom edge of each side sill smooth, either with a large file or by using the sanding board. Cement the side sills to the floor with the back of each hard up against the ribs moulded to the floor. Ensure that the ends of the side sills are flush with the ends of the floor.

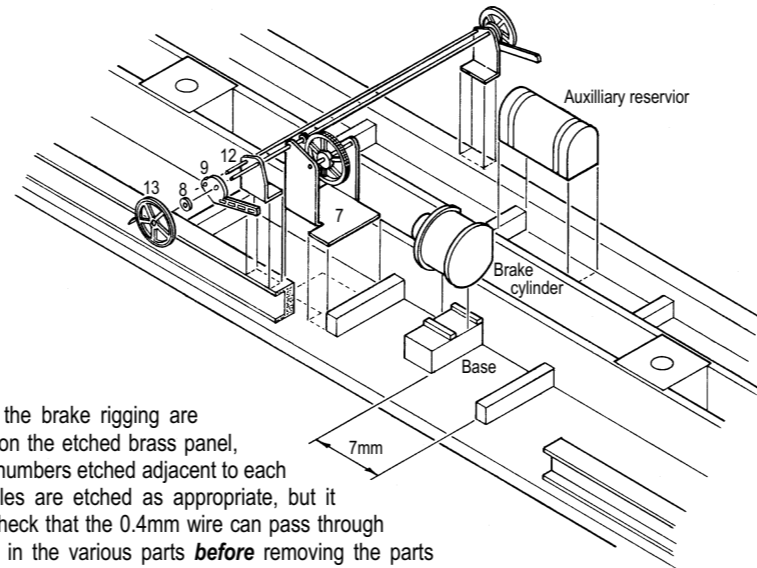
Install the floor in the body so that the pins moulded on the back of each side rest on the top edges of the floor. When satisfied with the fit, carefully cement the body to the underframe. Add some sheet lead to the top surface of the floor and secure it with ACC.

## Underframe details

Cement the brake cylinder base, brake cylinder and auxiliary reservoir to the underframe, positioned as shown on fig 2.

Refer to figure 6 on page 5 for a key to the underframe components.

Fig. 2



Parts for the brake rigging are provided on the etched brass panel, with part numbers etched adjacent to each part. Holes are etched as appropriate, but it pays to check that the 0.4mm wire can pass through the holes in the various parts **before** removing the parts from the etched fret. If necessary, the holes can be enlarged by careful use of a taper broach or 0.4mm drill.

Fold the handbrake gearbox (7) to shape and attach it to the floor with ACC. The extended area of the base should locate up against the back of the side sill and against the centre transom.

Bend the handwheel support plates (12) to shape and attach them to the side sills with ACC. Thread a length of 0.4mm wire through the brackets and the hole in the gearbox when attaching these brackets, to ensure that all the holes are in correct alignment and that the wire is perpendicular to the sides on the underframe, as shown on figure 2.

Tin the back faces of the gearwheel (14), fold it double and sweat the two layers together, ensuring that the holes in both layers are in alignment. Alternatively, the two layers can be bonded together with ACC.

Thread two 30mm lengths and a 10mm length of 0.4mm wire through the gearbox sides and the handwheel support plates, as shown on figure 2, making sure to trap the gearwheel and pinion between the gearbox plates. Also make sure that the gearwheel and pinion are positioned closer to one gearbox plate, as shown. Secure the wires in place with low-melt solder or ACC. Trim the short wire flush with the sides of the gearbox plates.

Position a ratchet wheel/pawl lever (9) over the pairs of wires at each handwheel bracket and secure with low-melt solder or ACC. Trim the outer wire flush with the pawl lever.

Thread a washer (8) over the inner shaft on each side. The handwheels (13) have a detailed face, which goes to the outside of the model. Bend up the handle at 90° to the circumference of each handwheel and reinforce the bend with a small amount of solder or ACC. Place a handwheel over the shaft on each side and attach with low-melt solder or ACC before trimming any excess wire flush with the face of the handwheel.

## Couplers

The kit is designed to use Kadee No5 or No58 couplers (not included). Assemble the couplers in their draught-gear boxes and clip the ears off each side. Attach the couplers to the floor with cement and/or #2 x 1/4" pan head screws (not included). Please note that the block moulded on the floor at the coupler position will need to be enlarged if you elect to secure the couplers with screws.

## Bogies

Attach the bogies using the screws provided with the bogies. Suitable holes have been moulded in place towards each end of the underframe.

## End details

Form the shunters' step frames (1) to shape and bend the edges of the etched steps (3) up at 90° before attaching the step tread to the frame with solder or ACC.

TP vans were fitted with bottom-operated couplers, so the uncoupling levers attach to the shunters' steps. Form the basic lever to shape from 0.3mm wire using the jig provided. Change the angle of the handle to 75° and incorporate a 15° kink as shown on figure 3.

Form a 'U' from the fine copper wire and thread the ends through the holes etched in the edge of the shunters' step frame. Thread the uncoupling lever through the U and pull the U tight from behind. Secure the lever to the shunters' step frame with solder or ACC. Clip the excess copper wire from the back of the shunters' step.

Attach the shunters' steps to the ends with ACC, as shown on figure 4. The end of the uncoupling lever should sit underneath the coupler head and behind the trip pin, so that the coupler is still free to swing.

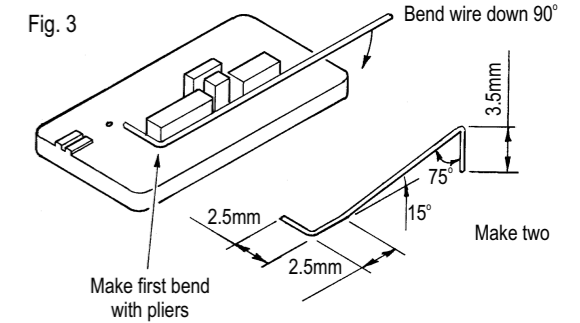


Fig. 4

