



**Midland Railway  
London Midland and Scottish  
D420 Parcels van**

**Prototype information**

Of the twelve vans built in 1885/6, one van had been broken up by 1922 and the remainder replaced by 1933. 10 were to lot 143 of 1885 and 2 to lot 163 of 1886, both lots were to drawing 648. Oil lighting and later gas lighting was supplied to each of the four compartments. Each compartment was used for a particular destination or group of destinations.

It is known that instructions were given in 1904 for handbrakes to be fitted to non-passenger coaching stock. It may be presumed that parcels and fruit and milk vans were included but no photographic evidence has come to light. A handbrake has been provided based on other MR NPCV vehicles. This would have required the removal of part of the steps to give access to the lever. The probable date of fitting is not known.

**Livery details**

Body sides and ends, crimson lake, mouldings black with gold lining on edges, yellow from about 1900, no lining at the extreme edges, no lining on the end mouldings. Droplight frames were probably mahogany when new. Solebars, headstocks and buffer bodies crimson lake lined in gold or yellow until about 1902 then unlined red-brown until 1912, then finally black. Wheel centres indian red. All other fittings below the solebars, black. Roof and fittings, light grey. Lettering and insignia, see diagrams for placing. We have no information at present regarding LMS insignia on these vehicles, but the probability is that LMS in 3" letters and the number in 3" serif figures would have appeared in the waist panels, the LMS towards the left and the number towards the right. As well as the van lettering transfers we have included in the kit a set of 6-wheel carriage transfers to provide suitable transfers for the LMS if required. The transfers supplied are of the Pressfix type.

	MR	LMS 1923	LMS 1933
Parcels Van	27	In series 393-427	37871-37877

**References**

Midland Railway Carriages Volume 2, R E Lacy, G Dow P425  
Midland Carriages, D Jenkinson, R Essery, P159 and P167

A more up to date version of this instruction sheet may be available from our website.  
[www.51l.co.uk](http://www.51l.co.uk)

## Assembly

### Underframe

The model includes parts for the earlier brake van underframe (drawing 348) these will not be used for the Parcels van.

- 1) Floor raise the rivets on the W-irons and end of headstocks and then bend to shape
- 2) Solebar detail, V-hanger side. Raise rivets and fix to floor.
- 3) Solebar detail, raise rivets and fix to the other side.
- 4) Buffer beam detail, raise rivets by coupling hook and fix in place at each end.
- 5) Buffer base, fix in place and fix buffer bodies.
- 6) Brake Block detail, left.
- 7) Brake Block detail, right.

Fit these to parts 8-11 on the side of the bend lines.

- 8) Brake hangers, fixed axle guard end. Fit to the floor, the locating tabs fit into the slot in the centre of the W-irons.
- 9) Brake linkage hanger. Fit to the floor between the W-irons with flap above the floor and located lengthwise in the slot.

10) Pivoted W-irons, raise rivets and bend to shape. 11) Brake hangers, fit to pivoted W-irons. Pivot part 10 to the floor by folding down the flaps and passing a length of wire through the matching holes, thus securing the assembly to the floor and allowing it to pivot. The brake linkage hanger (part 9) goes on the inner side of the brake shaft. Cut from wire a length of 16mm or 17.25mm for if fitted with external handbrake. Before fixing, thread on parts for brake gear as required, see notes to parts 12, 12a, 14, 15 and 16.

12) Brake lever and pushrod for standard underframe. Runs along the centre line towards the pivoted axleguard end. Lever goes upwards towards the floor from the shaft.

14) Brake cylinder lever, parcels van. Fix to brake shaft and brake cylinder, which fits under the floor in the marked circle.

16) Hand brake drop arm, brake van. Fit to brake shaft and to the locating slot in the centre of floor.

13 and 13a. Hand brake lever and Lever stirrup. Use if required on the vans. Bend the stirrup to shape, see sketch, then fix to solebar. Thread the lever through the stirrup, bend the end of the lever around to form a loop.

17) Lower step supports. Raise the rivets on the solebar brackets and bend to shape.

18) Lower steps, these make the steps into "double thickness &', bend to shape and fit to parts 17, then fit into place on the van. If you intend fitting a hand the lower step on the V-hanger side must have a section about 17mm long cut away to allow the brake to be operated. This section is between the centre support and the next to the right. This step must in this case be cut into two before being fitted in two sections.

19) Brake block connecting bars (short). See brake rigging diagrams, fit according to the type of underframe you are constructing.

20) Brake block connecting bars (long). Fit temporarily these must be removable to allow you to fit your wheels.

21) Gas cylinder brackets, optional. Fit into locating slots either side of the floor if required. Do not fit gas cylinders yet.

22) Safety loop for pushrod, drawing 456,

22a) Safety loop for lower pullrod.

23) Safety loop for part 20., fixed axle guard end.

24) Safety loop for part 20 pivoted axle guard end.

Midland Railway 25'0 Wheelbase non passenger coaching stock, Diagram 420

- 25) Coupling hooks. Use 2 layers to each hook for strength.
- 26) Coupling upper link.
- 27) Coupling centre section.
- 28) Coupling centre section lever pivots to part 27.
- 29) Coupling lower link.
- 30) Side chain eyes. Fit into holes in the buffer beam if required, removal certainly by 1922.
- 31) Side chain hooks. Connect to part 30, five links of chain per hook.
- 32) Upper step, lower layer, for Parcels vans, raise rivets on the brackets and bend to shape.
- 33) Upper steps, upper layer fix to parts 32, then fit assembly to parts 17(lower step supports) so that the upper step is level with the lower edge of the solebar.

Parts 34-37 ignore for Parcels van.

If you fitted the optional parts 21(gas cylinder brackets) now fit the gas cylinders in place. Now fit the axle bearing cups and wheels. Carefully lift part 20(connecting bar) out of the way and spring the wheels into place.

Spring-axle box castings. At the fixed axle guard end, trim any excess length at the outer end so that the casting fits within the headstock when centred on the W-iron.

Fit the buffers, follow the instructions on the card with the buffers. The couplings are retained by threading a piece of wire through the hole in the bracket in the floor and through a hole in the hook.

You can now paint the underframe.

### **The body**

- 38) Side, inner layer.(dog box side on the brake). Bend to shape, curving the tumblehome to match the shape of the ends. 39.Side outer layer, first curving the tumblehome as on part 38, then pass the door hinges of part 38 through the etched holes on part 39 to provide location. It is normally sufficient to fix from the inside at the hinges and around the edges.
- 38a and 39a. Brake only, side without dog box, assemble as parts 38 and 39.
- 53-54 brake only
- 40) Step end.
- 41) End steps. Form the end tumblehome to match the side profile, fit the end steps from the rear of the inner end, then fit the end lamp irons parts 42 again from the rear but do not bend to final shape until you have fitted the outer layer over the step and lamp irons to provide accurate location.
- 43) End without steps. Curve the tumblehome as part 40. Fit end lamp irons parts 42 from the rear then overlay outer layer over lamp irons to ensure an accurate fit. Bend lamps irons up. Assemble the body ensure right angle corners, from wire fit end hand rails only in the provided holes.
- 48) Door vents. Fit to the etched bases in the upper door panels., ensuring the narrower louvre is at the bottom.
- 49) Waist level door hinges. Fit the hinges on the upper waist moulding.
- 50) Corner lamp irons. Raise rivets, bend as shown on the sketch and fit as shown on the end view.

Modellers now might wish to fit the pre-formed brass roof in place, and detail with the castings provided. Fit a captive nut to a scrap piece of brass and solder this in place between the body sides. Drill a hole in the floor to a match so a bolt may secure the body in place. Alternatively the body can be glued to the floor after final detailing using the tabs on the body sides and the slots in the floor.

As seen from the V-hanger side of the underframe the Parcels Van; end steps should be on the left.

### **Final detailing after painting/lining and fitting transfers**

- 44) Ring door handles, used as built. Probably changed to T pattern by 1922.
- 45) T door handles, the later type.
- 46) Grab handles, S shape, probably used on parcels vans until T type handle used. Probably changed for part 47 if and when T door handles were fitted.
- 47) Lever handles. Used on the right hand door of each pair on the parcels van, and added to the right hand door of each pair of double doors on the brake van when T handles were fitted.
- 48) Fit the underframe to the body having referred to the above information.

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