



INSTRUCTIONS FOR ASSEMBLY

REF. 541

B.R. BANANA VAN (DIAGRAM 242) 8 TON

PROTOTYPE NOTES (kindly provided by Mr Eric Kemp)

The B.R. built planked bodied Banana vans, along with their L.M.S. predecessors, all carried a basically similar body, albeit with detail variations.

This kit represents the first design of B.R. Banana van that was built on a 10ft wheelbase underframe (diagram 242), 300 8 ton vans (B880430-729) being constructed to lots 2346 & 2598 between 1952 and 1954. They were fitted with steam heating when built and possibly branded 'STEAM BANANA', photographs showing them in their early days being hard to find. The steam heat pipe ran through a ducting up the ends of the vans, in a similar manner to later L.M.S. practice, but this was later removed (probably by about 1960) and a small patch on each end (where the pipe had entered the body) appeared upon conversion. They ran throughout the 1960s and into the 1970s displaying the distinctive yellow spot associated with this class of vehicle.

GENERAL INFORMATION

Banana vans could be seen either in block train loads or as a portion of an otherwise mixed goods or van train. They tended to be marshalled at the front of a mixed goods as, being vacuum braked, they provided a 'fitted head' if part of the train was unfitted and, most importantly, in steam heat days they had to be able to be coupled at the heat source! Obviously the latter was not important for the empty run back to the docks.

The trains ran from the docks to special depots spread around the country. In B.R. days the vans carried paper labels on their sides, advertising the company whose produce was being transported. The most prominent banana importers/distributors were GEEST and FYFFES. Both of these companies changed their style of label during the 1960s, examples of the earlier FYFFES type being visible on page 69 of 'British Railways Wagons' whilst the later labels of both companies can be seen on page 43 of 'B.R. Standard Freight Wagons' by David Larkin (D.B.B.). The later GEEST type also appears in the November 1985 'Your Model Railway' article. At the time of preparing these notes, it is expected that a photograph of the earlier GEEST label will be published, along with further banana van photographs, in the May 1989 issue of 'Model Railways'.

With some modification work, as noted, this kit can be used to represent vans for the pre-nationalisation period, B.R. 'steam heat' era or the 1960s scene when 10ft wheelbase vans gradually ruled supreme, ply-sided vans with corrugated steel ends being introduced from 1959 to add to the variety!

Later construction of diagram 242 vans (B880730-1129, lots 2739 & 2866, built 1956) were identical to the earlier lots of the same diagram except that the diagonal strapping was extended below body level.

For those wishing to use this kit as a basis for modification of other vehicles (some of which varied slightly dimensionally), the following suggestions are offered:

B.R. Diagram 243 8T Banana Van: Uses same underframe and basic body diagonal strapping and corner plates need modifying, two additional stanchions at each end also being required. Not steam heated but through piped.

B.R. Diagram 244 8T Banana Van: Same body modifications as diagram 243 but also requires 10ft wheelbase clasp braked underframe and 2'0 1/2" buffers.

For any of the above, please refer to 'Your Model Railway', November 1985 edition. A drawing of a diagram 244 van appears on page 69 of 'British Railways Wagons' by Don Rowland (David & Charles).

B.R. Diagram 241 8T Banana Van: Same body as this kit but on a 9ft wheelbase underframe (details unknown) and with ducting up the ends of the steam heating. See 'British Railways Wagons', page 16, for drawing.

B.R. Diagram 240 10T Banana Van: Thought to be as L.M.S. diagram 2111 (see below).

L.M.S. Diagram 2111 10T Banana Van: Body largely as per kit plus steam heat pipe ducting on ends but on a 9ft wheelbase L.M.S. clasp braked underframe. See 'L.M.S. Wagons' (Volume One) by R.J.Essery (O.P.C.), page 23.

L.M.S. Diagram 1660 8T Banana Van: Basic body as per kit but with the addition of end vent. Earlier vans without diagonal strapping and with different shaped end stanchions. 9ft wheelbase Morton 4-shoe brake gear required. Random numbers were used for these vans and the full list is available from J.D. Model Railway Consultants, 35 Anyards Road, Cobham KT11 2LW, on their 'Special Purpose Vans' data sheet which includes all B.R. and pre-nationalisation banana vans likely to have survived into B.R. days.

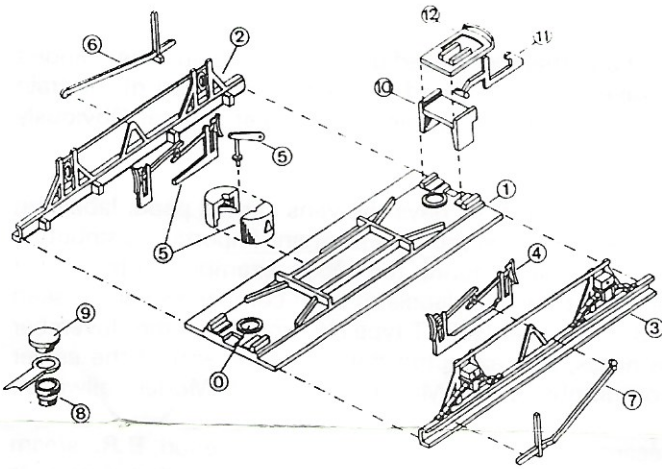
L.M.S. Insulated and Refrigerator Vans: The use of the body on a 9ft wheelbase underframe (as above) can, with a few detail additions (ladder etc.), represent these vans. See 'L.M.S. Wagons', pages 111-113.

ASSEMBLY

The assembly of this kit is broken down into two parts: the chassis and the body. We recommend that all components be removed from their sprues with a sharp knife, a Swann Morton scalpel No.3 handle with 10 and 10A blades is ideal. Any rough edges can then be cleaned up with a fine flat needle file and fine wet 'n' dry paper. A liquid cement such as 'Polso' or 'Liquid Poly' is recommended applied with a fine brush, and a superglue to attach metal to plastic parts.

CHASSIS

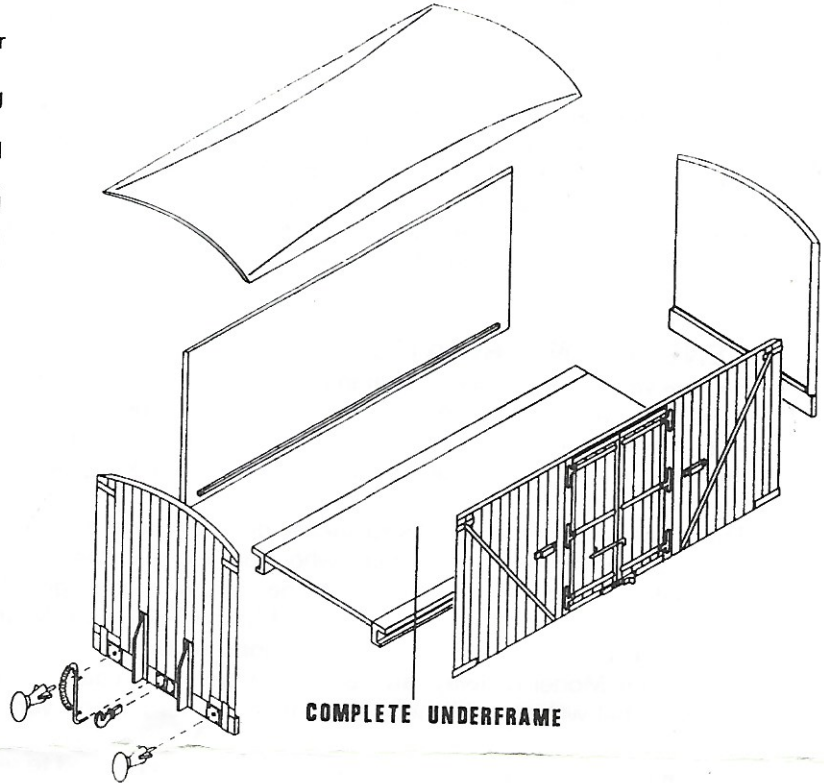
1. Cement each solebar (2) and (3) in turn to the edge of floor (1). Check ends are flush.
2. When dry spring wheelsets into place by gently opening axleboxes.
3. Next add brake gear. The non vacuum side (4) is located against vee hanger as indicated, checking wheel clearance.
4. Add vacuum side brake gear, checking clearance (5) followed by the vacuum cylinder. Cut wire to length, fitting between brake rods, thread operating rod onto wire and cement into place.



5. Fit plain brake lever (6) to the vacuum side of chassis.
6. Cement Morton lever (7) (with snail cam) to the non vacuum side.

THE BODY

1. Remove moulding pips from ends on inside of buffer beams.
2. Cement one side to one end. Repeat with other side and end forming a box.
3. When dry cement to chassis, locating ends on to chassis against stop provided.
4. Glue the four buffers into place.
5. Fit dummy coupling hooks into place in slot on buffer beam.
6. Add vacuum and steam heating pipes (if required).



COUPLINGS

For the Ratio couplings:

1. The hook (11) is located in the bearing of the coupling (12). Do not cement.
2. Cement coupling (12) to mounting block (10) and glue into place on location on van floor, butting onto rear of buffer beam.

For Peco type coupling (not provided):

1. Cement stud (8) onto location (0) on chassis.
2. Fit coupling and secure with pin (9).

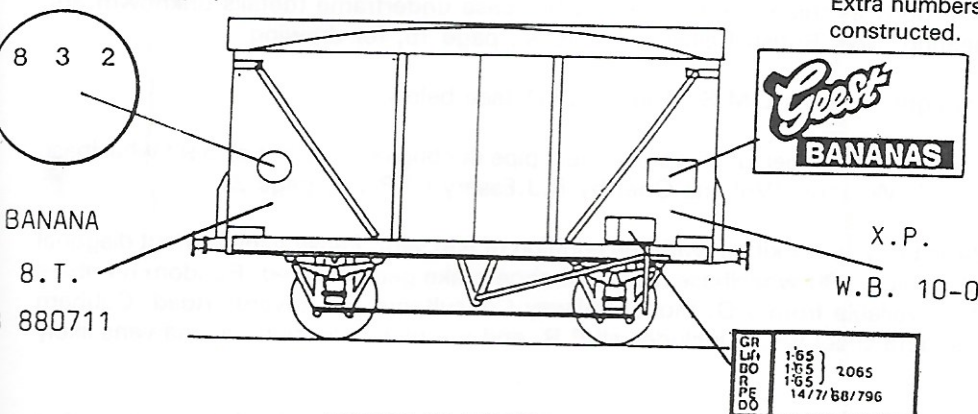
LIVERY

Underframe — black
Body — wagon brown
Roof — grey

TRANSFERS

Water-slide transfers are provided for all poster and numbering detail.

Extra numbers are provided so that numerous vans can be constructed.



In case of complaint please quote this reference

MM