

(WW07) British Railways Medfit wagon



The BR Medfit wagons were made at Ashford, but peculiarly the first batches incorporated an LMS style brake system. They were built in batches from 1950 to 1955. The steel medium fitted open merchandise wagon was probably the first new design of wagon introduced by BR which did not have a clear forerunner on the pre-Nationalisation railway.

BR built 3,600 of them all on diagram 1/019 but with two distinctive designs of brake rigging and suspension. All were vacuum braked when new.

They had a limited life in the revenue fleet, the engineers appear to have got hold of most of them by 1970 and many earlier than this. With their drop side the engineers found them very useful, using them for spoil, sand, ballast as well as more specialist uses. In later years the vacuum brake was often removed. They generally went out of use in the late 1980s as the new Rudds, Clams and Turbots were introduced in large numbers.

Lots 2235, 2236, 2351 built between 1950 to 1952 all had LMS pattern clasp style 8 shoe brake gear, and suspended sprung axleboxes.

Lots 2430, 2352, 2488 built with RCH standard "4 shoe push brake rigging" and smaller standard axleboxes.

| Lot 2235 | Lot 2236 | Lot 2351 | Lot 2430 | Lot 2352 | Lot 2488 |
|------------|------------|-----------|----------|----------|----------|
| 12/50-7/51 | 6/51-12/51 | 1/52-5/52 | 1955 | 1953 | 1955 |
| Ashford | Ashford | Ashford | Ashford | Ashford | Ashford |
| 457597 – | 458597 – | 459597 – | 460397 – | 460597 - | 461087 – |
| 458596 | 459596 | 460396 | 460596 | 460996 | 461557 |
| 1000 | 1000 | 800 | 200 | 400 | 600 |

This model includes castings for batches 2235, 2236, 2351. Pictures showing wagons after a period in service show many combinations of axle boxes and other features, a result of ongoing and regular maintenance. To be accurate for a particular wagon, it is recommended to refer to pictures. One source is Paul Bartlett images1@potopic.net, there will be others. Photographs show how varied the use was, and how widely they spread across the system, some are in unusual colours.

Reference Books

British Railways Wagons the first half million, By Don Rowan, ISBN 07529 03780
British Railways Goods wagons in Colour, By Robert Hendry, ISBN 1 85780 03780
British Railway Wagons, Opens and Hoppers, By G. Gamble, ISBN 1 1900298 06 6
British Railway Wagons No.1, Open & Hoppers, ISBN 1900298 015

Web Reference

<http://paulbartlett.zenfolio.com/brmedfitsteel/h2b65964b#h327038a>

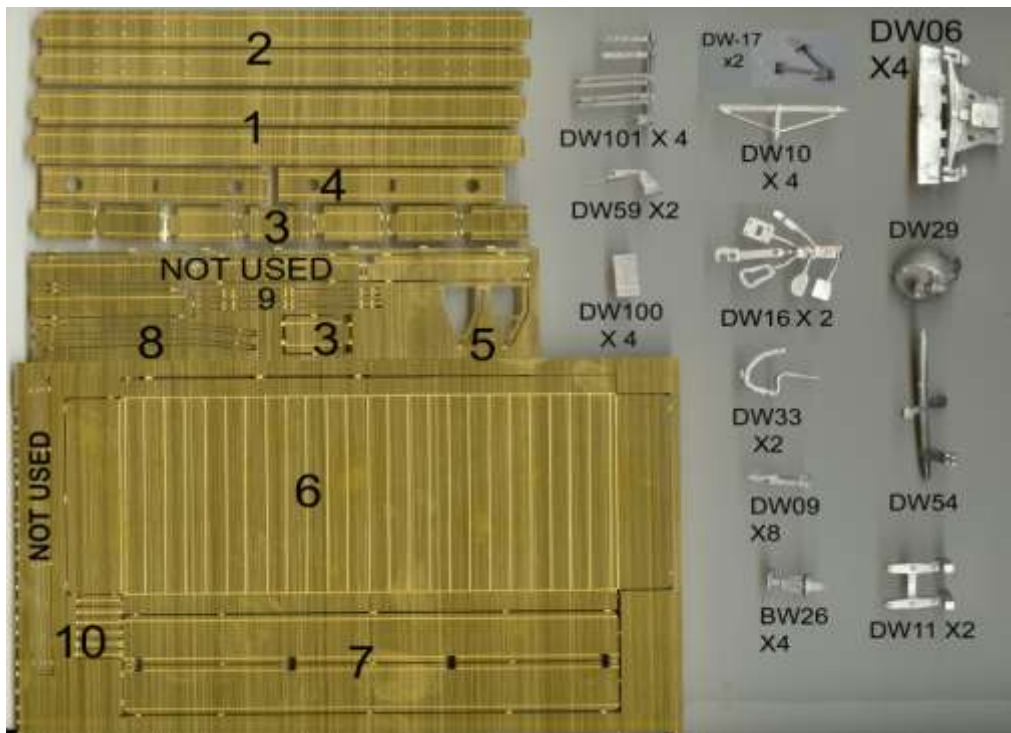
Parts List

Etch

- 2 x Spilt pins
- 2 x Coupling springs
- 4 x Coupling links
- 100mm of .7mm wire

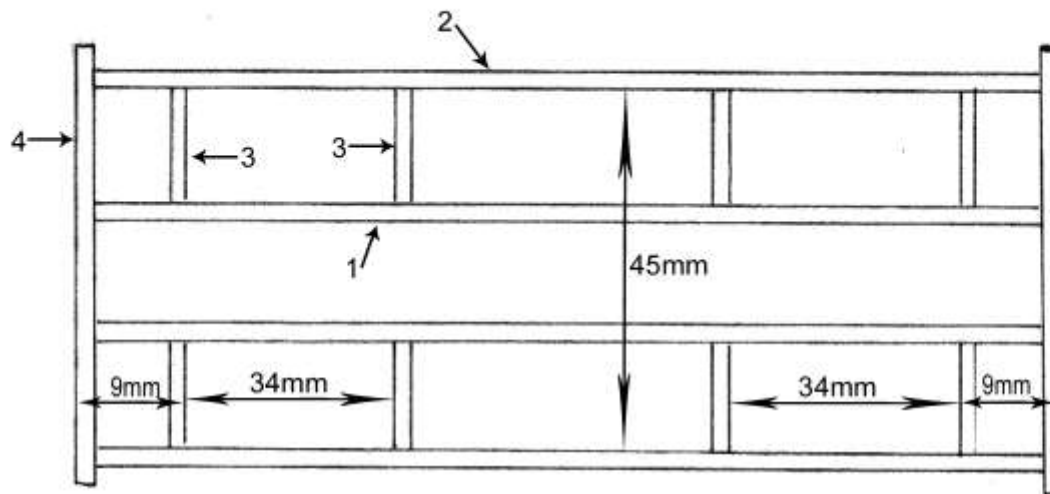
W/M Castings

| | | | |
|--------------------------|-------------|----------------------|-------|
| 4 x Axle box (H/D plain) | DW6 or DW48 | 2 x Vac pipes | DW33 |
| 4x RCH Buffer | DW26 | 2 x Detail sets | DW16 |
| 1 x Vac cylinder | DW29 | 1 x Cross shaft | DW54 |
| 8 x Brake shoe | DW9 | 2 x Brake piece (H) | DW11 |
| 4 x Brake yoke | DW10 | 2 x Door damper | DW59 |
| 2 x Boards | DW100 | 4 x Stanchions sprue | DW101 |
| 2 x Triangle gusset | DW17 | | |

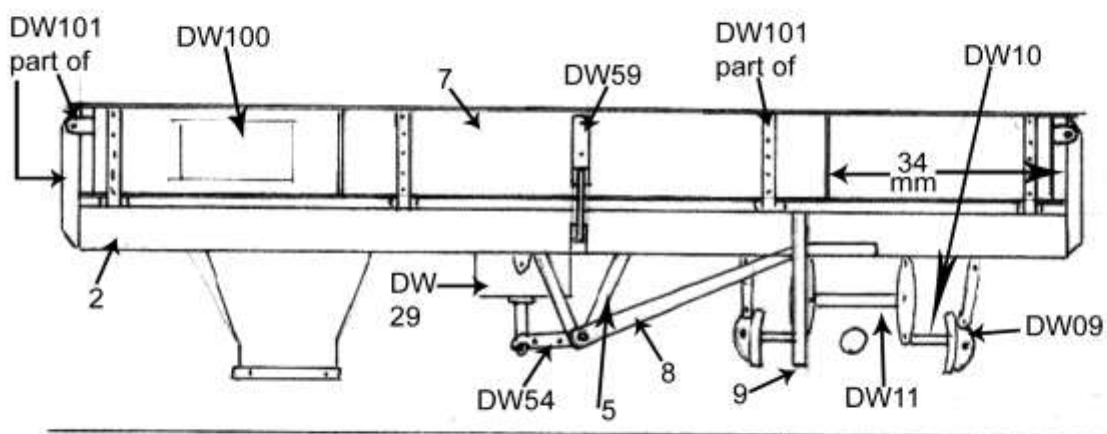


Etched parts,

- | | |
|---------------------------|---|
| 1 – Inner solebar | 2 – Outer solebar (push out rivet detail) |
| 3 – Cross members | 4 – Buffer beams |
| 5 – V hangers (two types) | 6 – Wagon floor and ends |
| 7 – Wagon sides / doors | 8 – Brake levers (two types) |
| 9 – Brake pin down bars | 10 – Body side detail |



Arrangement of underframe



Medfit side view

Parts required to complete the kit.

We recommend Slaters 7122 3'1" 3hole wheel sets or Welcome Turned Steel Insulated Wheels c/w ball races. Slaters sprung buffers and Malbut transfers.

Purchase online at www.modelrailwaywagons.co.uk

Or contact us using the details in this kit.

Notes on construction, Elaborating the fold line's with a triangle file or a squawker may help make for easier and tidier bends. To avoid twisting of fold, try to make each fold in one go, a folding jig or bending bars can be useful for long and narrow folds. . You may have to file up the ends of the chassis members to enable a tight fit together.

1. Start with the chassis, Take the inner solebar(1), outer solebar(2) push out rivet detail, cross members(3), buffer beams(4), bend to a U shape.
2. Mark the inner solebars(1), mark a line 9mm and 34mm from each end and then solder cross members(3) on marked lines. *Photo 1*. Also drill out the axleboxes DW-06 for your chosen wheel bearings, then solder axle boxes to the rear of the outer solebars aligning with the rivet detail.
3. Now solder the inner and outer solebar assemblies together to form a L chassis assembly. *Photo 1*.
4. Take the buffer beams(4) mark a line 5.5mm in from each end, then solder one of the chassis units to the buffer beam with the outer solebar to the marked line, repeat with the other side. Now fit the two parts together not forgetting to fit the wheels, make shore all is square and solder up. *Photo 2*.
5. Prepare the etchings for the wagon body(6), Elaborate the fold lines to ease bending the ends and the shallow long sides to the wagon floor. Also take the wagon sides / doors(7), and bend the top and bottom lips. *Photo 3*.
6. Now align the top of the side / doors with the top of the ends and the half etched line on the shallow lip side of the wagon floor, tack solder check that it is square and solder up sides to ends and along bottom of sides. *Photo 4*.
7. Now solder the wagon top part to the chassis part. If all ok then all of the wheels should still touch the ground at the same time. *Photo 5*.
8. Add to the chassis the brake gear, start by fitting the brake shoe castings DW-09 which are attached to the cross members(3), with sufficient clearance to the wheel tyres. Next fit the brake H piece DW-11 between the inner solebars and centrally under the axle, now fit the brake yokes DW-10 these go between the brake shoes and go onto the brake H piece. *Photo 6*. Now repeat with the other end.
9. Fit the V hangers(5) centrally to the inside face of the outside solebars, add the vacuum cylinder DW-29 also fitting the output plunger and valve, the cylinder is usually at the side with the double pivot on Morton break gear. Now fit the X-shaft DW-54 between the V hangers and to the output plunger, finish off by adding the brake pull rods from lengths of wire from the X shaft to the brake H piece. *Photo 7*.
10. Now add the brake pin down bars(9), fold to shape and fit to solebar, add the brake handles(8) to the wagon sides. *Photo 7*.

11. Now fit the wagon end detail, Buffers DW-26 or your chosen sprung ones, couplings, and the end stanchions (part of)DW-101 these are equally spaced on the wagon ends, Also fit the vac pipe DW-33 and the makers plate and load clip to the solebars. *Photo 8 - 9.*
12. Now add the wagon side detail, first take the angle pieces(10) cut two in half along the half etched line and then fold the others to right angles, these solder to the ends of the wagon sides, then make a mark 34mm in from the ends and solder the cut ones on the marked line. *Photo 9.*
13. Next fit the four hinges castings (part of) DW-101, (these will need to be cut down in length) and the info board DW-100 to the wagon side, Also fit the Tri gusset's DW-17 to the solebars under the central pair of hinges. Finally make from wire the little handle which solder to the angles at the wagon ends, then add the side door catches (part of) DW-101, these go above the handles on the end angles. *Photo 9 - 11.*
14. Lastly fit the remaining two info boards and the lamp brackets (part of) DW-16 to the wagon ends. *Photo 10 - 11.*

