

Fig 1

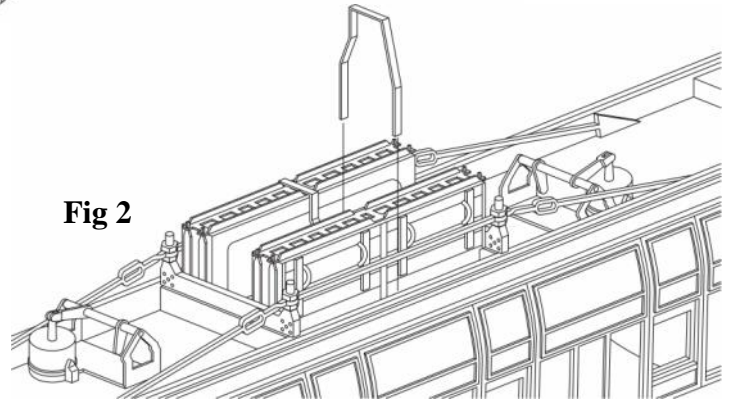


Fig 2

This set includes all the components necessary to detail the under-frame of a standard Gresley 60' 0" corridor coach with the exception of wire to represent brake rods and air/heating pipes.

If you are using one of our 60' 0" floor-pans the location of the main components is half etched into the floor sheet.

The early pattern battery boxes have an etched tray and bracing strap, Fig 1 shows the location of the former and Fig 2 the latter

The two vacuum cylinders are assembled per Fig 3 and located per Fig 2, I.E. at either side of the battery boxes, mirror fashion. The reserve air cylinders, if fitted, were located between the brake units and the queen posts immediately in front of the vacuum cylinders. The dynamo is located as per Fig 4.

Note: Figures 2 and 4 show a non-vestibule floor-pan which has only two truss rods. The 60' 0" floor pan has four and thus care needs to be exercised in locating the under-floor equipment. For example, the central rods feed through the brake units so either the truss rods must be threaded under the brake crank or the crank should be fitted later.

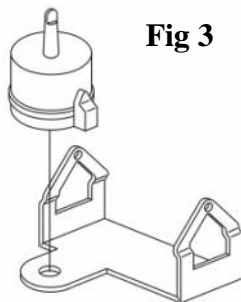


Fig 3

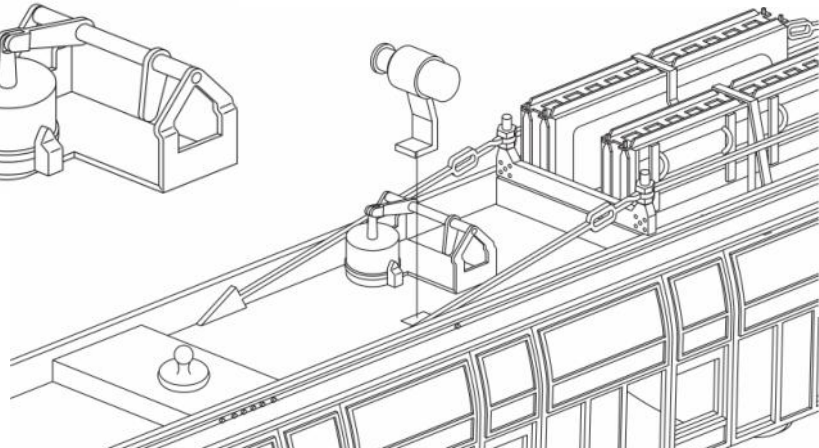
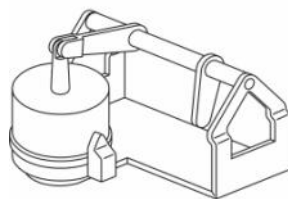
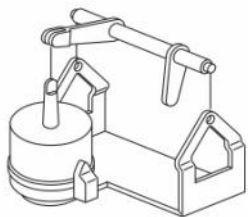


Fig 4

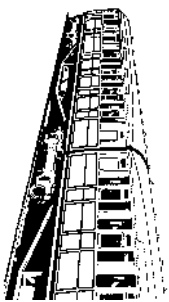
MJT

scale components

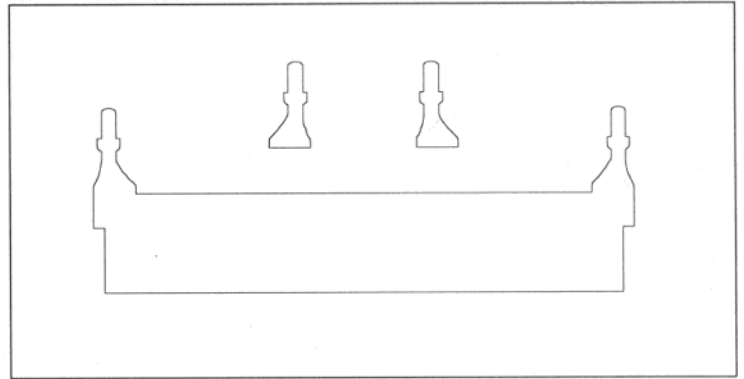
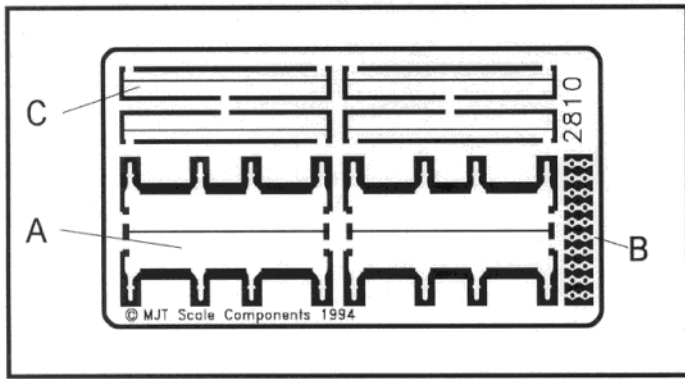
Ref. 2800T LNER Standard 60' 0" Underframe Detail Set
Turnbuckle type, includes etched truss rods and queen posts,
Early large battery boxes, vacuum brake gear and dynamo.

INSTRUCTIONS

Manufactured by
Dart Castings, 17 Hurst Close, Staplehurst, Tonbridge, Kent, TN12 0BX
www.dartcastings.co.uk



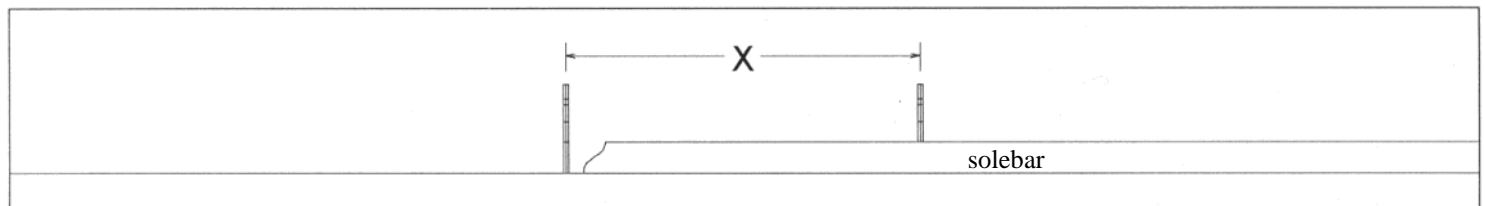
Instructions for the Assembly of the MJT LNER Turnbuckle Truss Posts/Trussing



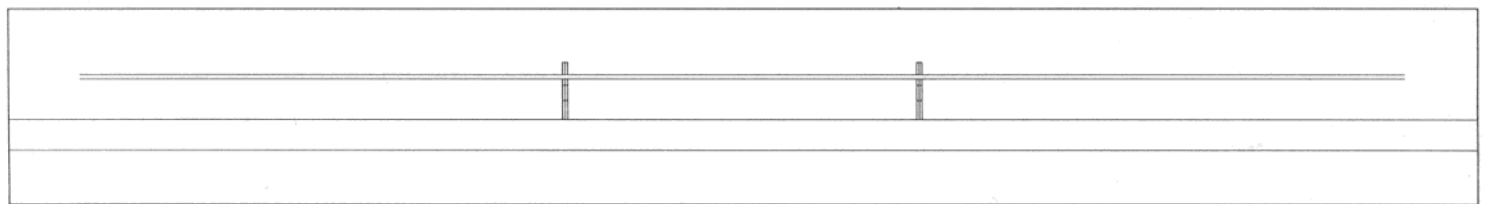
These components can be used with scratchbuilt models, our own components or as replacements for the plastic components supplied with the Ian Kirk kits. Note: the thickness of the Kirk solebars means that they will need to be thinned to clear the etched truss posts, and the etched truss posts reduced in width.

Remove the etched truss posts (Part A) from the fret. Fold in half with the half etched fold line on the outside of the fold and solder (or glue) the two halves together.

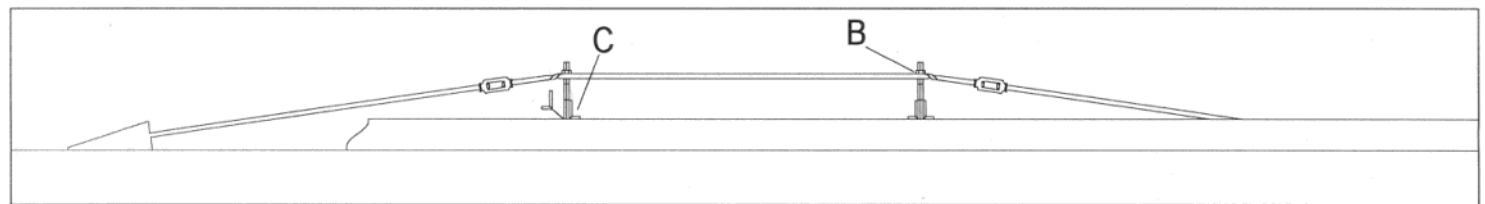
Decide whether two or four bar trussing is to be represented. As a rough rule of thumb 61'6" stock had four, 51'0" stock had two. For two bar trussing remove the centre pair of truss posts as shown.



Glue or solder the truss posts in place on the underside of the floor, 40mm between centres for 60'0" underframes and 34.3mm for 51'0" underframes. Tip: Mark the positions on the floor then check the measurements against the truss rodding fret before final fixing. Remove the truss bars from the fret and clean off any tabs by holding the fret in a fine pair of pliers next to the tab to avoid damaging it.



Glue or solder the truss bars onto the truss posts followed by the etched 'nuts' (Part B) trapping the truss bars. When fixed, take the pliers and twist the etched bars next to the truss posts through 90 degrees, so that the turnbuckles are now vertical. (Although not shown on the drawing repeating the process for the central portion of the truss bar improves their appearance).



Bend the bars down so that they meet the floor of the vehicle behind the solebars. Take the etched needle beams (Part C) and using a blunt compass point emboss the rivets using the half etched holes as a guide. Only the outer sets of rivets are required when two truss posts are being used. Bend the beams through 90 degrees with the half etched fold line on the inside of the fold and fix to the truss posts, across the solebars, as shown.