

Using the Floor pans

These etched Floorpans are components from our range of detailed kits, but can be used as a basis for scratch-building. They are produced in four varieties. Three types are for the Gresley 61' 6" corridor coaches and one for the 51' 1½" non corridor stock. They may have other applications. The three designs for corridor coaches accommodate the main width variations between types, including the characteristic 'joggle' in the sides of brake vehicles. All are designed to accompany the MJT range of coach sides and accompanying detail components.

Each pack of these sides should contain: 1 floorpan etch, one solebar etch and a set of instructions.

Two important features distinguish the MJT floor pans from traditional designs. The first is the 'false' end. Each floorpan contains a fold-up panel at either end of the coach frame. This not only provides a firm anchoring point for the chosen coach sides but also holds the panelled end casting - supplied separately - thus avoiding the complex folding of an alternative etched system.

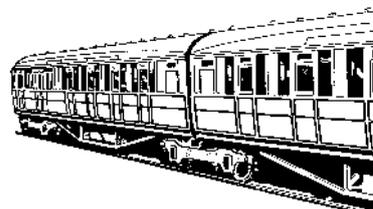
The second is the provision of a half etched 'map' of location points on the underside for fixing detail such as battery boxes and brake fittings.

Corridor stock Floor pans are provided for standard width coaches (9' 0"), full brake vehicles (8' 6") and the 'joggled' frames of passenger brake vehicles where the luggage section (8' 6") is narrower than the passenger section (9' 0"). A single floorpan is provided for the shorter non-corridor stock. All types are suitable for turnbuckle or steel angle underframes although the half etched detailing was designed to position turnbuckle truss posts and truss rods.

General instruction are provided. However, we can offer no better advice than to direct our customers to the books and articles on coach construction published by Wild Swan Ltd. Stephen Williams cover the construction of a Brake Composite coach using MJT components (part 2863) in his book *The 4mm Coach, Part Two - Working with Metal Kits* (Wild Swan Publications 2000, ISBN 1 874103 615). Steve Banks covers construction of the Gresley Kitchen Car (part 2857) and the Full Brake (part 2866) in Issues No. 95 and 130 of *Model Railway Journal*, (1997 & 2001). These articles cover the floorpan construction and all three publications are lavishly illustrated.

You will need to research your chosen prototype - if you have not already chosen a vehicle to model. For floorpans, livery is less important than underframe detail. Truss rods of the turnbuckle type were replaced with steel angle in coaches constructed from c1934. The standard 61' 6" corridor coaches first appeared shortly after the Grouping in 1924, there were various modifications to buffers and battery boxes so a photograph of you chosen prototype would be most useful.

If you are modelling in P4 you will want to consider suspension for your coach bogies. The MJT coach compensation units (CCU's - item 2223 and 2224) were designed specifically for these Floor pans. Location points are half-etched into the underside and we can also supply the correct bogie side-frames to suit (Items 2232, 7001 and 2236, respectively). If you are modelling to '00' track gauge we also supply 'rigid' bogies to suit, items 2232A and 7001A. The 8' 'Fox' bogie (2236 plus the 2224 CCU) was used on some early vehicles and about 65% of full brake vehicles. Again, we recommend research and photographs.



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MJT
scale components

Ref. 2815/18/32 & 28 50 LNER Gresley Coach Floorpan
Covers 61 6" and 51 1½" vehicles.
Includes 'false' ends & full solebar detail plus half-etched location points for underframe detail.
INSTRUCTIONS

Manufactured by

Dart Castings, 17 Hurst Close, Staplehurst, Tonbridge, Kent, TN12 0BX

www.dartcastings.co.uk

Made in England
Scale Models for Adult Collectors.

MJT 2815 / 2818 / 2832 and 2850 Floorpans.

1. Fold up the floorpan as shown in fig 1. It is suggested that the side lips are folded first using a pair of folding bars such as those supplied by Blacksmith Models or George Watt.

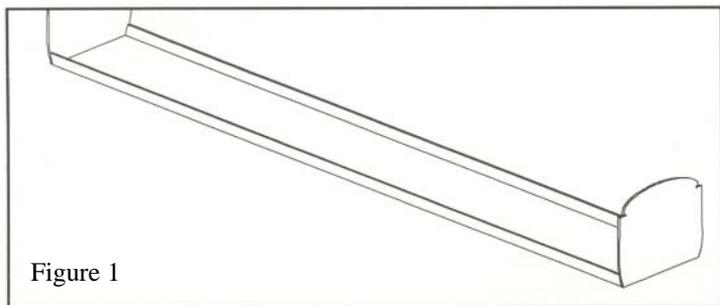


Figure 1

2. At this stage you should apply your chosen coach sides. Solder one to the floorpan by tack soldering, starting at the location shown. Check the alignment carefully as you go. Patience at this stage will be well rewarded. Once everything is correctly set up, solder along the seams. The sides overlap the false ends slightly to provide the correct recess for our cast panelled ends. (figure 2)

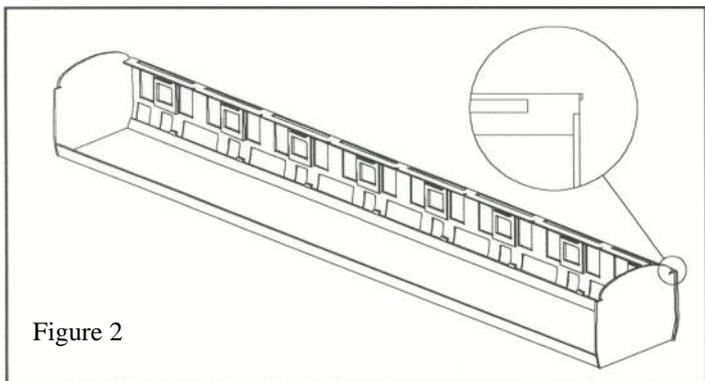


Figure 2

3 If using our etched compartment partition frets (part 2854 for non-corridor vehicles) or our internal brake partition (part 2834), tack solder them into position now. (figure 3)

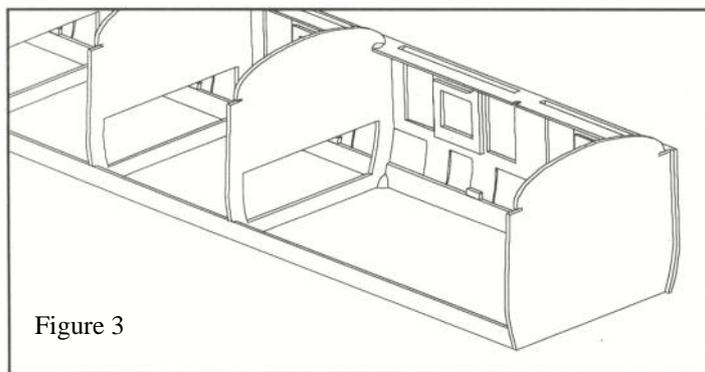


Figure 3

4 Tack solder the second side now, adjusting the partitions as necessary and then seam solder the joints once you are happy with alignment.

Note: For the 'joggled' floorpan, (Ref 2818) each of your sides will be in two separate, abutting, sections - the wider passenger end and the narrower brake end. The floorpan side lips provide the joggle but prevent a full length of side being tacked at one time. Some modellers choose to add a 'lap' to the brake side and solder the two halves end to end before attachment, using a steel rule for alignment. Others use our passenger/brake

partition (part 2833), soldering this in place once the two 'passenger width' sides have been attached and then soldering the brake sides from the other end, abutting the partition.

Note also that the 'joggle' is positioned for coach diag 114. The other brake vehicle sides will require fettling of the joggle section to accommodate the differing lengths of the brake portion.

5 Remove the non-detailed solebars from the fret and clean up any tabs. Locate in the slots on the underside of the vehicle and solder in place.



Figure 4

6 Finally, add the detailed solebar overlays and step boards. In practise it is easier to solder the step boards and truss-rod anchor plates to the solebars before painting them and then fixing them to the coach when that has been competed and painted. Note that the solebar overlays are not identical, they are 'handed' and marked 'A' and 'B' with corresponding markings on the floorpan as a guide. (figure 4 & 5)

To complete your vehicle, other than the etched coach sides, the following items are available from our range.

- 2800T LNER Standard 60'0" Underframe Set (Turnbuckle)
Contains 2808 & 2811 plus 2803 and 2804
- 2800A LNER Standard 60'0" Underframe Set (Steel Angle)
Contains 2801 & 2802 plus 2803 and 2804
- 2805T LNER Standard 51'0" Underframe Set (Turnbuckle)
2809 & 2811 plus 2803 and 2804
- 2805A LNER Standard 51'0" Underframe Set (Steel Angle)
Contains 2806 & 2802 plus 2803 and 2804
- 2801 LNER Standard 60'0" Steel Angle Truss Rods
- 2802 LNER Standard Battery Boxes (Late Type)
- 2803 LNER Standard Coach Vac Cylinders & Brake Reservoirs
- 2804 LNER Standard Coach Dynamos
- 2806 LNER Standard 51'0" Steel Angle Truss Rods
- 2807 LNER Standard Coach Buffers (Vestibule - Retracted)
- 2808 LNER 60'0" Truss Rods (Turnbuckle) incl. truss posts
- 2809 LNER 51'0" Truss Rods (Turnbuckle) incl. truss posts
- 2810 LNER Truss Posts (as featured in 2808 and 2809)
- 2811 LNER Battery Boxes (Turnbuckle Underframes - Post 1927)
- 2814 LNER Gresley Bow End (Corridor, Panelled - 9' 6" - cast)
- 2830 LNER Gresley Bow End (Corridor, Panelled)
for Passenger Brake vehicles (1 x 9'0" + 1 x 8'6" width, cast)
- 2831 LNER Gresley Bow End (Corridor, Panelled) for Non Passenger Brake and late GNR vehicles (2 x 8'6" width, cast)
- 2853 LNER Non-Corridor Ends (etched - for 51'1 1/2" stock)
- 2819 LNER Compartment Doors (Interior)
- 2933 Buckeye Couplings
- 2223 Coach Compensation Unit. 8'6" wheelbase
- 2224 Coach Compensation Unit. 8'0" wheelbase

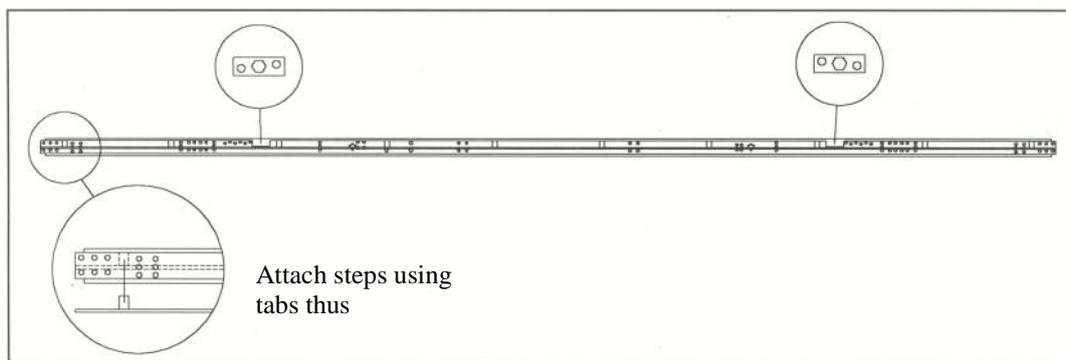


Figure 5