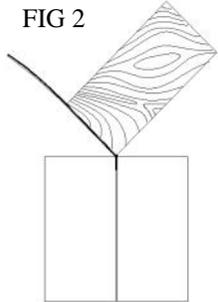
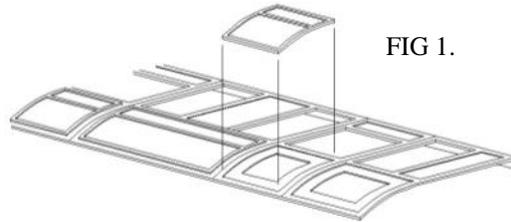


## Basic assembly for MJT LNER panelled coach sides.

1. Remove the main sides from the fret, separate them from the lower panels and file off any trace of the locating tabs which held them to the main fret. Decide whether you want to bend the top flange at this stage (see 4, below)

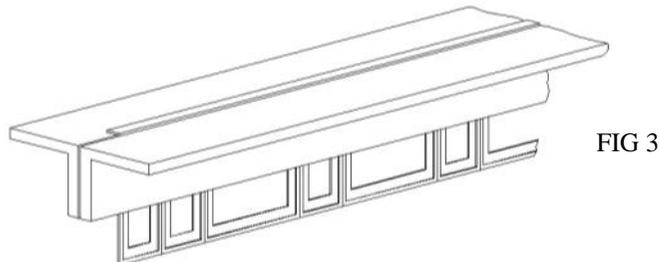
2. Form the curve in the lower coach side (the tuck-under) by gently rolling a piece of dowelling or a brass/steel rod (c1" diameter) along the section to be curved using a computer mouse mat, or similar material for backing. Do this before attaching the lower panels and refer to Figure 7 below for the correct profile (if you are using a proprietary coach as a base you may need to file the correct profile into the coach end).

3. Now remove the lower panels, clean the edges and create the curved profile as above before soldering them into the etched recesses in the coach sides. (Figure 1)



4. Clamp the top flange between two pieces of wood or aluminium channel and bend through 90 degrees (the half etched line is on the inside of the bend). (Figure 2) Use a piece of wood to make the bend.

You can carry this procedure out at the start if you wish by clamping the side and bending the tab rather than vice versa. (Figure 3, below) This will not be possible once the coach side has been curved.



You may need to remove about 2mm of the flange at each end if you are using a proprietary coach as a base, such as a Hornby 61'6" Gresley. This is to allow the side to fit between the ends - it also helps to centre the side on the end/roof moulding.

5. Remove the droplights (window frames) from the fret. The top door hinges are integral but you will have to remove the bottom door hinges (located on the fret between the two on the droplight and attached to it by a 'tab'). Bend the hinges through 90 degrees with the half etch line to the inside, then locate through the slots in the sides and solder. (Figure 4, below) The frets contains closed and partially open droplights for variation.

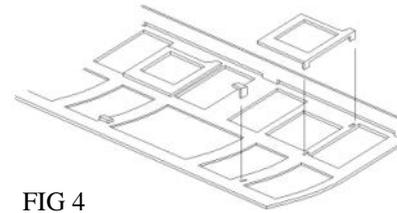


FIG 4

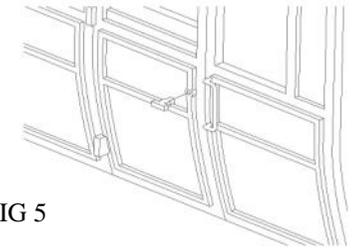


FIG 5

6. You can solder the door handles and grab rails in place now or leave them until after painting - when they will have to be glued. The door handle locating holes may need to be opened out. File the outer edge of the handles to a smooth finish. (Figure 5, above).

If you prefer to use 0.33mm/0.45mm wire for the grab rails, a jig is provided on the fret. This can also be used to bend the tails of the etched grab rails if you decide to use those. (Fig 6, below)

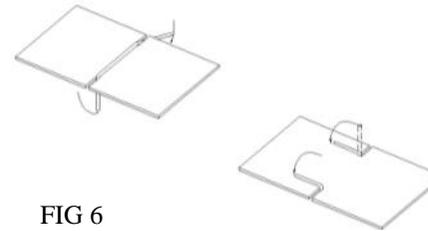


FIG 6

6. Glue the cast door ventilators to the half etch recesses (the hole in the recess is to accept surplus glue - you can use epoxy or gel superglue). Clean the moulding pip off the appropriate edge of the vent first. The indentation in the vent should be to the back and the lower half so that the vent slot is at the base of the moulding.

7. You can use the etched slots above the windows in the top flange to locate your chosen glazing material. This has the advantage of keeping it flush without too much gluing.

**NOTE:** The sides for Passenger Brake vehicles come in two sections, the passenger section and the brake section. This is because the LNER Brake profile was narrower than the passenger profile to allow for the guard's look-out or ducket. Where fitted, this would have projected into the loading gauge were the sides not narrowed slightly. This gives LNER Passenger Brake coaches a characteristic joggled appearance. MJT sides 2861 (4 compartment brake third - BTKL), 2863, 2864 and 2865 (brake composites - BCKL) are thus provided with 'divided' sides. Proceed with the construction of all four sides as above. You will need to decide whether you are going to model the 'joggle' at this stage or when you attach the sides to the floor-pan.

MJT part 2818, the Passenger Brake floor-pan, is joggled for sides 2861. It will need to be adjusted for the other PB vehicles. Follow the instructions in the floor-pan pack. Alternatively you may wish to assemble the joggled sides before attaching them to the floor-pan. This will be particularly desirable, but not essential, if you are undertaking the conversion of a proprietary plastic model such as the Hornby Gresley express corridor stock. Solder a fillet of scrap brass from the fret to the end of the brake/luggage section that joins the passenger section at the joggle. This should extend the full height of the side and about 2-4mm beyond, depending on the detail on the abutting passenger side. Remember the tumblehome/tuck-under. Now solder a second shorter fillet onto the section which protrudes from the brake end so that it lies flush with the surface of that end. Using a steel rule to assure horizontal alignment, solder the passenger side on to the fillet. The thickness of the passenger side will provide the joggle. File/use glass paper to round the edges slightly - you may do this before you finally solder the passenger section. You may use the alternative 'partition' method per the floor-pan instructions if you wish. MJT part 2933 is designed to span the passenger section bulkhead and the brake portion can be soldered to this to provide the joggle. If MJT part 2834, the Brake partition, is sweated onto 2933 you will have, in effect, a joggled partition. If you are converting a plastic coach you can make these partitions out of Plasticard® if you wish.