

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 dowl-ling 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)

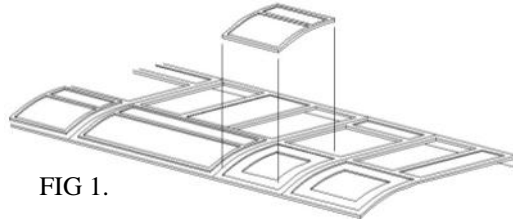


FIG 1.

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.

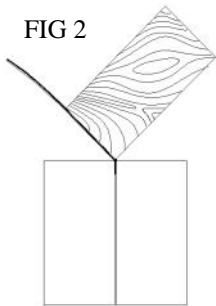


FIG 2

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.

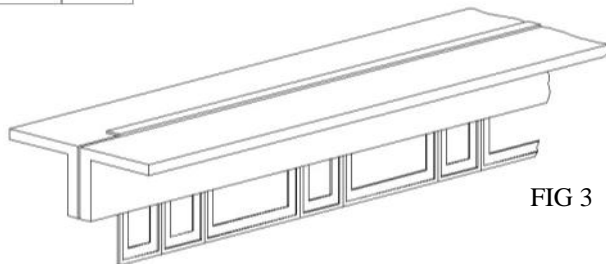


FIG 3

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 the Hornby Gresleys. This is to allow the side to fit between the ends - it also helps to centre the side on the end/roof frame.

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 top two and attached to the droplight 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) The fret contains closed and partially open droplights for variation.

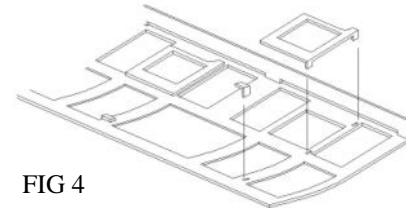


FIG 4

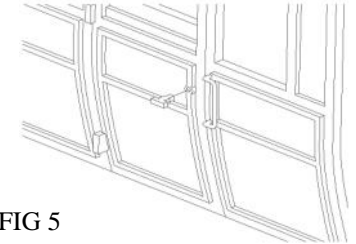


FIG 5

6. You can now solder the door handles and grab rails in place 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).

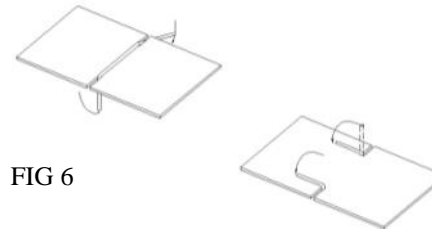


FIG 6

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

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.

7. You can use the 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.

Figure 7. An LNER 9' 3" vestibule coach end (bowed) shown at 4mm - 1 ft scale (00/1:72).

This demonstrates the very subtle tumblehome of the coach side, the drift inwards from about the central door hinge to the roof line. This is about 3" in real life (1 mm in model terms) and the upper coach side is not curved (Gresley glass didn't curve either!). The lower 'tuck-under' curve starts just below the hinge, about a third of the way down the grab rail, and continues to the sole-bar where the side will have drifted inwards about 6" (2 mm). If you are copying this drawing to use as a template, beware of shrinkage and distortion in photocopy machines and scanners!

