

## **Rumney Models - General Wagon Detailing Parts**

This set of instructions covers Rumney Models etch B.108. This contains all the little detailing parts that would normally be found on Rumney Models underframes for adding to RTR, kit built and scratch built models. Some degree of fettling may be required to fit depending on the sizes of everything. If you are using Rumney Models underframes then this fret will be of little use as all the relevant parts are included.

### **Construction Notes**

Read through the instructions first and familiarise yourself with the components. Drawings and photographs are included to attempt to make my waffle clearer.

All fold lines are through 90° with the fold line on the inside unless stated otherwise.

Everyone has their own soldering methods. I now use a temperature controlled soldering iron with predominantly 145° solder and La-Co paste flux. For a long time I used an Antex 18W soldering iron on virtually everything with few problems, especially on small detailing parts like these

Check all holes before removing parts from the fret. The drawing process for etching if you use a CAD program as I do is extremely accurate but the actual etching process itself not an exact science. If the fret is slightly over etched then there is no problem but if they are under etched the holes will need enlarging. I find that this is easiest to do before removing parts from the fret. The hole sizes will be noted at the appropriate points.

### **Materials list**

A few different sizes of wire are needed to fix fixing items to the body. Eileen's Emporium are good source for these and they do a mixed sizes pack if you don't want to buy large quantities. You will need the following sizes:

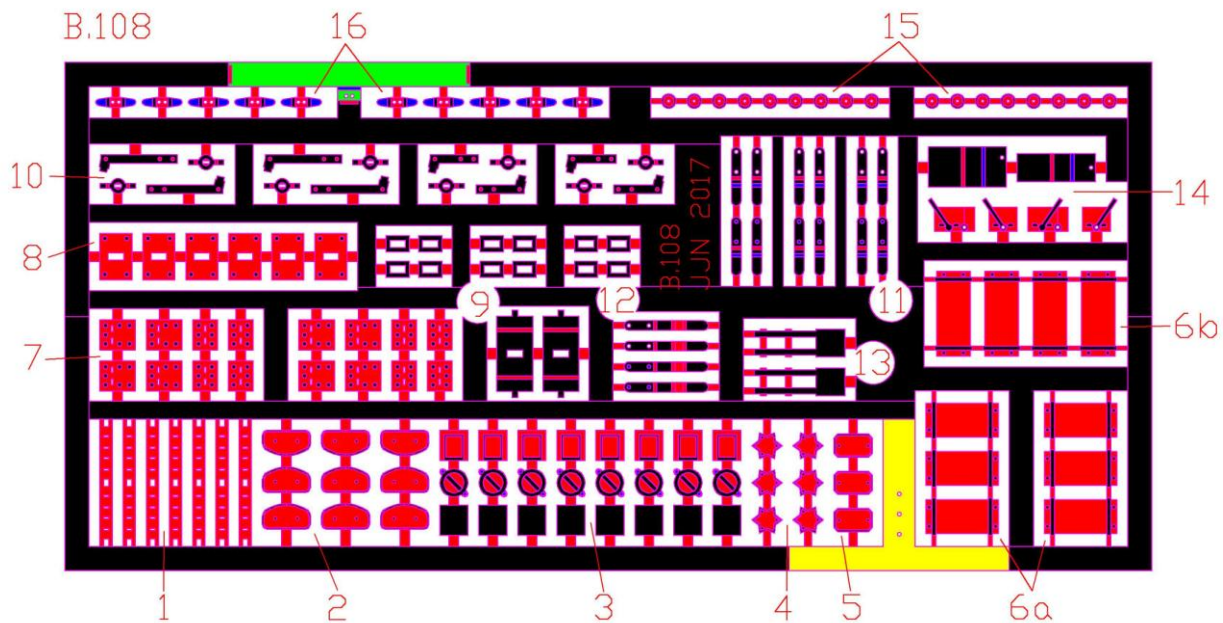
- 0.31mm - Lamp irons, changeover levers, cleats
- 0.5mm - Label board reinforcing (if required - see instructions)

Contact details are as follows:

Eileen's Emporium (brass wire)  
Unit 19.12 Highnam Business Centre  
Newent Road  
Gloucester  
GL2 8DN  
UK  
[www.eileensemposium.com](http://www.eileensemposium.com)

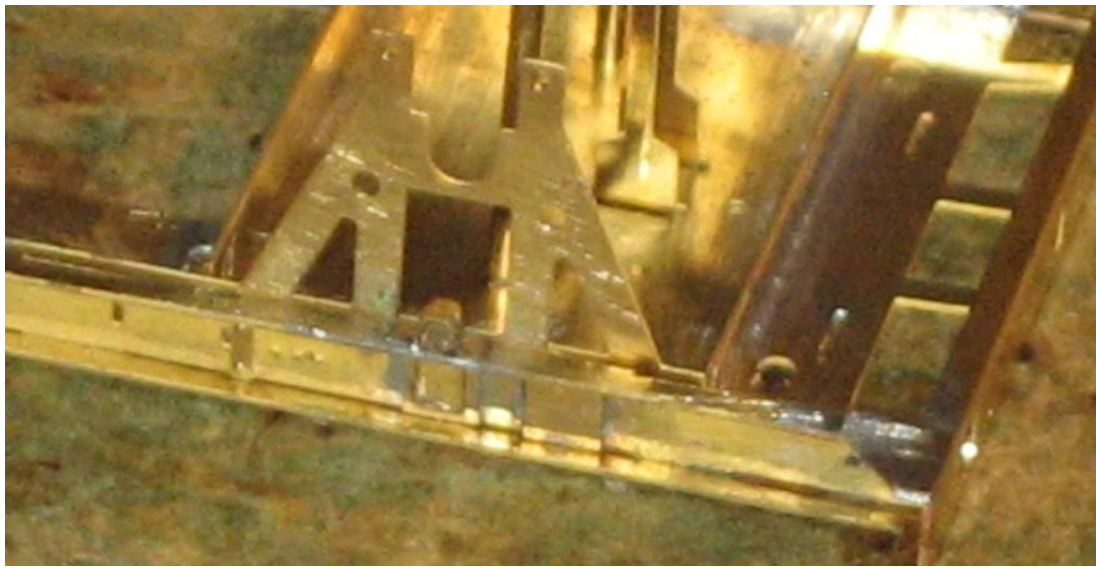
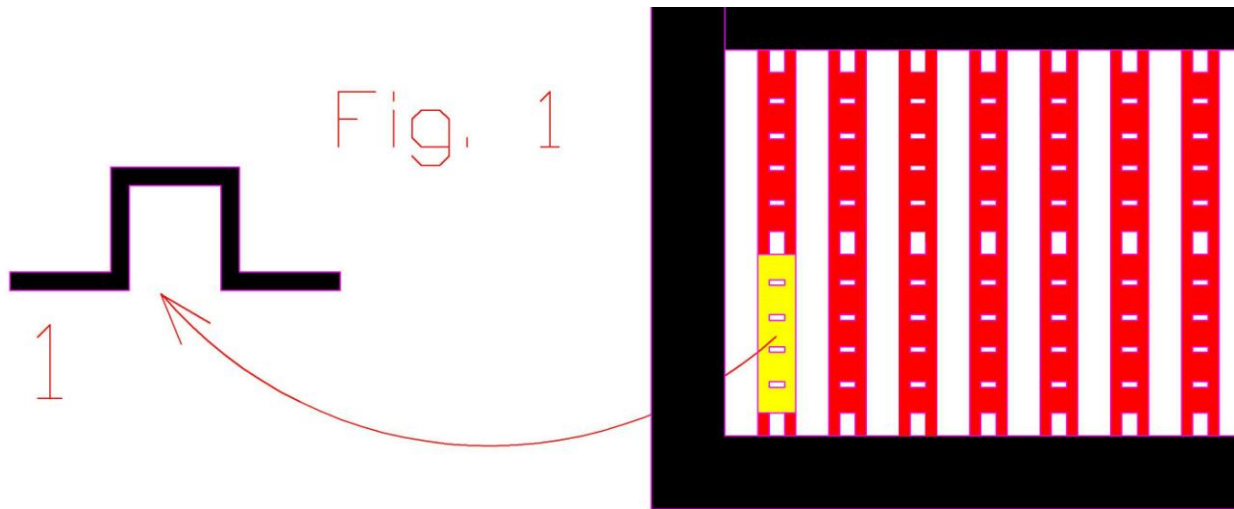
## Parts List

- 1 - Spring stops
- 2 - Number plates
- 3 - Label clips/number plates/wooden blocks
- 4 - Tank wagon stars
- 5 - Number plates
- 6a - Short label boards
- 6b - Long label boards
- 7 - Solebar/headstock reinforcing plates
- 8 - Coupling pockets (riveted and welded)
- 9 - Coupling pocket extensions for 2' buffers
- 10 - Swan neck vacuum pipe brackets
- 11 - Lamp irons
- 12 - LNE lamp irons
- 13 - Shunting pole racks
- 14 - Changeover levers
- 15 - Round cleats
- 16 - Butterfly cleats



## Spring Stops

There are 6 fabricated spring stops on the fret (see Fig.1) which can be folded up and then glued in place. I find a small pair of self closing tweezers good for this. Some wagons had round pattern spring stops. I used 1mm wire for these on the etched chassis the equivalent size plastic rod is probably a better idea with plastic underframes. Cut almost all the way through the rod with a piercing saw or knife blade and then glue in place. The cut can then be completed without the joint breaking.



### Solebar Detailing

There are numerous parts for detailing the solebar included. The following gives a list of what's on the fret:

- (2) - D shaped number plates
- (3) - Label clips, earlier number plates, wooden blocks
- (4) - Tank wagon fast traffic stars
- (5) - Private owner wagon ownership plates

These can be removed from the fret, tidied up and trimmed if necessary and glued in place. Refer to a picture of your prototype for the positions of these things on the underframe as they did vary, even within the same diagram.

### Label Boards

- (6a) - Short label boards
- (6b) - Long label boards

There are two types. The shorter type is generally found on wagon ends and the longer type on the sides of plywood and steel bodied wagons. These can simply be removed from the fret and glued in place. I solder a short length of 0.5mm (1mm) wire to the back of them when fitting to wagons with corrugated ends to give a greater gluing area. You may decide this is unnecessary.

## Coupling pockets

- (8) - Riveted and welded coupling pockets
- (9) - Coupling pocket extensions for 2' buffers

There are two main types of coupling pockets; riveted and welded (8). The type used would depend on whether the underframe was of riveted or welded construction. Glue in place using the hole for the coupling as a guide. With the etched chassis I find the easiest way of doing this is to shape the end of a cocktail stick to fit in the slot. This can be used to align the detail on the headstock and hold it in place while you solder them together. Something similar could be useful.

There are also coupling pocket extensions for 2' buffers (9) which usually had several welded coupling pockets attached to the outside. These fold into a C shape and need to be fitted into 0.5mm holes drilled into the headstock. The holes should be just less than 4mm apart and central vertically. The glued and pinned joint should be robust enough for an otherwise vulnerable item.



## Swan neck vacuum pipe brackets

Several sets of swan neck vacuum pipe brackets (10) are included. There are some with short brackets and some with long. Check your prototype for the type you might need.

These are quite distinctive and come in two parts. There is a bracket which attaches to the solebar and a round head that has 'tails' that fold up. They are quite vulnerable and I would suggest using 0.31mm wire to pin them to the headstock by using one of the brackets as a guide to drill a pair of holes into a scrap piece of wood. The half etched rivets can then be drilled out and short lengths of 0.31mm wire soldered to the bracket using the jig just created to hold the wire. The wire can then be cleaned up to resemble bolt heads. Use one of the brackets to drill receiving holes into the headstock. Alternatively you can simply push out the rivets and glue in place without the pins.

Remove the bracket from the fret. Twist the base through 90° so that the interface with the head faces away from the rivets. This bracket can then be soldered to the back of the head (the side with no half etched areas). It is easiest to do this while the head is still attached to the fret. There is a small slot to help provide a positive location. Once soldered in place the assembly can be removed from the fret and the 'tails' on the head folded out. If you're brave these fold lines can be reinforced by the use of a very small quantity of solder and a very quick soldering iron. Some step soldering might be a good idea but I haven't encountered many issues with just using 145° solder. Glue in place.



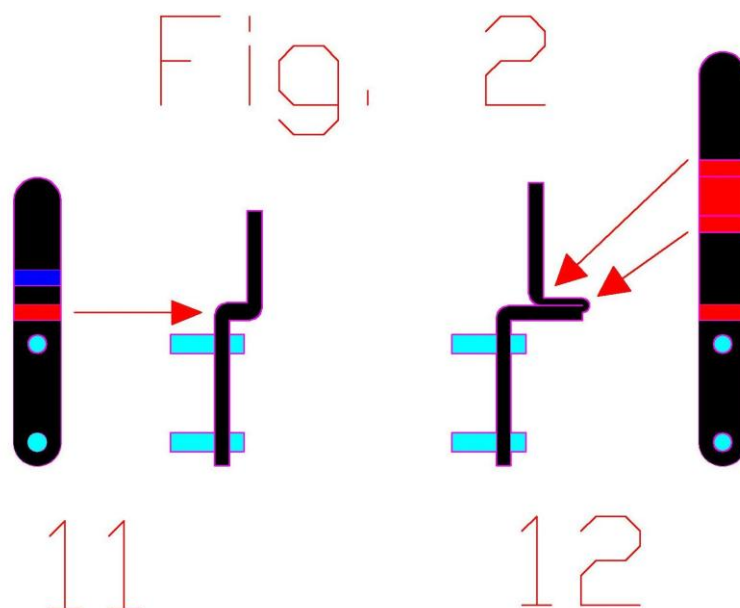
## Lamp Irons

There are two types of lamp irons included. There is a standard type (11) and an LNER type (12). These are included for fitting to either the wagon body or the headstock if required. Check your prototype. The method of fitting is the same there is just an extra fold in the LNER type. See Fig. 2 below.

For each type there are two pairs included, one with half etched holes for pressing out the bolt heads and one with the bolt holes etched out completely. I dislike relying on glued joints for these sorts of things on plastic bodies and so have included these for use with 0.31mm wire pins to provide a more positive location. I have also included a drilling jig which has the correct spacing for drilling holes in plastic bodies. This is the part shaded yellow in the parts diagram. Use a 0.3mm drill.

If you wish to use the half etched bolt type then press out the rivets whilst still in the fret and then remove and fold up and fix in place.

If using the pinned type then check that the holes will accept 0.31mm wire and remove from the fret and fold up. Two short lengths of 0.31mm wire can be soldered in the holes and then the lamp iron glued in place on the body having drilled receiving holes for them. Alternatively simply glue the wire and lamp iron in place at the same time without the solder.



## Shunting pole racks

Shunting pole racks (13) were fitted to some wagons where the shunter needed a bit of assistance in putting the brakes on (typically longer, heavier wagons. They were found on Tube wagons and things like lever braked bogie wagons. Glue in place on the back of the solebar just to the right of the brake lever guard.

## Changeover levers

Changeover levers (14) were fitted to wagons with two brake cylinders and provided a means of adjusting the brake force depending on whether the wagon was full or empty. Typical wagons fitted with them included clasp braked 16T minerals, vacuum braked coal and iron ore hoppers, some Presflos and the first lot of 21T vacuum braked minerals. They are the type that were fitted below the wagon solebar but could be adapted to sit on top.

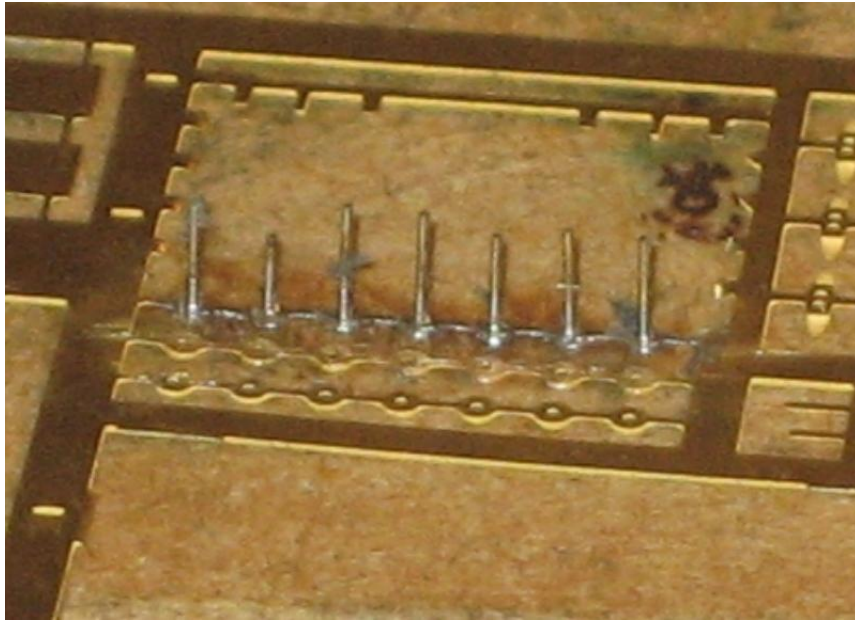
There are two sets of changeover levers supplied; one is for full wagons and one for empties. The photograph below taken of the changeover levers on a Presflo at Quainton will indicate which is which. Note that one of them is larger than the other. The pair are connected by a 0.31mm wire that goes across the chassis.

Check that the holes in the changeover lever brackets and the chosen changeover lever detail will accept 0.31mm wire. Fold up the brackets and remove the detail from the fret. The ends of the actual levers on the changeover lever detail can be folded through 90° as per the prototype and then soldered onto the changeover lever brackets. Only a small quantity of solder is required or you may cover the detail. These can be glued to the back of the solebar and linked by a length of 0.31mm wire going across the underframe. Solder or glue the rod in place and trim flush.



## Rope Fixings

There are two sorts of rope fixings included a round cleat (15) and a butterfly type (16). These were used for winding rope around. Both are designed to be fixed on using 0.31mm wire. Use the parts whilst still attached to the fret to drill a series of 0.3mm holes into a piece of wood. Short lengths of 0.31mm wire then be fed into the holes in the wood and soldered to the rope cleats. The wire can then be tidied to represent bolt heads. Leave about 0.75mm protruding from the back. Holes can then be drilled into the wagon using a 0.3mm drill bit and the cleats glued in place (there is a drilling jig for the butterfly type on the fret, this is shaded green on the parts list).



Justin Newitt - March 2017