

BR/LNER 13T Steel Open Wagon Detailing

This set of instructions covers the Rumney Models kit B.101.



This is designed to make fitting the Parkside body for the LNER 13T steel open body to the appropriate Rumney Models chassis easier. Removing the plastic headstocks from the end of the bodies and making sure that the backs of the end stanchions are as thin as possible isn't that easy, hopefully this etch will help.

There are sufficient parts for 3 wagons and there are two different profiles for the stanchion. There seems to be some variation in the prototypes which, whilst subtle, is there so I've tried to replicate it.

Construction Notes

Read through the instructions first and familiarise yourself with the components. Drawings and photographs taken during the construction of the test etches 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.

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 build the tarpaulin bars. 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

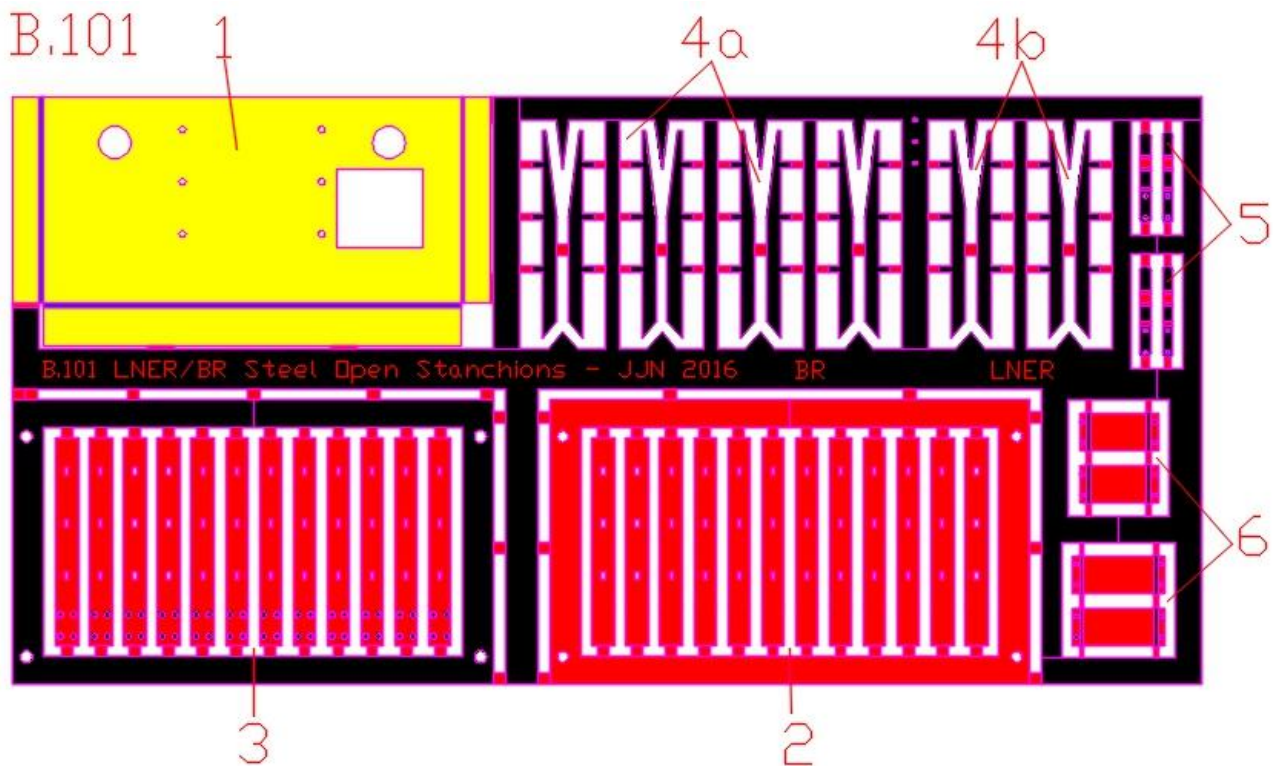
- 0.31mm - Lamp irons
- 1mm - Pins for the stanchion layers

Contact details are as follows:

Eileen's Emporium (brass wire)
Unit 19.12 Highnam Business Centre
Newent Road
Gloucester
GL2 8DN
UK
www.eileensemporium.com

Component List

- 1 - Drilling jig (also shaded yellow on the parts diagram)
- 2 - Stanchion backing
- 3 - Stanchion detail
- 4a - BR Profile angle
- 4b - LNER Profile angle
- 5 - LNER pattern lamp irons
- 6 - Label boards



End stanchions

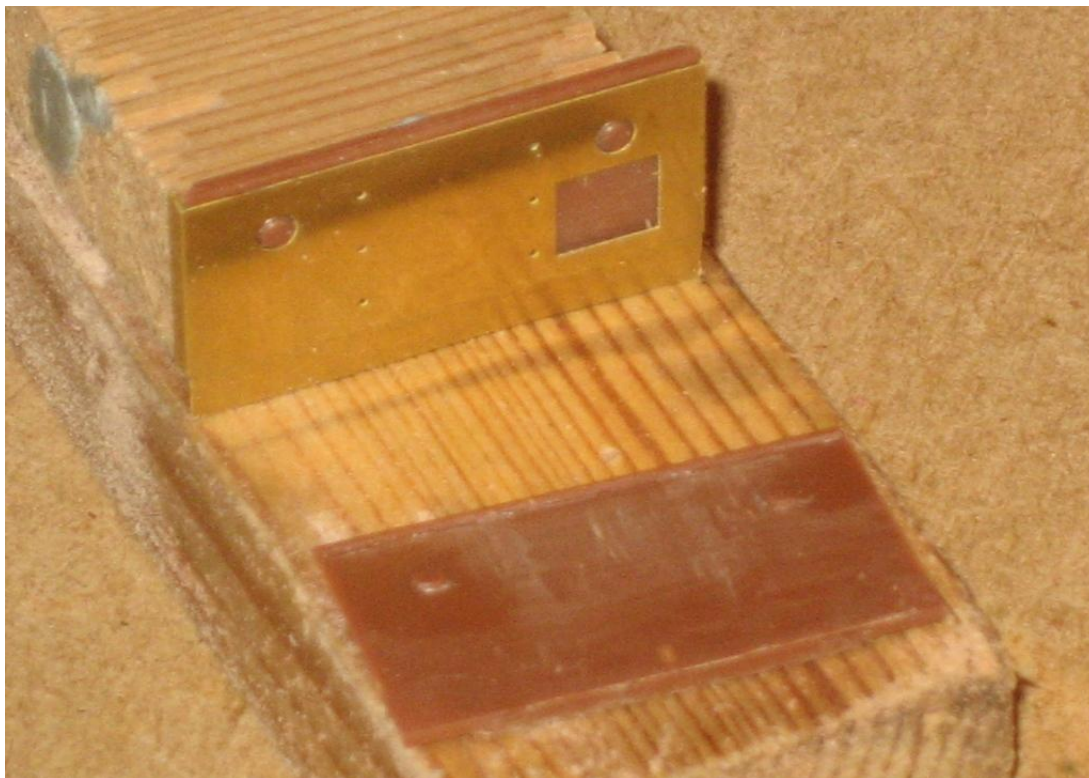
Preparation

A drilling jig is included on the fret to aid the location of the stanchions onto the ends. Before using it some preparation of the plastic ends is necessary. You will need to remove the stanchions as well as the buffers and coupling pocket from the ends. If you wish to change the type of label board then now is a good time. I used an Xacto chiseling blade (#17) and a big friendly file on mine. Make sure there is no trace left of the connecting sprue on the base of the headstocks. If you are replacing the label boards on the sides you may as well do this at the same time.

Stanchions

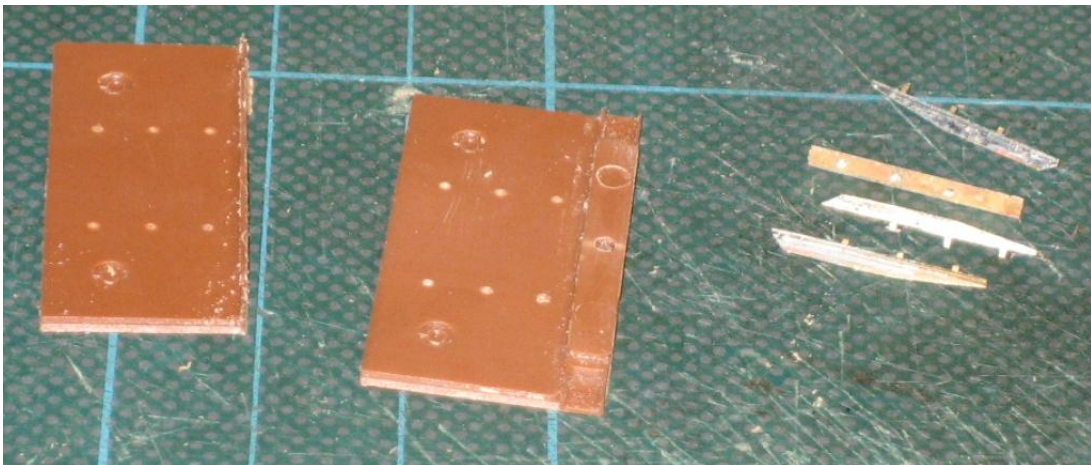
Once preparation is complete work can begin on the stanchions themselves. There are three parts to each stanchion, a backing piece, a detail piece and the upright part of the angle. The backing and detail are designed to be pinned and soldered together before the angle part is added. The stanchion is then located into the ends by three holes drilled using the jig. In order to help fabricate the stanchion it is useful to drill at least one set of holes into a scrap piece of mdf or similar to act as a construction jig.

Remove the drilling jig (1) from the fret and use it to drill a set of holes into a scrap piece of mdf or similar. The jig can then be folded up. Once folded up it will fit neatly over the sides and base of the prepared ends. Use a 0.5mm bit to drill out the six small holes in the jig making sure that the jig is hard up against the base of the headstocks. Once the holes are drilled the headstock can be removed using a saw and tidied up.



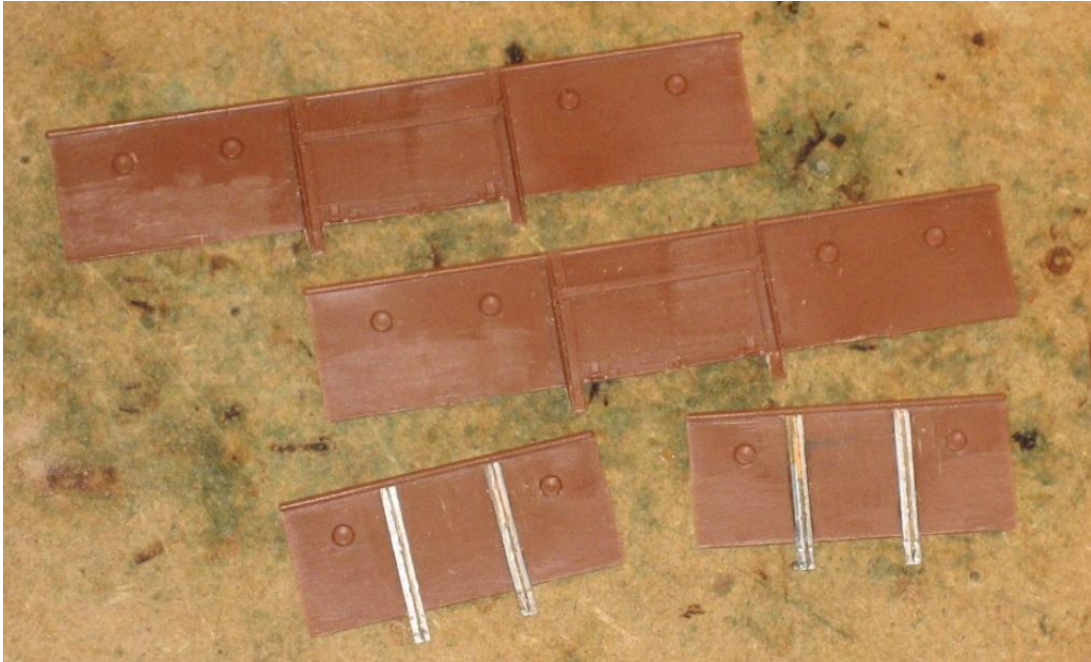
The stanchion backing (2) and stanchion detail (3) can be removed from the main fret whilst still in their frames. Use the full thickness frames to drill four 1mm diameter holes into a scrap piece of wood or mdf. These can be used to insert 1mm diameter pins made from brass or nickel silver rod into and through the two layers of the stanchions pinning everything together. Solder the two layers together whilst held by the pins. Remove from the frame and clean up any connecting tags.

The angle (4a or 4b) can then be soldered to the double layer backing using the construction jig created earlier to keep everything in place.



Once cleaned up the stanchions can then be attached to the ends using the holes to locate them and superglue to fix them. If you wish the holes can be filled on the inside and cleaned up to leave no trace of them.

The body can then be assembled as usual. I found it useful to clamp the ends to the headstocks of the intended chassis using aluminium soldering clips. This made doubly sure that the ends were the correct distance apart.



Label Boards

Most 13T steel opens had simple blocks of wood for attaching labels to which is what the Parkside kit has depicted. Label Boards (6) are included for those that had the ‘proper’ version. These can simply be removed from the fret and glued in place. There are two sizes. The longer ones are for the side and the shorter for the ends.

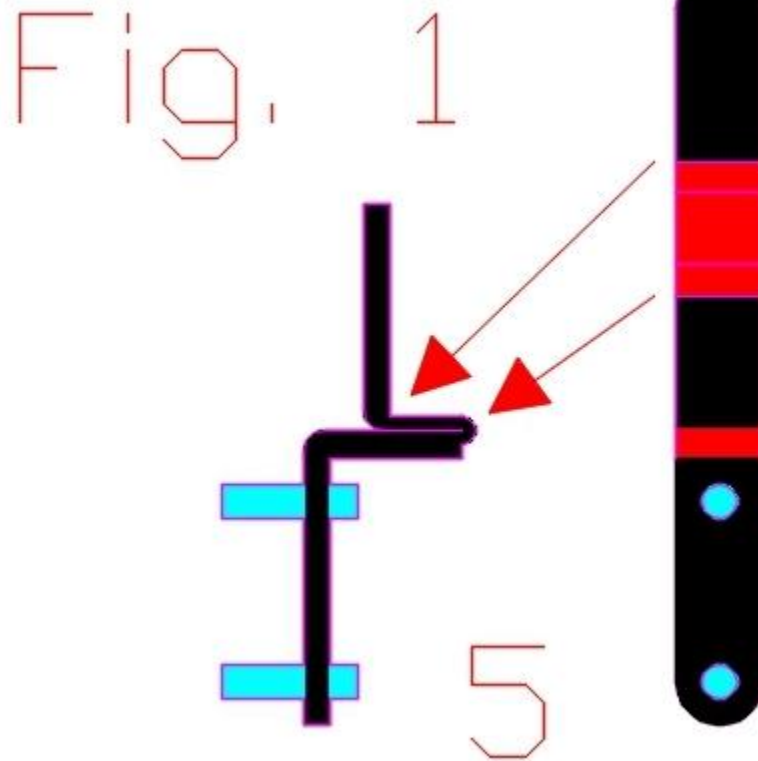
Lamp Irons

LNER pattern lamp irons (5) are included. There are two types 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.

Most it seems were fitted to the headstocks so it’s easiest in this case to use the half etched bolt type. Press out the rivets whilst still in the fret, then remove, fold up (see Fig. 1 below) and fix in place.

If fitting to the body use the pinned type. Use one of them whilst still attached to the fret to drill a pair of 0.3mm holes into a piece of scrap wood or mdf. Make sure that the lamp irons can accept 0.31mm wire, remove from the fret and fold up. See Fig. 1 below. Insert two lengths of wire through the holes in the lamp irons and into the holes drilled into the wood. Solder together and tidy up the front so that the wire represents bolt heads. Trim the back so that there is about 0.75mm of wire protruding. I haven’t included a drilling jig for these but there will be one on the chassis fret. The holes are spaced the same on all of them.

These can then be glued in place. The wire pins will result in a strong joint to the body.



Painting

I use Halfords grey primer in a tin through an airbrush with cellulose thinners to prime just about everything, including plastic bodies. The primer is synthetic and has no adverse effects on the types of plastics used on RTR railway models and kits. The cellulose thinners used evaporate so quickly that they don't have time to attack the plastic. You can then put your choice of paint over the top including cellulose. Don't use the red oxide in a tin on plastic though as it won't adhere and the paint will just come off.

Finally

Thanks must go to John Chambers for pointing out that the stanchions had different profiles!

Last but certainly not least if you haven't come across the wonderful resource for BR wagon photos that is Paul Bartlett's website then I would thoroughly recommend a visit to:

<http://paulbartlett.zenfolio.com/>

Justin Newitt 2016

