C26 COACH SUPERDETAILING FRET

Items in this pack can be applied to a nearly complete coach but it is preferable to prepare the sides and ends prior to assembly. A small supply of 0.45mm brass wire is required.

Pack contents

Hinges and drilling template, suspension units for LMS and GWR corridor connections, ascending steps, train alarm gear ears, LMS/GWR corridor connection cover plate.

Instructions for hinges

Note: the guard's doors often open inwards, so their hinges are not visible from the outside.

1. Form the drilling template (1) to approximately match the tumblehome of the coach side. Bend the tab to 90° at the half etched line.

2. Line up the vees so that all the half etched door part line can be seen at their tips. With the tab butted up to the bottom of the coach side, drill through the part line to 0.5mm or mark with the tip of a scriber and then drill.

3. Hinges (2) are either long or short. Consult the table for application:

Carriage type	Top hinge	Middle hinge	Bottom hinge
LMS/GWR Collett/LNER	Short	Short	Long
GWR Hawksworth & Pullmans	Short	Short	Short
SR Bulleid & BR Mk 1s	Long	Short	Long

4. Push the tail of the hinge etch through the hole and secure with solder, or on a part finished coach, superglue in place.

Instructions for corridor connection suspension units

LMS and GWR flat ended coaches

1. Assemble the gangway bellows and base (from Comet end castings packs) and carefully drill a vertical 0.5mm hole through the centre of each "ear" (sketch 1).

2. The drilling jig (3) is designed to go over the step detail and corridor connector on a part finished LMS or GWR coach but can be used to mark out an end etch before assembly. In the latter case a line 15mm from the bottom should be scribed across the end and the jig lined up on it. Mark and drill in accordance with the coach in question. Note that this jig also has locations for the train alarm gear pivots. Complete the assembly of the body shell and affix the corridor connection. Hole positions are identified in sketch 2.

3. LMS Coaches: Drill out the hole in the end of the suspension bracket (4) to 0.5mm. Pass a 25mm length of 0.45mm brass wire through the hole and using a minimum of solder attach it to the bracket so that it forms an approximately 45° angle. Trim the top to about 0.5mm. Bend the tail as shown. Feed the wire through the hole in the corridor connector and the tail into the hole in the coach and secure the tail with solder or superglue. Adjust the angle of the bracket to about 45°; the wire should be nearly vertical. Secure the wire with superglue and trim leaving about 2mm projecting below the bracket on the corridor connection (sketch 3).

4. GWR Flat Ended Coaches: Fold the bracket (5) at the centre AWAY from the half etch line to 180°. Hold the folded end in pliers and splay out the open ends to approximately 45° each. Bend the tails back to be parallel. Pass a 25mm length of 0.45mm brass wire through the hole and secure with a minimum of solder; the wire should be at right angles to the flattened end of the bracket. Feed the wire through the hole in the corridor connector and the tails into the holes in the coach end. Secure the tails with solder or superglue. Adjust the angles of the bracket so that the wire is nearly vertical. Secure with superglue and trim leaving about 2mm projecting below the bracket on the corridor connection (sketch 4).

5. GWR Bow ended and Hawksworth coaches: For these coaches the gangway bases are omitted. Assemble the gangway bellows and carefully drill a vertical 0.5mm hole through the centre of each ear (sketch 1). Drill 0.5mm locating holes in the cast whitemetal ends. Assemble the coach shell. Form a 40mm length of 0.45mm brass wire into a flat unequal 'U' and pass it through the etched bracket (6). Push it down as far as possible then bend the short leg back at 45°. (The rear hole is oval to allow this bend to take place.) Secure with a minimum of solder and file back to give a flat top. Bend the short leg to form a tail so that it is 2.5mm below the bracket with the point of the bend vertically below the junction of the tail on the etched bracket. Cut the wire to give a 1.5mm to 2mm projection. Feed the long leg of the wire through the hole in the corridor connection and the tails through the holes in the coach end. Secure the tail and the suspension wire with superglue and trim leaving about 2mm projecting below the bracket on the corridor connection (sketch 5).

Instructions for train alarm gear (sketch 6)

Identify the correct end for the train alarm gear. Drill locating holes using the jig (3) for flat ended coaches or at the locations indicated in sketch 5 for GWR bow ended and Hawksworth coaches. For LNER Thompson bow ended coaches drill locating holes as shown in sketch 6. Drill out holes in the train alarm gear pivots (ears)(7) to 0.5mm (BR Mk1 and Southern Bulleid ends have the ears cast integrally and these should also be drilled to 0.5mm). Fit the ears into the holes in the coach end and secure with superglue. The holes for the wire should be towards the top. For LMS and GWR corridor coaches form a length of wire as shown. Feed the longer leg through the left hand ear (under the adjacent step on LMS coaches) then spring the shorter leg into the right hand ear. Secure with superglue and trim to leave a slight projection each side. For Thompson, Bulleid and BR Mk1 carriages the arrangement is also shown in sketch 6. For non-corridor coaches the wire should be formed in accordance with the end diagrams on the prototype information included with the coach sides pack.

Instructions for steps

If your layout has tight curves ensure that the bogies will swivel once the steps are fitted.

1. Fold up along the half etched lines and strengthen with solder.

2. Fit as appropriate inside the coach solebar and against the underside of the floor.

The following applications are generalised. The Comet Models coach prototype sheet should be consulted or photographs studied.

1. Stanier end steps (8) fitted to extreme right hand end of solebars.

2. GWR end steps (9) fitted to later GWR coaches at all four corners; under some guard's doors on non-corridor and full brake coaches.

3. LMS/LNER corridor side ascending step (10). Fitted under left hand door on the corridor side, or under guard's doors on LNER coaches. Some LMS diners and sleepers had this step under the ends or under some doors.

There are several other applications for the steps such as non-passenger vehicles for which they may require modification.

LMS/GWR Corridor Connector Cover Plate (11)

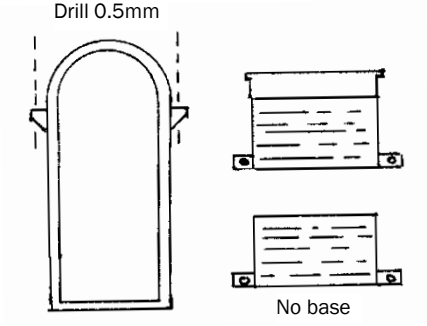
Apply to the end vehicles of all corridor trains or risk losing your paying passengers!

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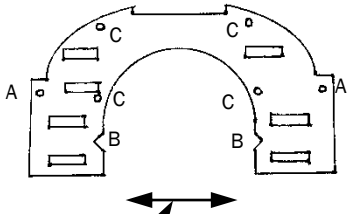
Sketch 1

Drilling gangway connection (bellows) on LMS/GWR coaches



Sketch 2

Drilling jig for gangway suspension units (3)



A. Train alarm gear locating holes (2). Drill 0.5mm

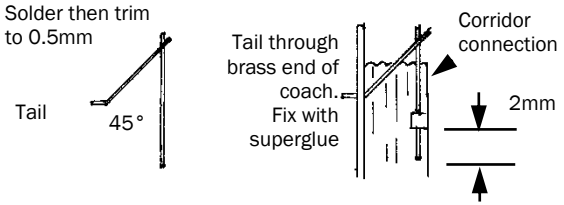
B. Holes for LMS gangway suspension units (2). Drill 0.7mm

C. Holes for GWR suspension units (flat-ended coaches (4)). Drill 0.5mm

Slots fit over steps when equipping a built coach, otherwise align jig 15mm from bottom of coach end to base of jig (shown as ◄►)

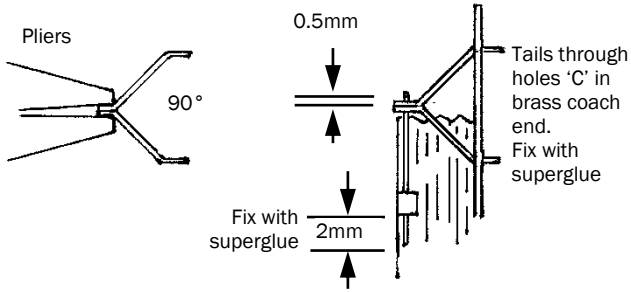
Sketch 3

LMS gangway suspension units (4)



Sketch 4

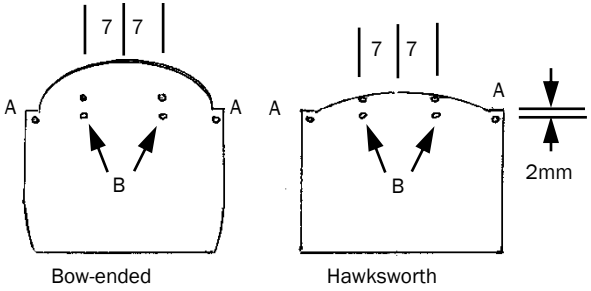
GWR gangway suspension units for flat-ended coaches (5)



Sketch 5

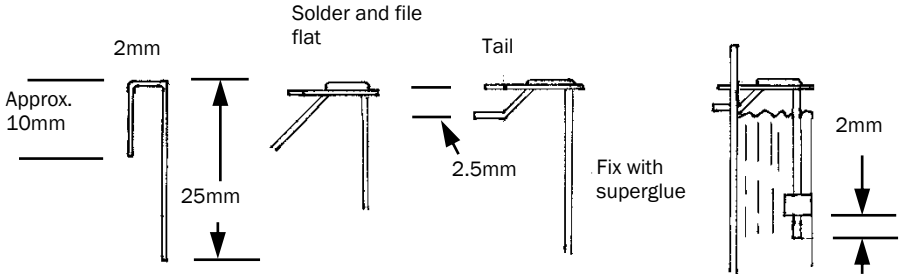
GWR bow-ended and Hawksworth stock gangway suspension units (6)

Drilling for suspension unit holes (and train alarm gear ears)



A Train alarm gear locating holes. Drill 0.5mm 1.5mm in from side and 2mm down from notch.

B 0.5mm holes for gangway suspension units. Dimensions are the same for both types but note that the upper holes on the Hawksworths are very close to the top of the end.



Forming the suspension units

Sketch 6

Train alarm gear

