

LANGLEY MINIATURE MODELS

166, THREE BRIDGES ROAD, CRAWLEY, SUSSEX

Tel. (0293) 516329

009 Scale.

S.R. (Lynton & Barnstaple Railway) Special 3rd Class coach (type 3) P/C/L3

and

S.R. (Lynton & Barnstaple Railway) 1st/3rd Composite coach (type 4) P/C/L4

Etched brass kits are not ideal subjects for complete beginners. However, if a careful and logical approach is adopted, there is no reason why a newcomer to the hobby should not achieve satisfactory results.

Whilst the techniques used in construction will vary with the abilities of the individual - soldering is preferable but the less experienced will doubtless favour the use of epoxy resin which will still give a good result - we would stress the importance of studying the instructions which follow before commencing assembly.

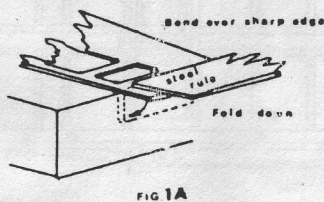
Tools.

A selection of rat-tailed files are a necessity, with flat, knife edge, tri-angular, round and square being the most useful. Equally important is a good straight edge (wooden rulers are seldom straight and plastic versions bend more easily than the material from which the kit is made, so use a metal rule), along with an engineers square. A pinchuck complimented by a range of drills will also be of assistance, as would a small vice.

Depending on the means of construction chosen, suitable quick setting resin such as Devcon or Araldite Rapid, or alternatively a clean tipped soldering iron and multicore solder. Also a wire brush i.e. suede shoe brush, and scrap of fine wet and dry paper to clean up areas which have to be joined. Another useful tool is a small sharp chisel for easing the separation of individual parts from the fret.

To simplify the instructions it has been assumed that the method of assembly chosen will be soldering, if not substitute gluing where appropriate. Where the word 'glue' or 'gluing' is used we have chosen this procedure to attach the fine cast parts or similar and would suggest that method is used in these instances.

One tip for bending the photo-etched parts is shown in illustrated form in Fig. 1A

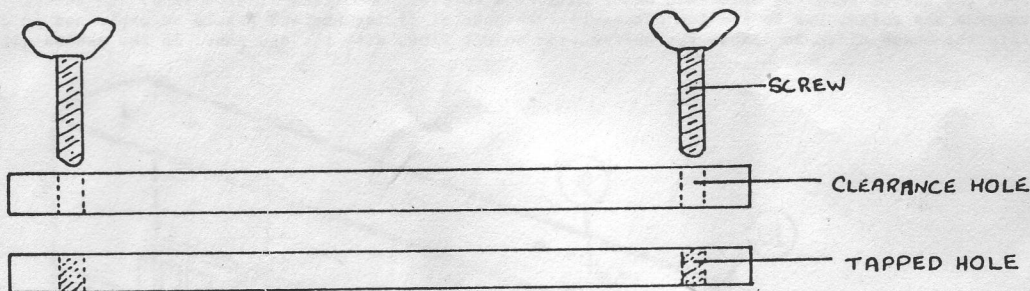


One home made tool that would be found invaluable is a bending bar. Materials required;-

2 x 1/2" x 1/2" Square steel bars approx 12" long.
2 x 1 1/2" x 1 1/2" whitworth or similar screws.

Method of production;-

Measure in 1" from each end on one of the bars. Clamp the two bars together and drill through both bars. On one of the bars with 1/2" whitworth tap, and on the other bar open out the holes to 1/2" to give clearance for the screws. When clamped together with the brass between the bars, bending will be much simplified.



BENDING BAR

Paints.

Any quality paint can be used, types recommended are Floquil (from Victors of London), Humbrol, Gloy or Precision paints. It is advisable to prime the metal before using top coat, preferably with an etching primer.

Glues.

- 5 minute Epoxy is suited to the less experienced modeller who requires time to adjust the parts during assembly.
- Cyanoacrylic Glue. e.g. Loctite, Superbond etc. is used by the modeller who can locate parts correctly first time as it sets instantly.
- Solder is best used by the experienced modeller. The type we recommend for this kit is 40/60 Multicore solder.

Transfers.

Suitable 4mm Southern Transfers can be obtained from various sources e.g. Methfix or P.C. are available from W. & H. Models Ltd., 14, New Cavendish Street, London W1M 8DJ.

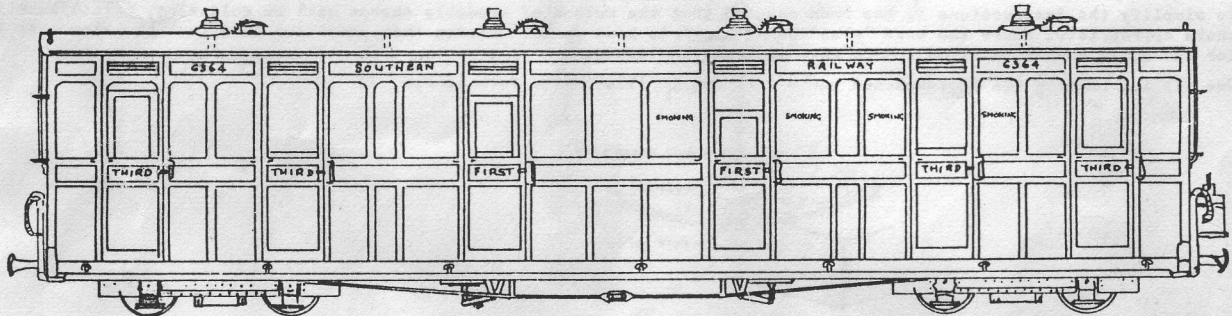
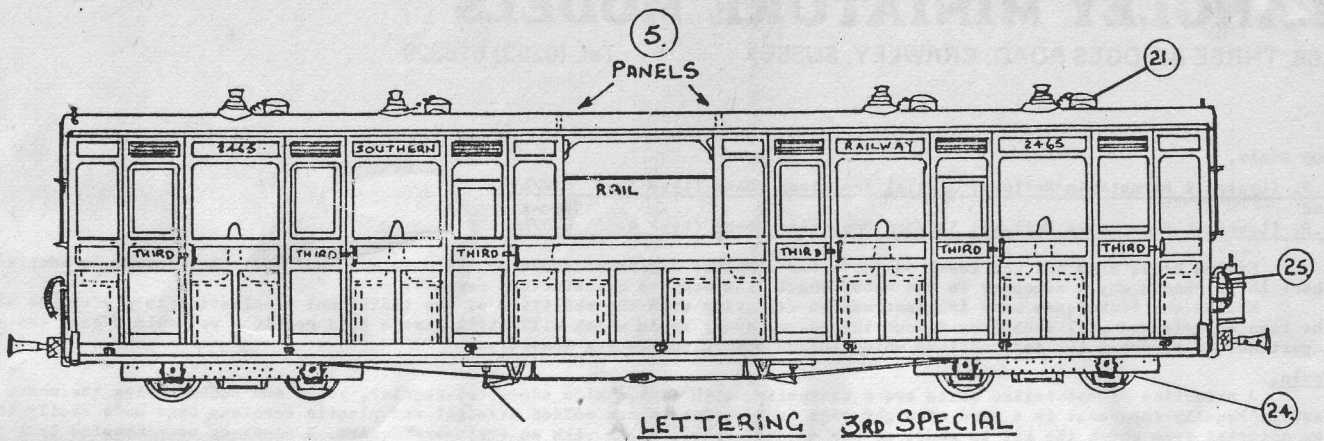
Painting.

Coach sides - S.R. Green (unlined)
Body ends, underframe, bogies, top lamps etc. - Black
Roof - Light Grey
Lettering & numbers - Gold, shaded black.

Numbering.

Special 3rd Coach vehicle numbers.
S.R. 2465, 2466, 2467, 2468
Ex L. & B. Nos. 7, 8, 9, 10.

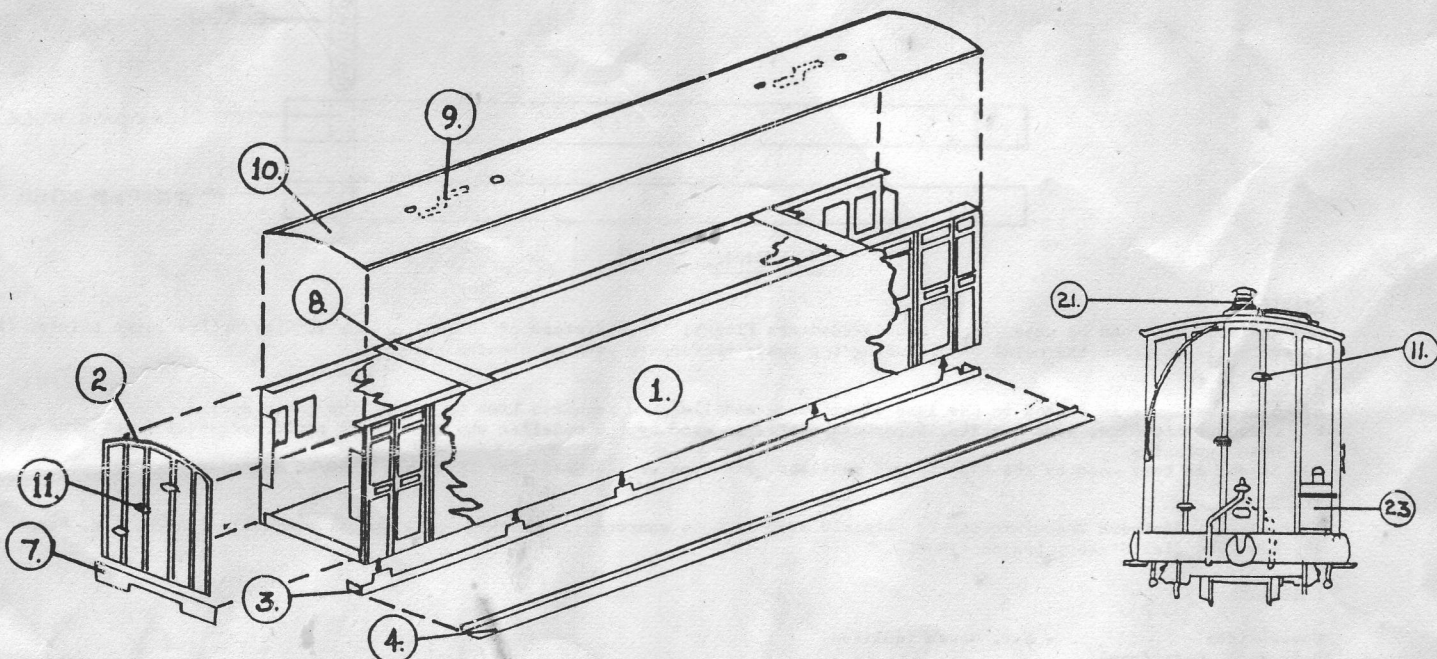
1st/3rd Composite coach numbers.
S.R. 6364 and 6365
Ex L. & B. Nos. 5 and 6.



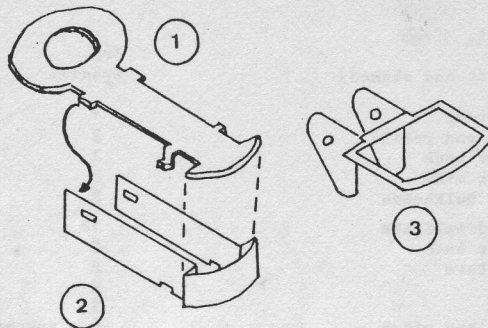
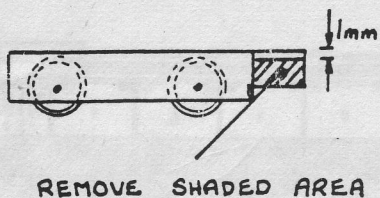
1st 3RD COMPO LETTERING

Special 3rd Coach assembly.

1. Remove the main body fret (1), fold the top edge (near gutter) to 90°, fold the bottom up at 90° to form a 'U' section.
 2. Fold the tabs in on the end of the coach and fold the floor tab up. Solder the two end panels (2) into place.
- OR
- the end tabs can be cut off if preferred and the end panels butted up and soldered to the edge of the coach. This is a more difficult method but does produce better corners.
3. Insert and solder the solbar back (3) into place in the coach floor and the solbar step (4) at 90° to form an angle and solder onto solbar back.
 4. Locate and solder the bulkheads (5) into place. Note; the doors are in opposite corners.
 5. Glue or solder the droplights (6) onto the inside of each door to give either the inside panel or as open window.
 6. Bend the buffer beam (7) onto each other to form a thicker beam (like a concertina) and solder into place with the cutout towards the rails. Due to the two alternative methods of fixing the end panels as explained in 2, it will be necessary to file the coach sides to enable the buffer beam to sit flush with the end panel in the second alternative.



7. Solder the bars (8) across the coach in convenient positions.
8. Roll the roof (10) to shape using a suitable diameter round bar.
9. The clips (9) are folded to form a slider clip and soldered to the underside of the coach roof to correspond with clip bars, and fixed into place.
Note; the roof could be soldered into place if preferred.
10. Locate and GLUE coach end panel steps (11) into slots in end panels.
11. Drill four .032 thou holes in appropriate position in floor and solder queen posts into place.
12. Fix truss rods into place, ensure that they will not foul the bogies.
13. Glue the bogie spacers (14) to underside of floor.
14. Assemble coupling drop bar (16) onto coupling as assembly sketch.
15. Remove 'N' gauge coupling pockets from the bogies as sketch. Drill a hole into remaining plate and secure coupling with cast pins (17).

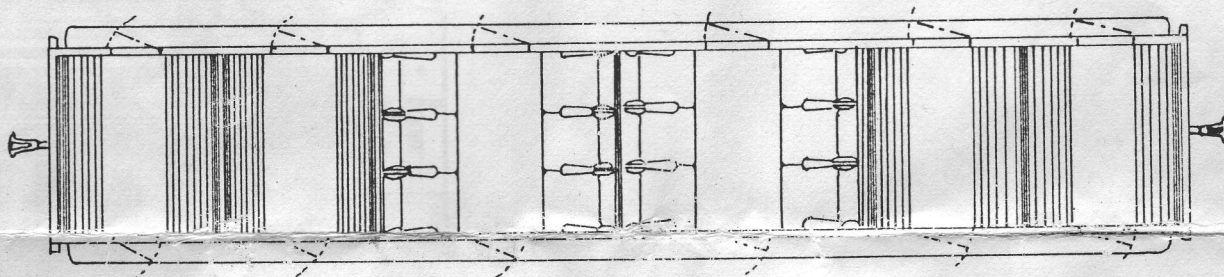


16. Assemble wheels (19) into bogie. Fix the whole unit to the underside of the coach.
17. Locate and fix gas vents (21) into the roof.
18. Locate and glue vacuum cylinders (22) assembly, vee hangers towards the centre of the coach.
19. Locate and glue acetylene cylinder (23) onto coach ends. Note; only found on one end of each coach.
20. Glue bogie detail to bogies.
21. Fix vacuum pipes (23) to coach end.
22. Fit handrail into place.

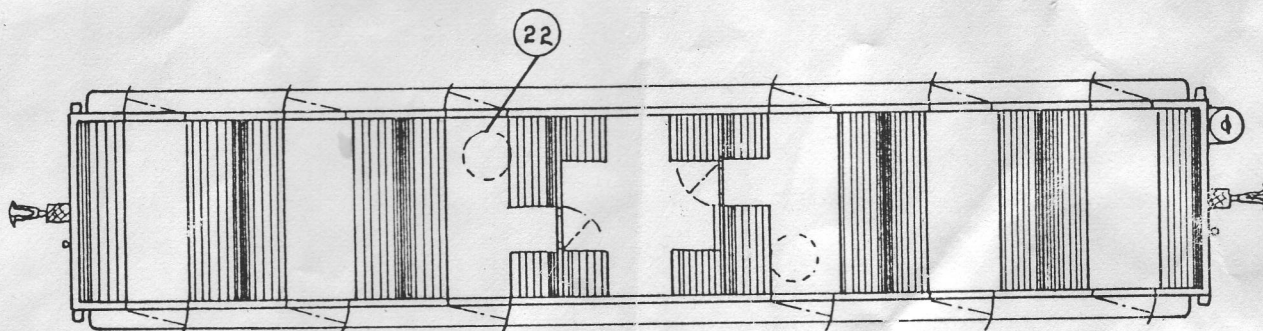
Coupling assembly.

European style.

23. Remove main body (1) from etch and wrap around (2), curve the centre buffer section of part (2) and fix round the sides of (1) locating the slot on part (2) over the peg on part (1).
24. Fold the two sides down on the dropbar (3) ensuring that it works freely; on the two pivot pegs on part (1). Note; the top can be flushed in with Plastic padding to obtain a neater finish if so desired.



1ST/3RD COMPO.
SEATING PLAN



3RD SPECIAL
SEATING PLAN

1st/3rd Composite Coach Type 4.

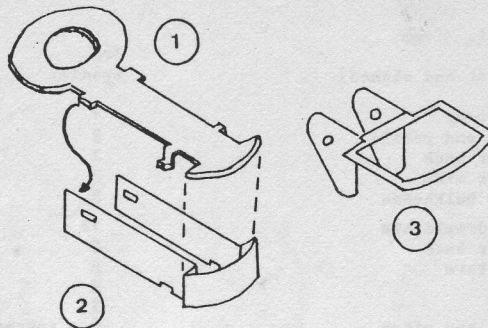
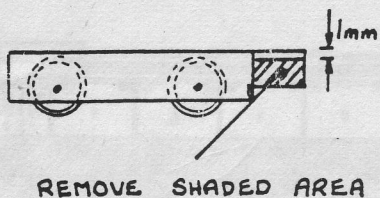
Coach assembly.

Proceed as instructions in previous text with the exception of No.4. Change this to read;-

4. Locate and solder the bulkheads (5) into place as sketch of 3rd Special coach.

Then add number 23 to instructions

23. Fold the acetylene cylinder tray (26) up to form a tray with lips. This fits into the slot in the bottom righthand corner of the coach end panel.

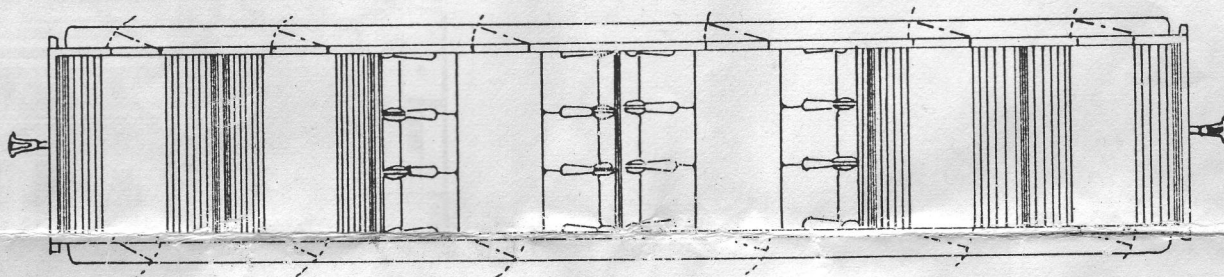


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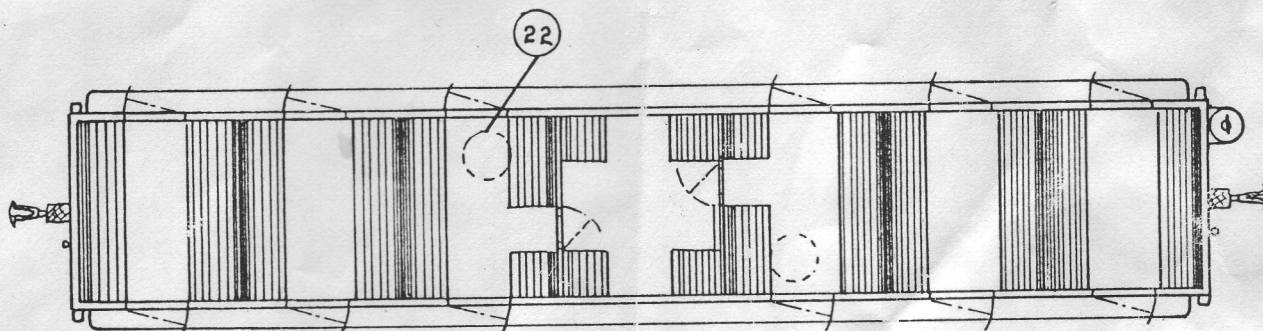
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SEATING PLAN



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