

Fig 1. LNER 1928 Corridor Tender in Original Condition

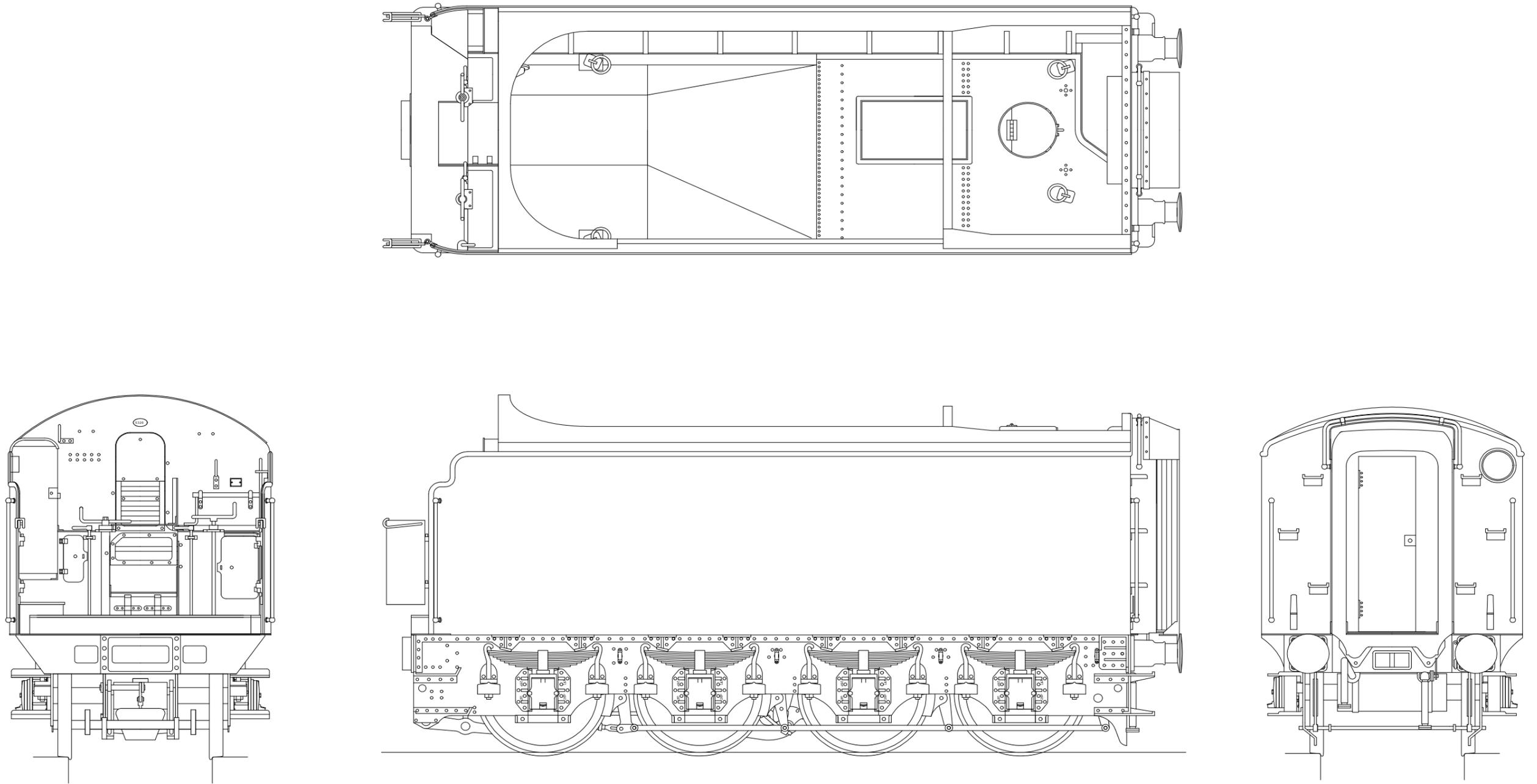


Fig 2. LNER 1928 Corridor Tender as Modified for the A4 Class

CONSTRUCTING THE CHASSIS

Note that many of the components are handed left and right and care must be taken to ensure the correct component is used. We have not always identified left/right components separately but with care and common sense no problems should arise.

Start by opening up the holes in the chassis frames (C1 & C2) and centre spacer (C4) as follows:

- 1/8" to fit the compensation beam pivots
- 0.8 mm to fit the wire for the brake hanger pivots & scoop stays
- 2.0 mm to fit the front brake cross shaft
- 1.2 mm in the brackets to fit the rear cross shaft.

Fold over the axle slot reinforcing plates, on the chassis frames, through 180° with the half etched line on the outside of the fold. Widen the slots so that the axles are a sliding fit.

Fold up the widest chassis spacers, front, centre and rear (C3, C4 & C5) with the fold lines on the inside and solder in place in the chassis slots checking that the chassis is straight and square.

Construct the front compensation beam by soldering the two laminations (C6) together. Cut a piece of 5/32" brass tubing to fit between the sides of the chassis frames and solder the beam in place in the centre of the tube. Fit the beam using a piece of 1/8" brass wire as the pivot. Similarly fit the rear beams to two pieces of tubing so that they pivot independently. They are soldered to the tubing near one end so that they will clear the axle slot reinforcing plates.

Check that the beams are the correct way up, fit the wheel sets and test that the chassis works correctly. Wheel side control is limited by using the washers (C10). Clearance between the wheels and the outside frames is limited, especially in Scaleseven, so it is probably wise to assemble the outside frames now so that clearances can be checked.

The 0.8mm wire brake hanger pivots are designed as stubs that protrude from the inner chassis, for extra strength the wire can be passed across the frames as one piece. If this method is adopted then the wire will impact on the tops of the compensation beams, as such their tops will need to be trimmed to clear the brake hanger wire. Test fit both items and check for clearance before finally fitting either in place.

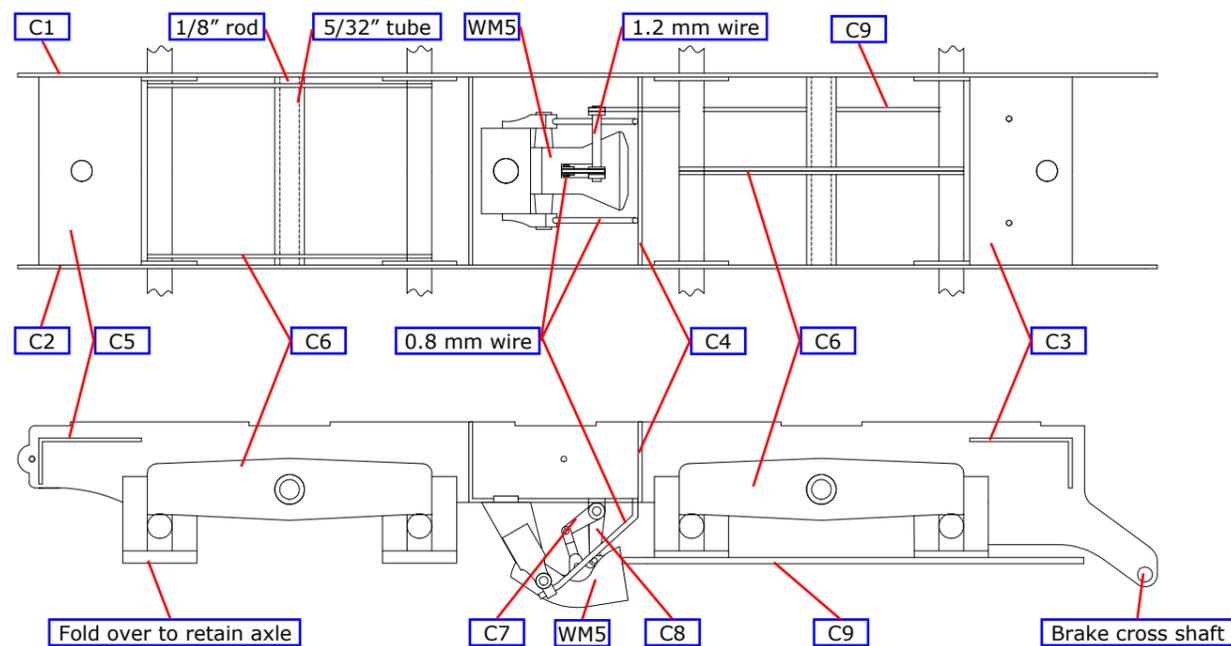
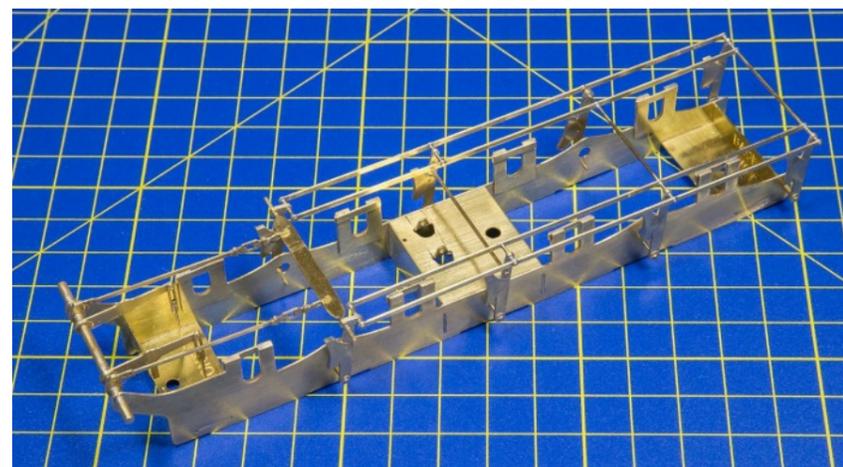


Fig 3. Chassis Construction



Fold down the brackets for the rear scoop cross shaft on the centre spacer and assemble the water scoop (WM5) as shown in Fig 3. Add the bracing struts from 0.8 mm brass wire. Do not fit C7, C8 & C9 at this time. Refit the wheel sets and retain as shown.

Assemble the brake hangers (C11, C12 & C13) and attach the hangers to the pivot wires. Check the clearance between the brake shoes and the wheels making any necessary adjustments. The brake pull rods (C14) are handed, the spacing of the front two axles being shortest. If in doubt match the pull rods to brake hanger pins. Ensure the pull rods have clearance either side of the wheels and then fit the brake cross beam (C15). Finish the water scoop by attaching the water scoop to rear cross shaft lamination (C7), the water scoop lever cross-shaft to pull rod (C8) and the water scoop pull rod (C9). Using Fig 4 as a guide pass the 2.0 mm front brake shaft through one side of the frames and then feed the two front pull rod laminations (C16) and two cross shaft levers (C17 & C18) on to the shaft before passing it through the other side of the frames. Solder the levers to the shaft using Fig 4 as reference and then add two short lengths of 0.8 mm wire to represent the pull rods. By gently bending C16 it is possible to slip the rear end over the brake cross beam C15 and secure in place.

Lastly finish the water scoop by attaching the water scoop to rear cross shaft lamination (C7), the water scoop lever cross-shaft to pull rod (C8) and the water scoop pull rod (C9), soldering the front end of the water scoop pull rod to the wire from C13.

| No. | Description | Sheet | No. | Description | Sheet |
|-----|--|-------|-----|---|-------|
| C1 | Chassis frame - left side | 2 | C10 | Washer, wheel side control | 1 |
| C2 | Chassis frame - right side | 2 | C11 | Brake hanger & shoe lamination, front axle (4) | 2 & 3 |
| C3 | Chassis spacer - front - 3 widths | 1 | C12 | Brake hanger & shoe lamination, second axle (4) | 2 |
| C4 | Chassis spacer - centre - 3 widths | 1 | C13 | Brake hanger & shoe lamination, rear axles (8) | 2 |
| C5 | Chassis spacer - rear - 3 widths | 1 | C14 | Brake pullrod (4) | 3 |
| C6 | Compensation beam - (4) | 2 | C15 | Brake cross-beam | 3 |
| C7 | Water scoop to rear cross shaft lamination (2) | 3 | C16 | Front brake pull rod lamination (4) | 3 |
| C8 | Water scoop lever cross-shaft/pull rod | 3 | C17 | Left brake cylinder to cross-shaft lever (2) | 1 & 2 |
| C9 | Water scoop pull rod | 3 | C18 | Right brake cylinder to cross-shaft lever (2) | 1 & 3 |

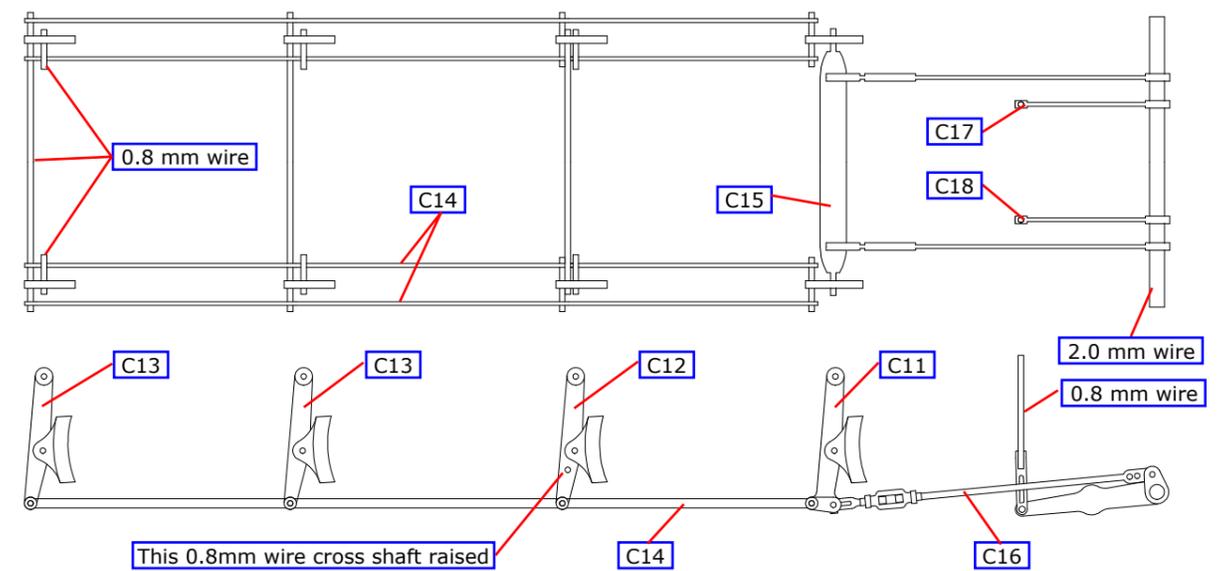


Fig 4. Brake Construction

CONSTRUCTING THE FRAMES, BUFFERBEAM & DRAGBEAM ASSEMBLY

First emboss all the rivets on the frame, bufferbeam & dragbeam assembly (F1) and the frame & footplate brackets overlay (F2). The embossing process on the overlay can distort the metal making the component grow longer! This can be minimized by doing the embossing carefully and before the component is removed from the main fret. Solder in place the brake hanger pin retainer (F16) as shown below.

Fold up the guard irons on the frames. Fold up and solder together the frame, bufferbeam & dragbeam assembly, all fold lines on the inside. Fold out the upper part of the footplate support brackets. Fold out the lower part of the brackets from the overlay and then solder the overlay in place on the frames. Slide the bracket webs (F3) into the grooves in the overlay and solder in place.

Solder the drag beam overlay (F8) and the drawbar pocket overlay (F9) in place. Solder the bufferbeam overlay (F10) in place. Do not emboss the rivets or fold over the end of the lower step bracket, which is a part of the bufferbeam overlay, until it has been threaded through the slot in the upper step (F6). Add the buffer beam and frame webs (F11) in the slots in the bufferbeam overlay. Solder the buffer overlays (F13) in place on the buffer beam overlay. Fold up the bufferbeam & frame bracket (F12) and solder in place.

Solder together the two coupling hook laminations (F17) and open out the hole to 1 mm diameter. The Buckeye coupling (BR9) is pivoted in this hole with a piece of 1 mm wire. If you wish to have the coupling in the working position then make a pin from 1 mm wire which passes through the outer coupling hole and the coupling hook. Attach the completed coupling in the slot in the bufferbeam. The screw coupling, for use when the Buckeye coupling was not used, was carried off a bufferbeam hook. This is made from F14 and a piece of 0.7 mm wire as shown in Fig 6.

Assemble the buffers and solder in place. Clearance for the buffer shank is very tight, it is designed to move in the slot in the frame, bufferbeam & dragbeam assembly. You will probably have to move the buffers inwards by elongating the locating holes. The retaining nuts will also need filing smaller to provide sufficient clearance.

Fold up the steps (F4, F5, F6 & F7) and solder in position. The holes in the frames correspond to the rivet positions and are used to assure correct positioning. Attach the vacuum cylinder (WM4) with the straps (F15).

The axleboxes (WM1), the springs (WM2) and the spring hanger brackets (WM3) should be attached to the side of the frames. The locating spigots on the axlebox and spring hanger bracket castings will need to be cut off flush with the inside of the frames to clear the wheels. Attach the vacuum pipe (BR1) and the vacuum pipe connector (BR2) to the buffer beam. Repeat for the steam heating pipe (BR3) and the steam heating pipe connector (BR4).

If required, assemble the screw coupling etches. Construct the drawbar from a 6BA screw and drawbar washer (F20). Solder the washer on the slotted side of the screw head, take care to keep the screwdriver slot free of solder. Ease out the hole in the drawbar (F19) so that it is a snug fit over the head of the screw. Pass the draw bar through the drag beam slots and use the screw with washer to retain.

| No. | Description | Sheet |
|-----|--|-------|
| F1 | Frame, bufferbeam & dragbeam assembly | 3 |
| F2 | Frame & footplate brackets overlay (2) | 2 |
| F3 | Frame & footplate bracket webs (16) | 3 |
| F4 | Front upper step (2) | 2 |
| F5 | Front lower step(2) | 2 |
| F6 | Rear upper step (2) | 2 |
| F7 | Rear lower step (2) | 2 |
| F8 | Dragbeam overlay | 3 |
| F9 | Drawbar pocket overlay (4) | 2 |
| F10 | Bufferbeam overlay | 3 |
| F11 | Bufferbeam & frame web (4) | 3 |
| F12 | Bufferbeam & frame bracket (2) | 3 |
| F13 | Buffer overlay (2) | 3 |
| F14 | Screw coupling hook bracket | 3 |
| F15 | Vacuum tank strap (2) | 3 |
| F16 | Brake hanger pin retainer (8) | 1 |
| F17 | Coupling hook lamination (2) | 1 |
| F18 | Screw coupling | 3 |
| F19 | Drawbar | 2 |
| F20 | Drawbar washer | 2 |

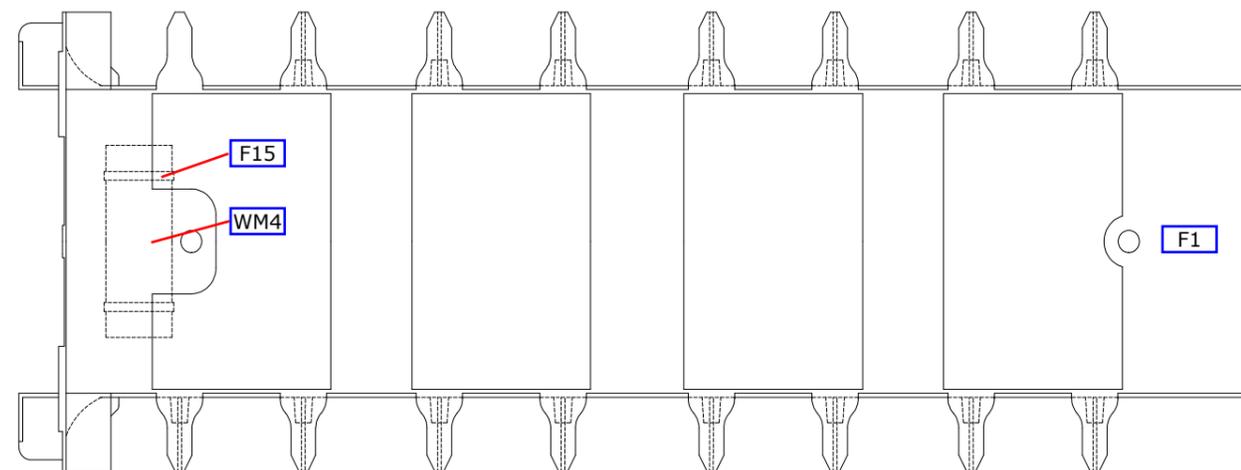
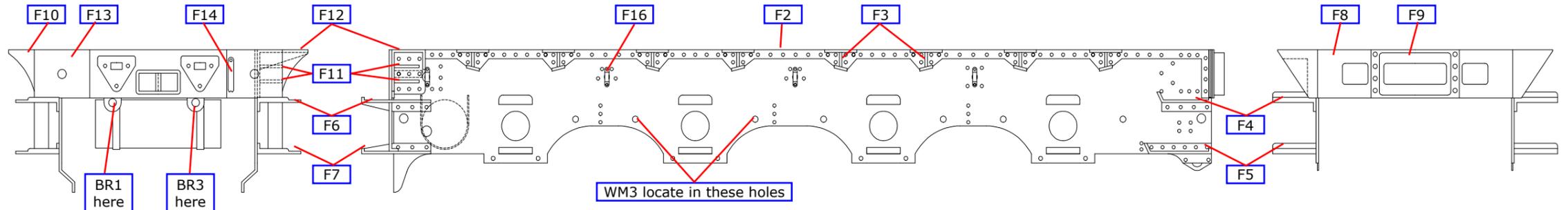
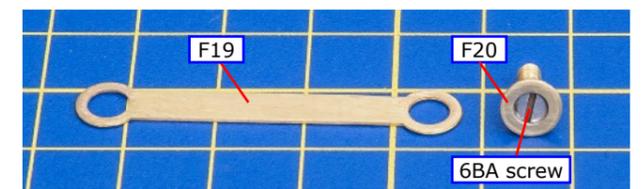
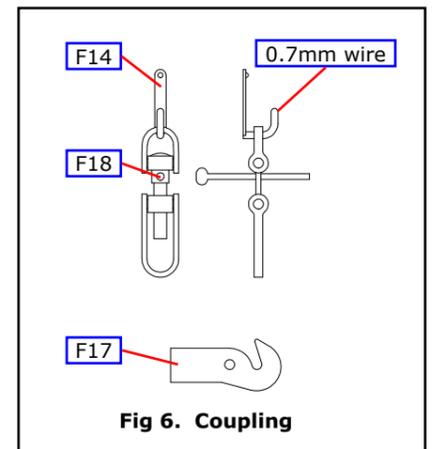


Fig 5. Frame Construction



CONSTRUCTING THE BODY - COMMON PARTS

FORMING THE TANK SIDES

Tack solder the two sides (T2 & T3) together with the outside faces touching together, tack solder the handrail jig (T4) to the sides as shown in Fig 7. Drill the hand rails holes (1.2 mm) as shown and remove the shaded area for tenders fitted to A4 engines. Separate the two sides.

Bend the jig supporting tabs at each end of the sides and make the jig as shown in Fig 8, the jig requires a 1/4" forming rod. Tight clamping is important to achieve a successful curve. Remove the rod and brackets once the curve has been formed.

For A4 class tenders add the inner beading with door hinges (T61) before forming the turn in (see Fig 11 for reference). Finally form the turn in at the front, for the A3 style a 6.0 mm rod will suffice.

Now solder the external beading to the sides. Start by straightening the beading by stretching it slightly. Clamp one end in the vice and pull the other end with a pair of pliers. First tack solder the beading to the rear end of the side aligning its upper edge with the edge of the fully etched area. Now pull the beading straight and tack solder at the front. Make a further six or so tacks along the side before, with plenty of flux and a hot iron, running all the tacks together. The bends at the front are tricky. The best method is to gently ease the beading to match the edge shape with a small pair of pliers, soldering each bend before proceeding to the next.

Emboss all the rivets on the tank top overlay (T5), the corridor top (T7) and the coal hopper (T8), see Fig 10. Solder the tank top (T6) and the tank top overlay together ensuring accurate alignment - the overlay overlaps the tank top at the front to form a recess into which the coal hopper fits. Form the curve in the corridor top (T7) in the same way as the sides using the same jig. Open up the holes for the vent pipes in the coal hopper, then fold up, making the top bends first before soldering the side edges together. Now check the fit of the right side, the corridor top, the tank top and the coal hopper. The corridor top fits in the slots in the tank top and in the etched recess under the beading at the top edge of the sides, see Fig 10 & 11. When satisfied with the fit, solder the corridor top to the side ensuring that the side overlaps the corridor top equally at each end. Fit the lifting rings, the eye, the base plate and the left and right brackets (T9, T10, T11 & T12) to the coal hopper and tank top forming the rings from 0.5 mm wire around a 3.5 mm diameter rod. See Fig 10 & 11. Finally add the two vent pipe flanges (T44), ensure the holes are aligned. Solder 6 BA nuts, for body fixing, over the holes front and rear in the footplate (T1) and fold up the raised footplate supports.

TANK BACK

Emboss the rivets on back inner lamination (T13). Curve the corridor connection hood bracket (T15) and solder in place in the slots in the back outer lamination (T14) before soldering the two back laminations together. Drill out all the holes (1 mm diameter) for the corridor connection piston rods, in the corridor connection door and frame (T16), the corridor connection lower spring bracket (T17) and the corridor connection outer frame (T18). Cut four lengths of 1 mm wire and attach the small washer

(T19) at one end before filing the end flush. Add the lower spring bracket (T17) and dress the tabs flat before folding up the corridor connection door & frame and solder the floor to the sides. Pass two piston rods through the holes in the upper brackets (ensure a free sliding fit) before folding over the brackets and strengthening with solder.

Fold the webs at the bottom of corridor connection outer frame (T18) and modify the corridor connection outer frame floor (T20) as shown below before soldering together. Insert the lower piston rods followed by the springs and the outer frame. Space the frame from the sides using a block 5 mm thick. Make sure all the piston washers are tight against their brackets before soldering the rods to the outer frame. Cut the rods off flush. You should now have a prototypically sprung corridor connection!

Carefully cut and trim two lengths of the 5 thou strip provided and attach to the outside of the corridor connection to cover the fold lines. Open out the holes for the handrail knobs once fitted.

Form and fit the handrail over the top of the corridor connection from 0.8 mm wire. Also fit the upright hand rails. Bend up the edges of the back steps (T21) and solder in place. Fold and add the lamp bracket upper sections (T22) and then fold and solder in place the lamp bracket lower sections (T23). Some A3 tenders had an extra extended bracket (T24) as shown in Fig 9.

| No. | Description | Sheet | No. | Description | Sheet |
|-----|----------------------------------|-------|-----|---|-------|
| T1 | Footplate | 1 | T14 | Back outer lamination | 3 |
| T2 | Side, left | 2 | T15 | Corridor connection hood bracket | 3 |
| T3 | Side, right | 2 | T16 | Corridor connection door & frame | 1 |
| T4 | Side shaping & drilling jig | 3 | T17 | Corridor connection lower spring bracket | 3 |
| T5 | Tank top overlay | 1 | T18 | Corridor connection outer frame | 2 |
| T6 | Tank top | 1 | T19 | Corridor connection spring rod washer (4) | 1 |
| T7 | Corridor top | 1 | T20 | Corridor connection outer frame floor | 3 |
| T8 | Coal hopper | 2 | T21 | Back step (6) | 3 |
| T9 | Lifting ring eye (4) | 1 | T22 | Lamp bracket upper section (2) | 1 |
| T10 | Lifting ring base plate (2) | 1 | T23 | Lamp bracket lower section (2) | 1 |
| T11 | Front lifting ring bracket left | 1 | T24 | Lamp bracket - extended | 1 |
| T12 | Front lifting ring bracket right | 1 | T61 | Side inner beading with hinge pins A4 (2) | 1 |
| T13 | Back inner lamination | 1 | | | |

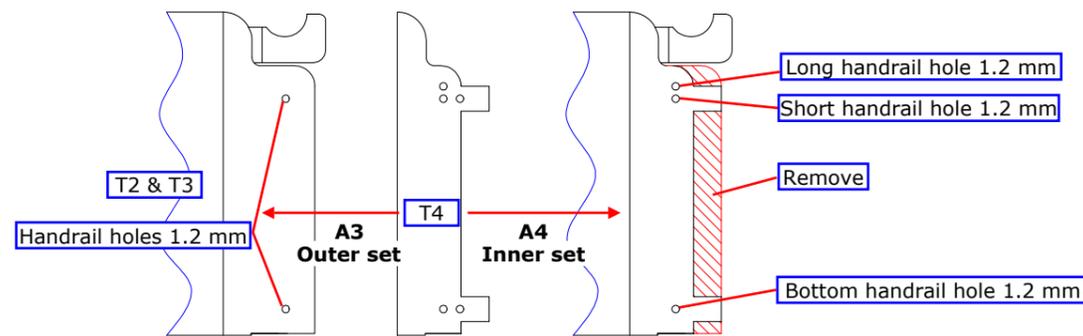


Fig 7. Handrail Holes



5 Thou strip

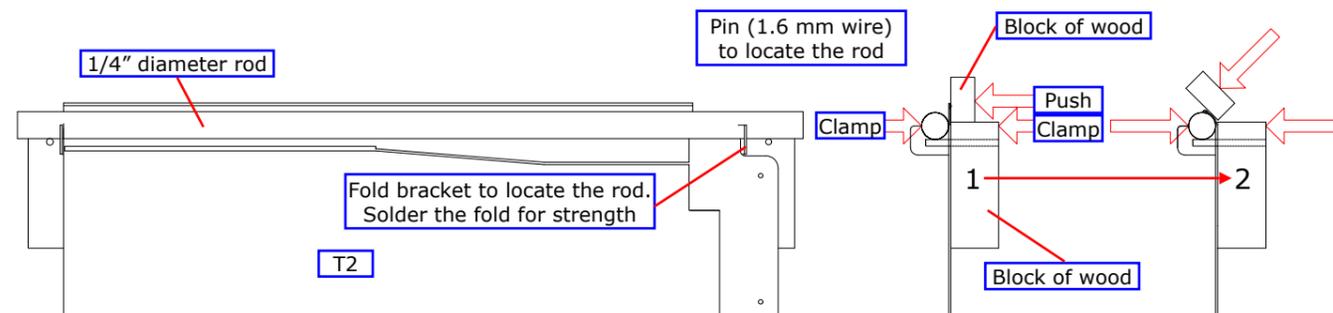
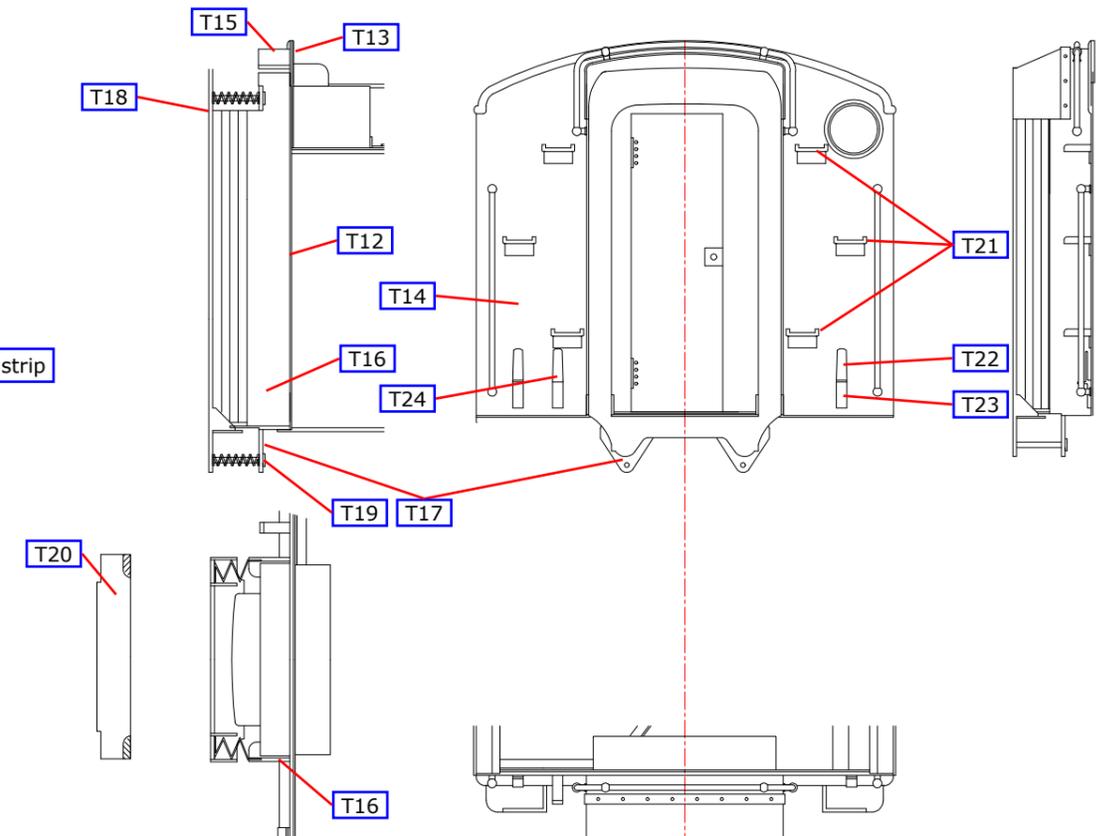


Fig 8. Side shaping and drilling jig



Section on Centreline

Fig 9. Tank Back

CONSTRUCTING THE A1/A3 BODY

Emboss the rivets in the division plate laminations (T25 & T26) before soldering the laminations together. Fit the division plate vertical (T27) to the back of the division plate.

The front plate is made in two separate assemblies (upper and lower) before the two assemblies are soldered together. Select the upper front plate inner and outer lamination (T32 & T33). First open up the various holes to fit the castings. Bend up and fit the fire iron brackets from 0.7 mm brass wire. Fit the coal door angle strip (T38) to the rear plate. Solder the laminations together.

Select the lower front plate inner and outer laminations (T30 & T31). First open up the various holes to fit the castings. Emboss all rivets and fold out the brackets for the water valve handles, the shovelling plate side, the step to the corridor door. Shape the step to the corridor door to fit the right hand front side sheet using the half etched lines as a guide. Fit the locker hinges (T39) and the locker rainstrip (T40). Now solder the laminations together.

Two slots will need filing in the upper side edges to fit around the etched beading on the inside of the tender sides. Solder the upper and lower parts of the front plate together. Add the corridor floor & side (T34) and the hinged flap (T36) as shown.

Assemble the tender body in the following order, soldering from the inside. First attach the right side to the back. Then attach the tank top, locating the corridor top in the slots in the tank top. Then attach the division plate. Now solder the hopper in place under the front of the tank top overlay, locating the corridor top in the slots in the hopper. Check that the side is straight. Now solder the left side to the back. Then attach the front plate. Finally locate the footplate between the etched recesses at the bottom of the sides and over the tabs on the back and front plate. Solder in place. Attach the white metal water scoop sections (WM6 & WM7) either side of the division plate, the tank filler (WM8) and the corridor connection roof (WM9). Add the white metal corridor connection piston cover (WM10) to the top of the corridor connection roof and then the small brass cover plate (T29). Add the water filler catch (T45) to the tank filler and fabricate an inverted L shaped handle from 0.7 mm wire and insert through the latch into the filler.

Fit the raised footplate support (T48) before fitting the raised footplate (T47). Attach the vertical handrails at the front and rear using 0.8 mm wire.

The paper corridor connection bellows are first lightly scored along the dotted lines and then cut out. Blacken with a pen before folding the bellows and gluing in place. The top flexible cover over the corridor connection is best made from thin black plastic sheet - from a bin liner (not provided!). After gluing in place, the corridor connection hood retaining strip (T28) is glued over the top. Then add the corridor connection handrail over the top from 0.8 mm wire

Form the vent pipes from 1.6 mm wire as shown in the drawings and insert into the coal space sides through the flange (T44), form the vent pipe brackets (T43) and secure to the rear of the front plate.

Fit the corridor door rain hood (T35) to the front wall and tender side (T3) and form the water gauge bracket (T42) before fitting to (T2), ensure the bracket lines up with the corresponding hole in the floor for the water gauge pipe. Form the gauge pipe from 0.8 mm wire 42 mm long and drop through the water gauge bracket and into the floor. Add the shovelling plate hinged flap (T37). Add the handbrake column (BR5), water scoop column (BR6). Fit the two water valve handles (BR7) to lengths of 0.7 mm wire 28 mm long, test fit and trim if required to clear the handles above and shelf below and fit in place. Finally fit the coal rail (T46) and spare lamp bracket (T41) to the inside of the left side (T2).

| No. | Description | Sheet | No. | Description | Sheet |
|-----|--|-------|-----|--------------------------------|-------|
| T25 | Division plate front lamination A1/A3 | 1 | T37 | Shovelling plate side | 1 |
| T26 | Division plate rear lamination A1/A3 | 1 | T38 | Coal door angle strip | 3 |
| T27 | Division plate vertical (2) | 2 | T39 | Locker hinge (4) | 1 |
| T28 | Corridor connection hood retaining strip | 3 | T40 | Locker rainstrip | 1 |
| T29 | Corridor top to rear casting cover plate | 3 | T41 | Spare lamp bracket | 1 |
| T30 | Lower front plate inner lamination | 2 | T42 | Water gauge bracket | 1 |
| T31 | Lower front plate outer lamination | 1 | T43 | Vent pipe bracket (2) | 1 |
| T32 | Upper front plate inner lamination A1/A3 | 2 | T44 | Vent pipe flange | 1 |
| T33 | Upper front plate outer lamination A1/A3 | 1 | T45 | Water filler catch | 1 |
| T34 | Corridor floor & side | 1 | T46 | Coal rail | 3 |
| T35 | Corridor door rain hood | 1 | T47 | Raised footplate A1/A3 | 2 |
| T36 | Hinged flap | 1 | T48 | Raised footplate support A1/A3 | 3 |

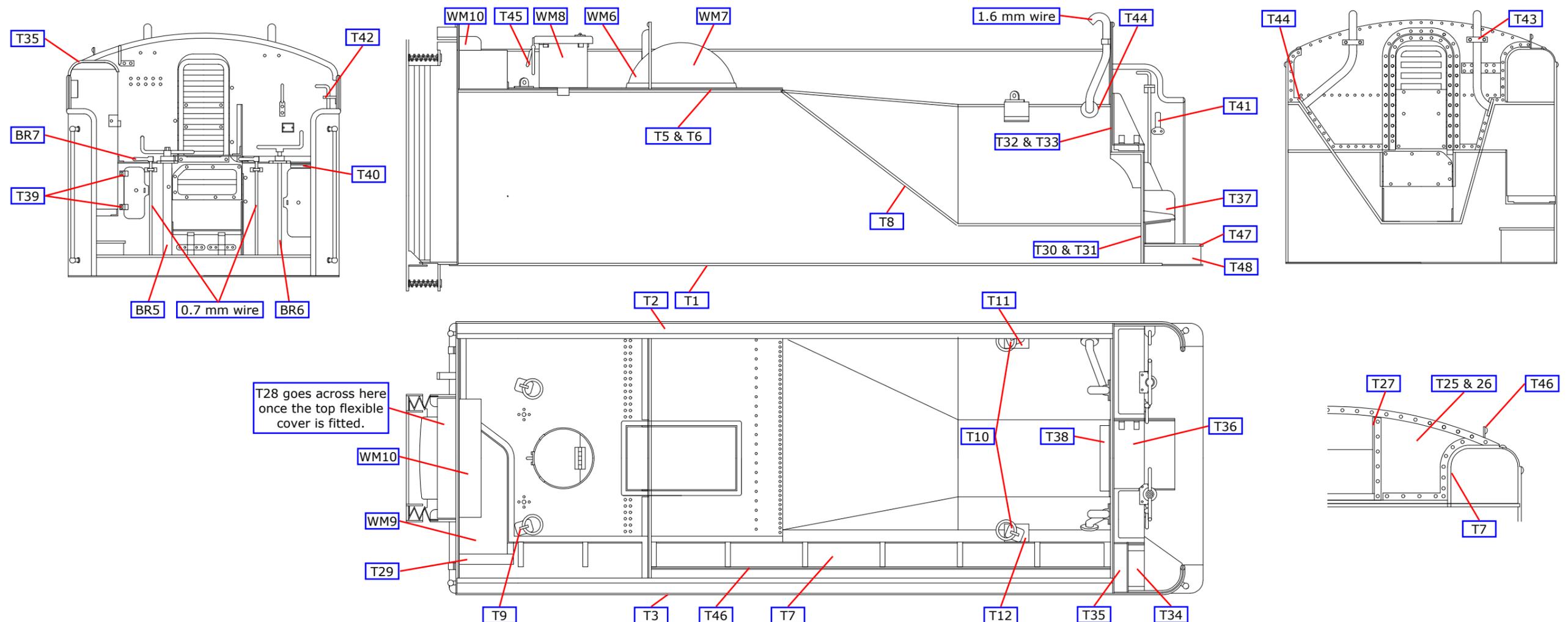


Fig 10. A3 Tank, Low Front

CONSTRUCTING THE A4 BODY

Emboss the rivets in the division plate laminations (T49 & T50) before soldering the laminations together. Fit the division plate vertical (T27) to the back of the division plate. Fit the division plate angle piece (T58) to the top of the division plate.

The front plate is made in two separate assemblies (upper and lower) before the two assemblies are soldered together. Select the upper front plate inner and outer lamination (T51 & T52). First open up the various holes to fit the castings. Bend up and fit the fire iron brackets from 0.7 mm brass wire. Fit the coal door angle strip (T38) to the rear plate. Solder the laminations together. Select the lower front plate inner and outer laminations (T30 & T31). First open up the various holes to fit the castings. Emboss all rivets and fold out the brackets for the water valve handles, the loco smokebox door cranks (BR8), the shovelling plate side, the step to the corridor door. Shape the step to the corridor door to fit the right hand front side sheet using the half etched lines as a guide. Fit the locker hinges (T39) and the locker rainstrip (T40). Now solder the laminations together.

Two slots will need filing in the upper side edges to fit around the etched beading on the inside of the tender sides. Solder the upper and lower parts of the front plate together. Add the corridor floor & side (T34) and the hinged flap (T36) as shown.

Assemble the tender body in the following order, soldering from the inside. First attach the right side to the back. Then attach the tank top, locating the corridor top in the slots in the tank top. Then attach the division plate. Now solder the hopper in place under the front of the tank top overlay, locating the corridor top in the slots in the hopper. Check that the side is straight. Now solder the left side to the back. Then attach the front plate. Finally locate the footplate between the etched recesses at the bottom of the sides and over the tabs on the back and front plate. Solder in place.

Fit the raised footplate support (T54) before fitting the raised footplate (T53).

Attach the vertical handrails at the front and rear using 0.8 mm wire.

The hinges on the A4 cab doors (T60) are too long - shorten them by 1 mm. To form the door hinges first anneal them, by heating in a flame and bend to shape around a 0.8 mm piece of wire. The hinge pins have been made too long so that they can be bent over to stop the doors falling off. The brackets to clip the tender and engine doors together can be made from wire.

The paper corridor connection bellows are first lightly scored along the dotted lines and then cut out. Blacken with a pen before folding the bellows and gluing in place. The top flexible cover over the corridor connection is best made from thin black plastic sheet - from a bin liner (not provided!). After gluing in place, the corridor connection hood retaining strip (T28) is glued over the top. Attach the white metal water scoop sections (WM6 & WM7) either side of the division plate, the tank filler (WM8) and the corridor connection roof (WM9). Add the white metal corridor connection piston cover (WM10) to the top of the corridor connection roof and the small brass cover plate (T29). Add the water filler catch (T45) to the tank filler and fabricate an inverted L shaped handle from 0.7 mm wire and insert through the latch into the filler.

Form the vent pipes from 1.6 mm wire as shown in the drawings and insert into the coal space sides through the flange (T44), form the vent pipe brackets (T43) and secure to the rear of the front plate.

Fit the corridor door rain hood (T35) to the front wall and tender side (T3) and form the water gauge bracket (T42) before fitting to (T2), ensure the bracket lines up with the corresponding hole in the floor for the water gauge pipe. Form the gauge pipe from 0.8 mm wire 42 mm long and drop through the water gauge bracket and into the floor. Add the shovelling plate hinged flap (T37). Add the handbrake column (BR5), the water scoop column (BR6) and the smoke box door crank (BR8). Fit the two water valve handles (BR7) to lengths of 0.7 mm wire 28 mm long, test fit and trim if required to clear the handles above and fit into place. Finally fit the coal rail (T46) and the two streamlined fairings (T55 & T56). Add the small fairing brackets (T57) between the corridor roof and underside of fairing T55, use the holes for the coal rail as a location guide. Finally add the angle piece back (T59) across the top of the rear wall and the spare lamp bracket (T41) to the inside of the tank side (T2).

| No. | Description | Sheet | No. | Description | Sheet |
|-----|--|-------|-----|--|-------|
| T27 | Division plate vertical (2) | 2 | T44 | Vent pipe flange (2) | 1 |
| T28 | Corridor connection hood retaining strip | 3 | T45 | Water filler catch | 1 |
| T29 | Corridor top to rear casting cover plate | 3 | T46 | Coal rail | 3 |
| T30 | Lower front plate inner lamination | 2 | T49 | Division plate front lamination A4 | 1 |
| T31 | Lower front plate outer lamination | 1 | T50 | Division plate rear lamination A4 | 1 |
| T34 | Corridor floor & side | 1 | T51 | Upper front plate inner lamination A4 | 2 |
| T35 | Corridor door rain hood | 1 | T52 | Upper front plate outer lamination A4 | 2 |
| T36 | Hinged flap | 1 | T53 | Raised footplate A4 | 3 |
| T37 | Shovelling plate side | 1 | T54 | Raised footplate support A4 | 1 |
| T38 | Coal door angle strip | 3 | T55 | Fairing front & right side A4 | 1 |
| T39 | Locker hinge:- (4) | 1 | T56 | Fairing rear left side A4 | 1 |
| T40 | Locker rainstrip | 1 | T57 | Corridor top to fairing bracket A4 (5) | 1 |
| T41 | Spare lamp bracket | 1 | T58 | Division plate angle piece A4 | 3 |
| T42 | Water gauge bracket | 1 | T59 | Angle piece back A4 | 3 |
| T43 | Vent pipe bracket (2) | 1 | T60 | Cab door A4 (2) | 3 |

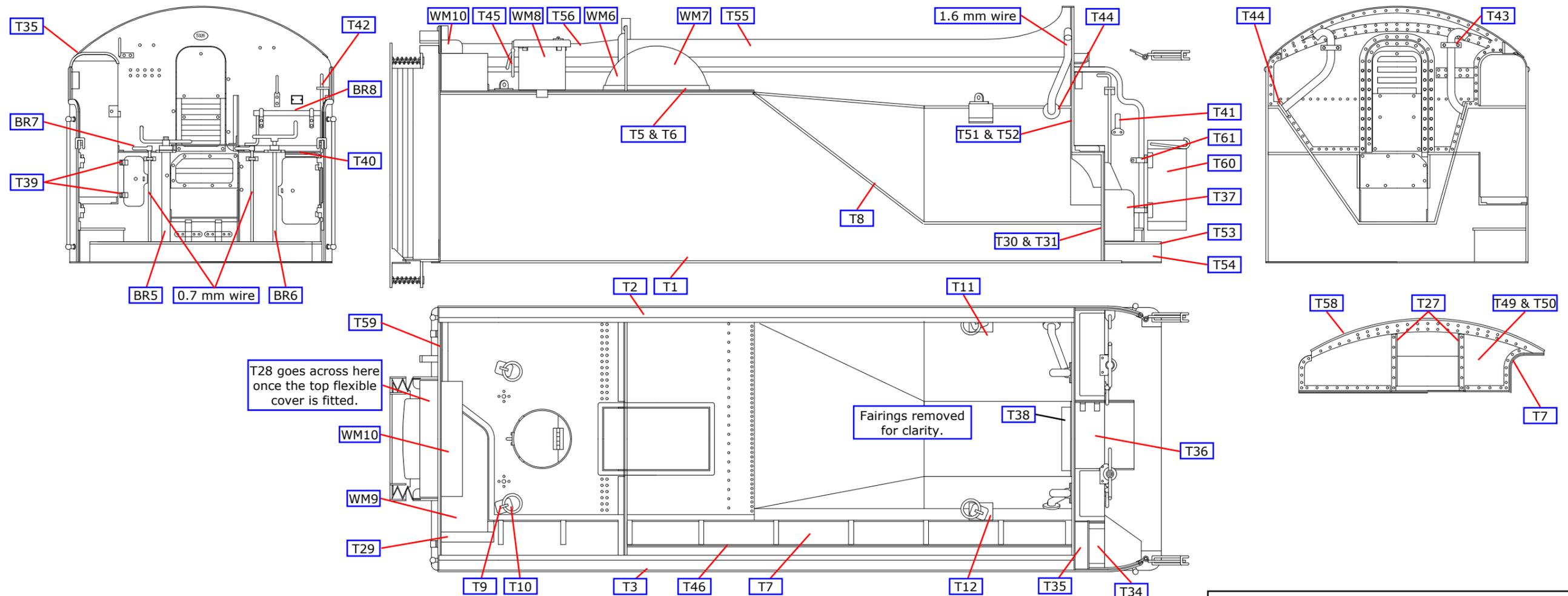
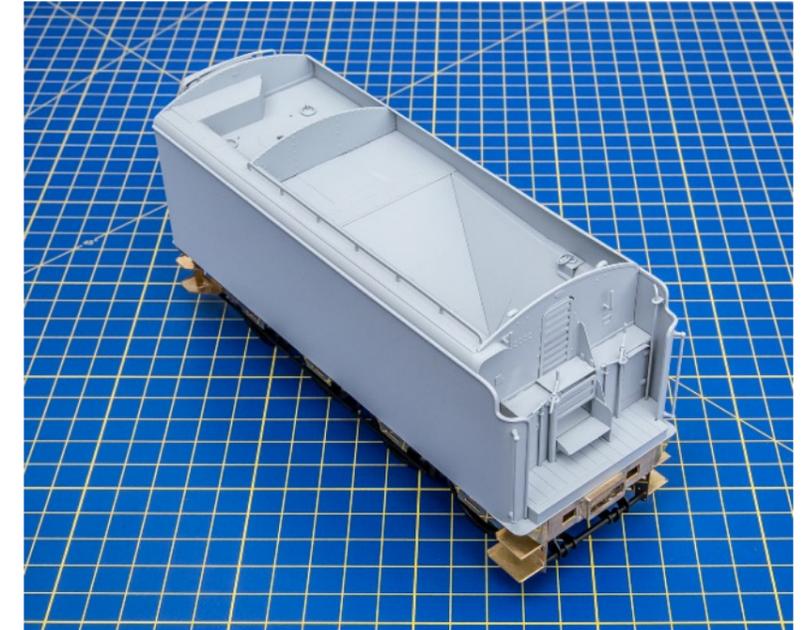
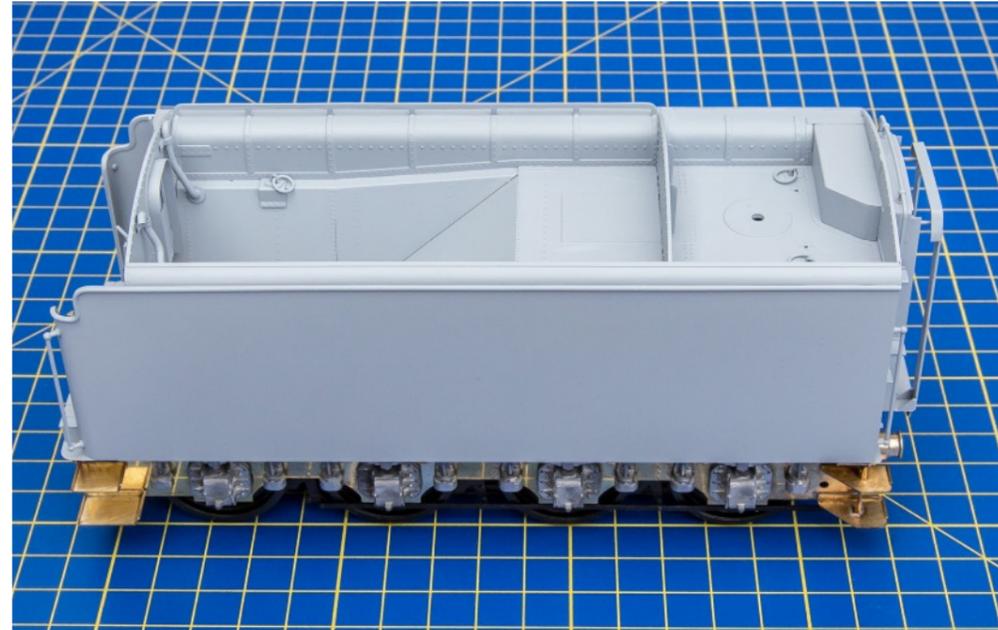
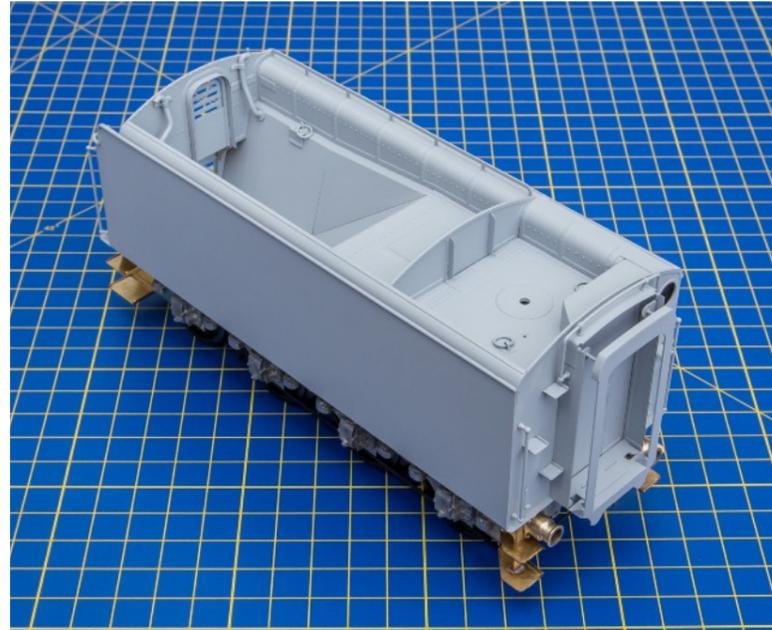
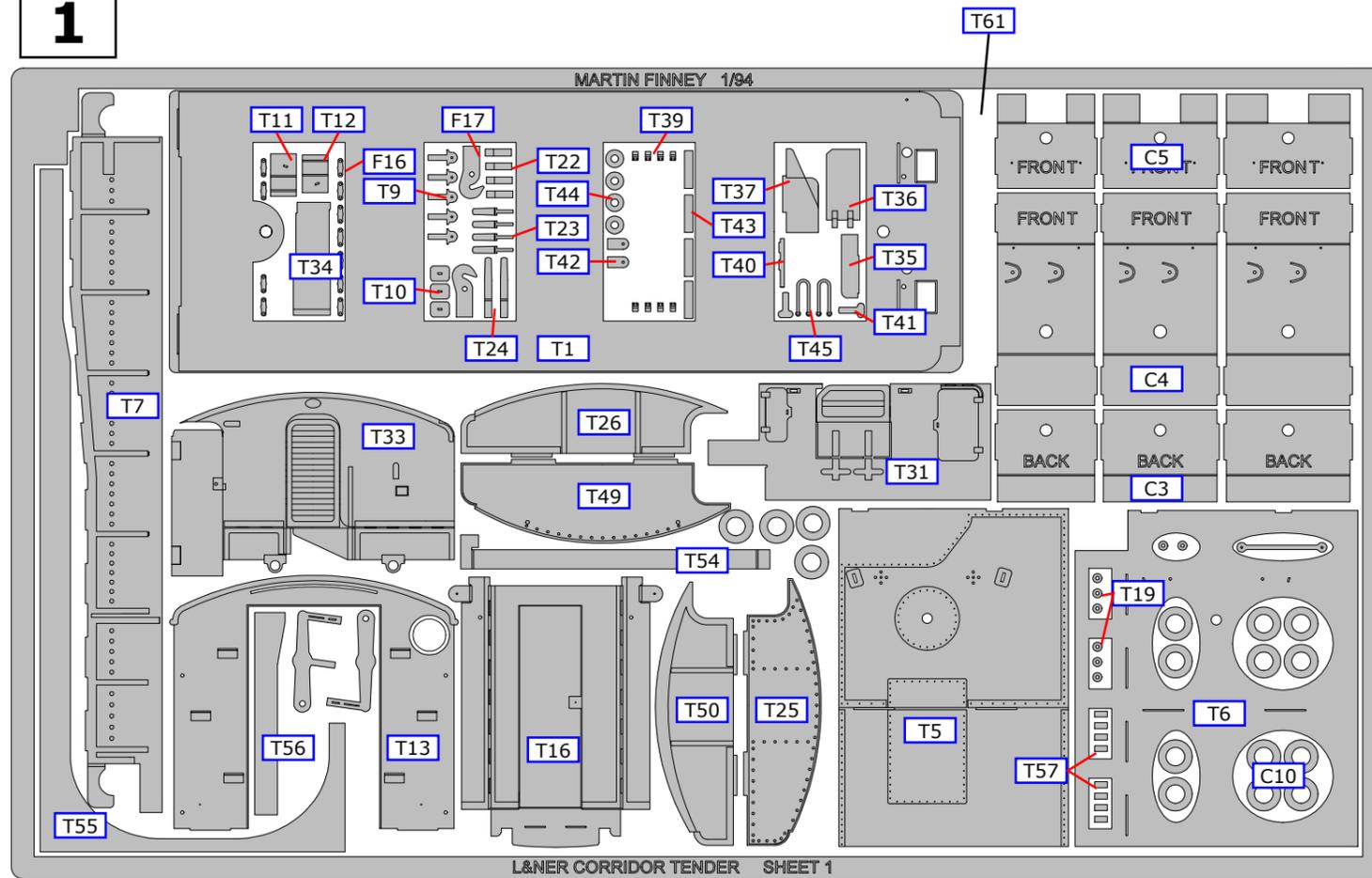


Fig 11. A4 Tank, High Front

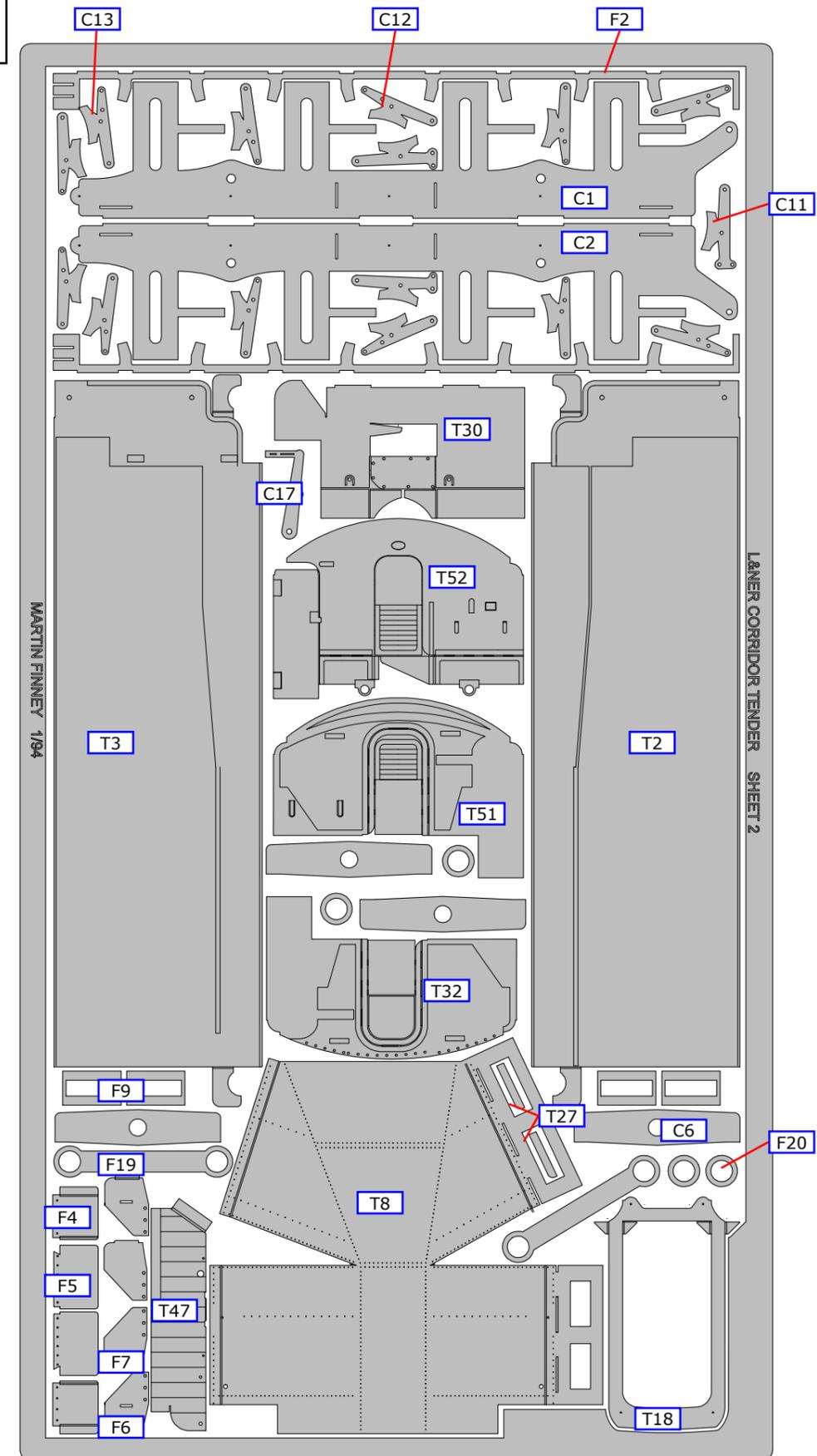


ETCHES

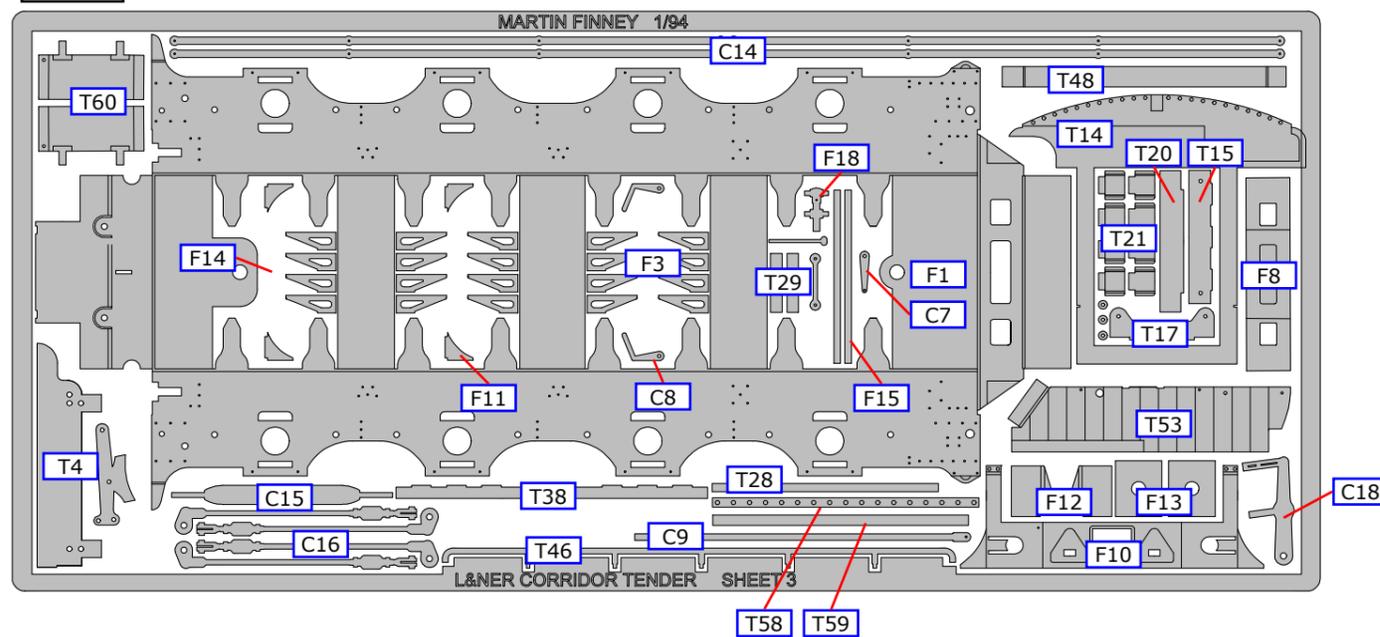
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2

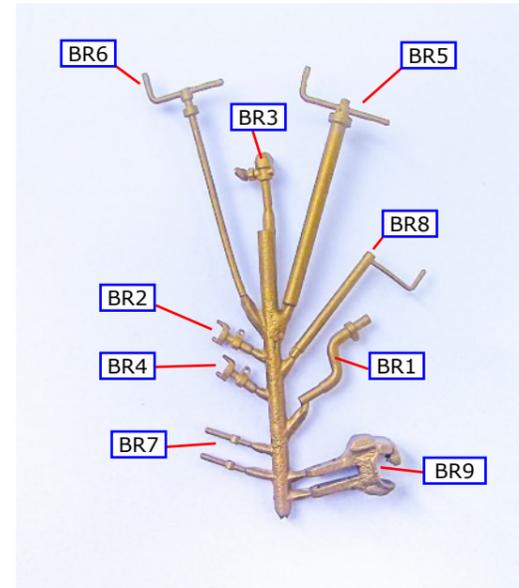


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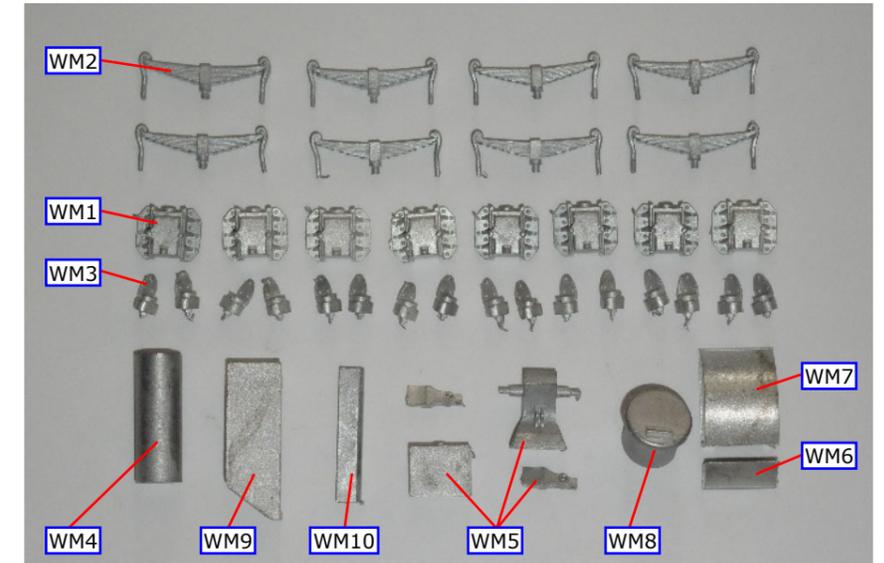
BRASS CASTINGS

- BR1 Vacuum pipe
- BR2 Vacuum pipe connector
- BR3 Steam heating pipe
- BR4 Steam heating pipe connector
- BR5 Brake column
- BR6 Water scoop column
- BR7 Water valve handle (2)
- BR8 Loco smokebox door cranks
- BR9 Buckeye coupling



WHITEMETAL CASTINGS

- WM1 Axlebox (8)
- WM2 Springs (8)
- WM3 Spring hanger brackets (16)
- WM4 Vacuum tank
- WM5 Water scoop -4 parts
- WM6 Scoop dome rear
- WM7 Scoop Dome front
- WM8 Water filler
- WM9 Corridor top rear
- WM10 Corridor connection piston cover



OTHER COMPONENTS

- 6BA screw (2)
- 6BA nut (2)
- 1/8" brass wire for compensation beams pivots
- 5/32" diameter brass tube for compensation beams
- Handrail knobs (12)
- 0.5 mm Brass wire
- 0.7 mm Brass wire
- 0.8 mm Brass wire
- 1.0 mm Brass wire
- 1.2 mm Brass wire
- 1.6 mm Brass wire
- 2.0 mm Brass wire
- Tinned copper wire for beading
- Buffer, nut and spring (2)
- Rubber tubing for vacuum, steam and flexible pipes between loco and tender
- Corridor connection piston spring
- Corridor connection paper bellows
- 5 Thou brass strip to cover corridor fold lines