



11. *B & C*. Assembly of the pallet tensioning bar & girder & screw shafts is best done with the aid of a simple homemade jig. Take a small off-cut of ply or MDF and using the cross bar as a template drill two (B) or three (C) holes to take 0.3mm wire to a depth of 4 - 5mm Cut three short lengths of wire (15mm is ample) and place into your wooden jig. Thread the tensioning bar over the wires followed by the cross girder. Make sure you get them the correct way up etc by checking the diagram. When happy with alignment solder up solid as one unit. Remove from jig in one piece. Do not cut wires yet.
12. *B & C*. It is easier to thread this unit through the body if the wire shafts are each cut a little shorter than the previous one. Thread into place from the inside and solder-up. Pre-tin screw hand-wheels, ream to clear 0.3mm wire and one at a time remove from the fret. Thread onto wire shafts, locate between body end supports (refer to photographs for position) and solder-up. Try and keep them all in line. When happy the excess wire can be nipped off to length with a pair of small fine-point cutters.
13. *B Only*. The small body support gussets are now tabbed and soldered into the slots on the underside of the body unit. There are cut-away gussets to clear the brake levers. Ensure you fit these well to the outer edge or they will foul on the underframe solebars.
14. *B & C*. The body may now be offered up to the chassis. The body should be a good tight fit over the underframe. If tight, a few file strokes on both the u/frame ends and the inside of the body buffer beams should ease things. You can now join the body to the underframe using the buffer spigots as locators.
15. *B & C*. There are coupling hooks and backplates provided for detailing the buffer beam but be aware that these may foul your coupling latches if using DG's or BB's. Vacuum pipe detail may be added using suitable gauge wire.

#### Useful References:

British Railways Wagons, the first half million (Don Rowland, D&C 1985) pages 25-27  
 An Illustrated History of BR Wagons, Vol 1 (Bartlett, Larkin et al, OPC, 1985) pages 68-69  
 Photographs can also be found in various softback BR wagon photo books by Bradford Barton, Cheona Publications and Santona Publications.

#### BR Livery:

Brown Bauxite body & black underframe.  
 Suitable waterslide transfers can be made up by use of both Modelmaster and Fox ranges.

#### Running Numbers:

Diag 1/024	'B'	Lot 2724	B461997-462116 (120 No)	Ashford	1955
Diag 1/024	'B'	Lot 3141	B462447-462526 (80 No)	Ashford	1956
Diag 1/025	'C'	Lot 3242	B462527-462686 (160 No)	Ashford	1959
Diag 1/025	'C'	Lot 3322	B462797-462846 (50 No)	Ashford	1960
Diag 1/025	'C'	Lot 3365	B462847-463036 (190 No)	Ashford	1961

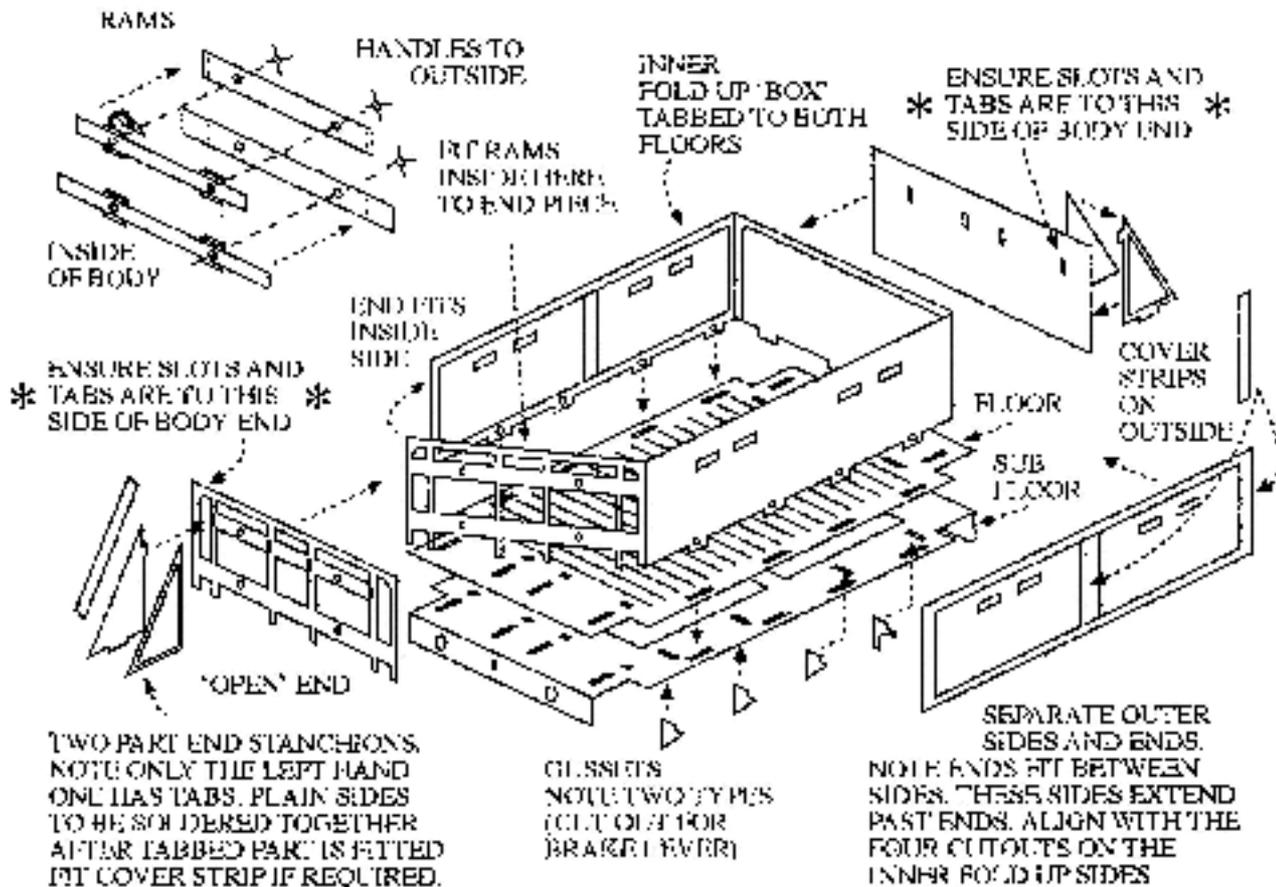
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Etch Artwork & Diagram by Bob Jones 2002/3. Instructions & Notes by Edward Sissling 2003.

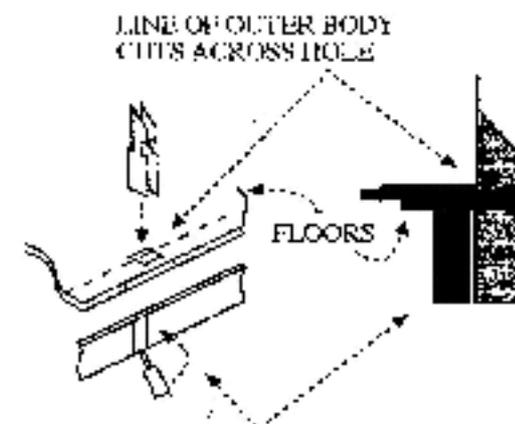
# THE 2MM SCALE ASSOCIATION

## INSTRUCTIONS FOR PALBRICK BODY - PART - 2-564

### (PALBRICK 'B' BODY ILLUSTRATED)



### VARIATIONS BETWEEN PALBRICK 'B' (ABOVE) & 'C' TYPE BODIES



PALBRICK 'C' BODY IS MUCH NARROWER THAN TYPE 'B' AND DOES NOT HAVE GUSSETS UNDER FLOORS. INSTEAD A CENTRAL STANCHION OF DOUBLE THICKNESS IS NOTCHED OVER FLOORS AS SHOWN HERE.

\* PLACE STANCHIONS THROUGH FLOORS BEFORE FIXING BODY SIDES - OR THEY WILL NOT FIT IN! \*

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PART 2-357 CHASSIS SOLEBARS WITH FOLD OVER PACKING PIECE AS BACKING FOR STANCHION