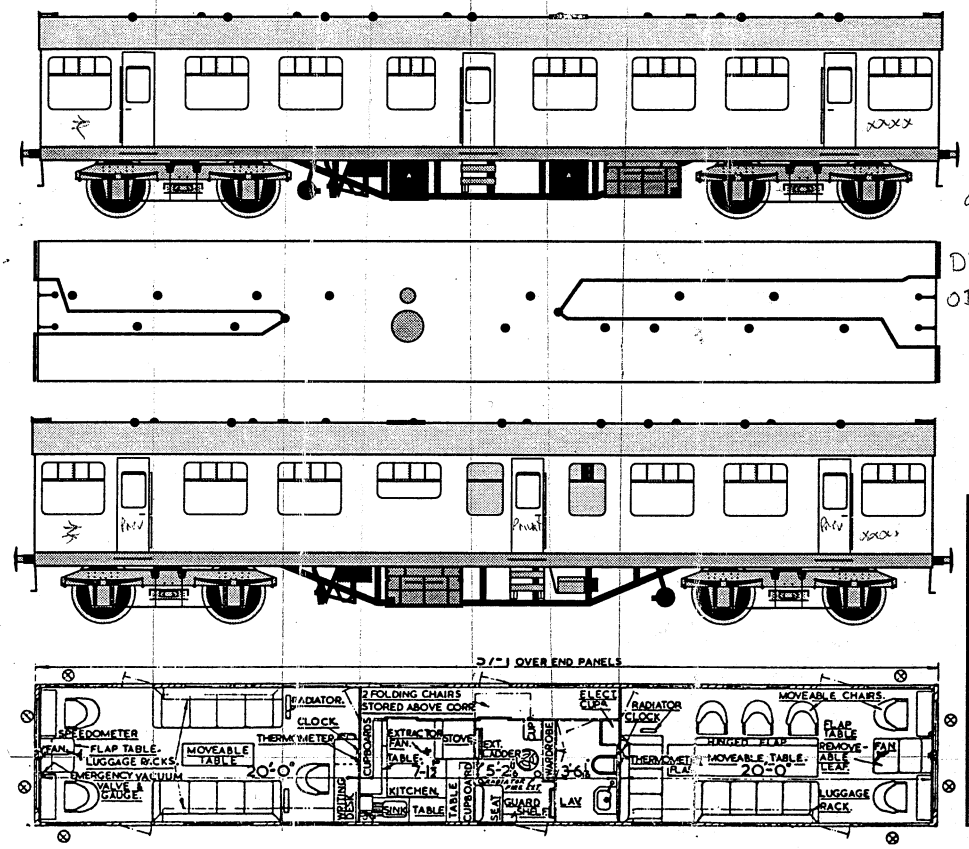
BR MK I 57' INSPECTION SALOON Diagram 552 (SWINDON 1963)

These component parts are designed to be used with a standard Graham Farish BR MK I 57' coach body moulding or a 63' version if no 57' types are to hand. The information on this sheet is not a comprehesive blow by blow account on how to construct the model ; just a guide with the essential details. It is assumed that anyone building this model has a reasonable amount of experience using plastics, metals & glues. No internal details are provided but the internal diagram layout is provided as a guide. Air horns can be obtained from Taylor models.

CONTENTS

1 pair etched Nickel Silver (N.S) sides
1 pair etched ends (N.S) with reinforcement layers
1 etched 57' (N.S) underframe
2 Vacuum cylinders
1 Dynamo
2 etched (N.S) LPG boxes
1 plastic Extractor fan
1 Monsoon vent (white metal casting)
14 Scolloped Domed Vents (white metal castings)
4 Turned Oval Brass Buffers
3 Pins for water tank fillers
1 length of 0.33mm N.S wire for roof pipework & u/frame



UM/P 311/2 57'/63' BR MK I Underframe Kits

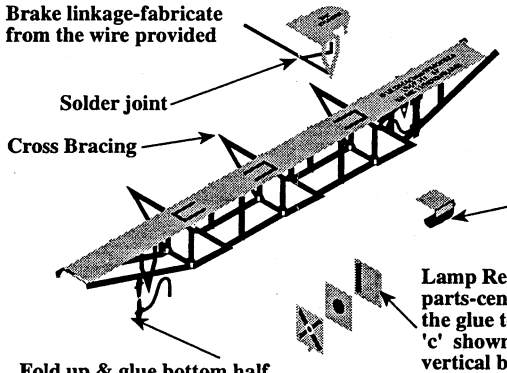
Contents: 1-off brass etching comprising main underframe(6 parts),voltage regulator frame, 2-off battery boxes ,1-off fuse control box, 2-off lamp resistance boxes(1 spare in case of loss), 2-off vacuum cylinder/ V-hanger plates. 1 set of white metal castings comprising 2 Vacuum cylinders,1 Dynamo & 1 Voltage Regulator. 50mm x 0.33mm Nickle Silver wire.The modeller can either assemble the whole kit with cyno glue or solder the etched underframe parts together using the glue for the remainder.

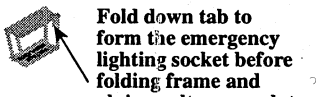
Converting a ready to run coach: start by carefully removing the plastic moulded underframe detail with a sharp knife, to leave a flush surface between the bogie pivot points.Cut out all the etched parts removing the etched tab points carefully with the aid of a swiss file noting the relationship of each part. Commence construction by forming the main underframe spine into a U section with the aid of a thick 12" steel rule. Next fit the 3 cross bracing parts, by sliding them into place through the side of the underframe spine; locate in to the slots and click in place via the locking tabs. Glue or solder to secure and check that the underframe is square. Fold up the two direct valves and glue to secure the two halves. Fold up the end tabs and secure with glue or solder. Two small cross bracing parts are provided but they can only be used by trimming the bogies' ends to provide clearance. The underframe spine can now be glued in place N.B the relationship of the V-hangers (see diagram)

Fold and form the two vac cylinder plates N.B the relationship between these and the outside bracket for cylinders. Glue plates in place. Now glue the two cast vacuum cylinders in place and drill 0.33mm holes in top of castings and fabricate brake linkage as shown. Glue this and the direct valve pipe in place. Assemble the voltage regulator frame and fold down the plate that forms the emergency lighting point. Assemble and glue the lamp resistance box(3 parts) and glue to the side of the voltage regulator frame. Bend the fuse box as shown with the wiring folded back underneath as per the prototype and glue in place. Assemble the battery boxes and glue in place. Finally, glue the dynamo in place (dynamo on corridor side or towards brake / toilet compartments)

To finish, carefully spray paint the detail with a primer followed by Matt Black paint (a useful tip is to chemically blacken the etched parts prior to painting. This reduces the thickness of paint and helps to retain the crisp detail)

A useful reference for variations on the underframe fittings is BR MK I Coaches by K Parkin-HMRS/Pendragon. SEPT 1997.





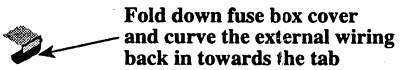
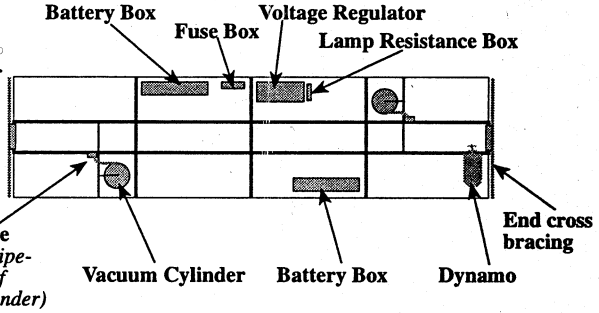


Diagram plan as viewed from above



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