

T. JAGNARD

JIDENCO MODELS

32 COOMBE COURT · THATCHAM · BERKS

'00' Kits of Etched Brass with Metal details

L.S.W. BEATTIE WELL TANK

These quaint little engines were introduced by Joseph Beattie between 1863 and 1875 and were chiefly used for local passenger traffic around London but they were also to be seen around Salisbury, Exeter and most important centres on the L.S.W.R. Withdrawal of these engines began in 1890 and by 1900 all had gone bar three 0298, 0314 and 0329, which were retained to work the Wenford quarries, around the Bodmin area of Cornwall, where their light axle loading and short wheelbase made them ideally suited for this revenue earning branch. There they stayed until August 1962 being ousted by Ex G.W.R. Nos. 1367/8, thus making them the oldest working engines to survive into B.R. ownership. (I think!)

<u>NUMBERING</u>	<u>L.S.W.</u>	<u>S.R.</u>	<u>B.R.</u>
	0298	3298	30587 (Round Splashers)
	0314	3314	30585 (Round Splashers)
	0329	3329	30586 (Square Splashers)

The kit portrays the above three locomotives as re-built with Adams boiler and both splashers have been incorporated so that any one of the above three locomotives may be constructed.

PHOTOGRAPHIC REFERENCE

Bodmin and Wadebridge Bradford Barton

The Lost Steam Locomotives of British Railways Ian Allen

Note to 3mm kit.

This kit has been prepared from the 4mm version by photoreduction. In this process some holes etc will have been reduced to a state where they may need reaming out to facilitate assembly.

The instructions are those issued with the 4mm kit and part(s) and/or procedure may need modifying in assembling the kit. In addition to glue/solder, paint, transfers; some wire for handrails and slide bars will be needed as well as :-

- 2 10 $\frac{1}{2}$ mm, 10 spoked bogie wheels and axle;
- 4 16 $\frac{1}{2}$ mm, 18 spoked driving wheels and 2 axles, motor and gears

to choice.

The wheels may be obtained from :-

P.&R. Hardy, The Post Office, Great Cressingham, Thetford, Norfolk. IP25 6NL
 or 3MM Scale Model Railways, 21, Boness Rd., Wroughton, Swindon, Wilts. SN4 9DX.
 (The latter can also supply suitable motors and gears - a small ECM motor or similar can probably be accommodated.)

BODY CONSTRUCTION

GENERAL With a sharp blade in a craft knife cut the parts from the front against a hard surface, file off remaining pip with a light file and finish with a light grade of wet and dry. Read instructions through before commencing construction.

CONSTRUCTION

1. Take foot-plate (1) and bend down framing so as to form the raised framing over the drivers. When I constructed the loco I found that this component was rather flimsy to handle, so I cut a piece of scrap brass to length and soldered it across the centre between the holes in the framing so as to stiffen up the foot plate whilst the foot plate top (2) was shaped and soldered in place. Next take foot plate top (2) and with a point tap out and form the rivet detail on foot plate top along the half etched holes on the underside, then using the two holes to the front of foot plate screw foot plate top (2) to foot plate (1) formed rivet detail showing. Then checking that (1) and (2) are parallel carefully solder together by doing a small section at a time, the half etched band lines will aid you over the raised portion, checking all the time that both components are parallel; remove stiffener.

Drill out hole for rear chassis retaining point, position marked on underside of foot plate (1). Solder chassis retaining nuts over holes extreme front and rear.

Remove all excess solder from foot plate assembly and give a good scrub with detergent and Ajax to remove flux and grease. Lay assembly so far to one side.

2. Next decide what type of cab and splasher combination (check number with instruction foreword) you wish to model.

Take cab front (20) and solder either cab sides (3 or 4) at 90°. If using cab side (3) the $\frac{1}{2}$ etched portion should face inside the cab and should be soldered to follow the curved contour forming the front of rear wheel splasher. Solder rear cab panel (35) on to cab side at 90°, solder on other cab side as a repeat operation. As the sides are a little delicate I have included a piece of flat brass so the modeller, if he wishes, may cut some stiffeners to shape and solder to inside of cab sides. Flare bunker rear (5) at top and solder to cab assembly inside bunker sides. Clean up assembly and lay to one side.

3. Take rolled boiler and solder down seam, if modelling the curved splasher model only solder down to fire-box cuts on second boiler band from rear. With a pointed instrument lightly tap out rivet detail on smoke-box front (26) then solder smoke-box front to boiler making sure that the smoke-box front bottom lays at 90° to boiler fitting holes, when satisfied solder on smoke-box wrapper to smoke-box front following the contour of smoke-box front, trim off excess wrapper at bottom. Drill hole underside of smoke-box to clear chassis retaining nut. There is a rivetted ring (6) on the rear of smoke-box. I cut this and slid it up the boiler and soldered in position. (tricky operation, have care).

4. We now have our three main components of the body to assemble together and some modellers may have their own preference as to the sequence but I will describe the way I assembled the kit. Take foot-plate assembly and bend up the small front splashers, curve and cut to length front splashers tops (13) and solder in place. Next take cab assembly and tack solder in place on foot-plate assembly making sure that assembly sits square on foot-plate and rear bunker approx. 1-1mm in from foot-plate rear, when satisfied all is good solder in place, if any small gaps are present you will find the solder will flow into them and thus fill them. Clean off any excess solder and scrub assembly before commencing next assembly. Take boiler assembly and offer up to cab/foot-plate to check that boiler will lay parallel to foot-plate when satisfied tack solder in place and check again. If modelling the curved splashers version only, solder top of fire-box to cab front as the fire-box will have to be shaped after front driver splashers has been soldered in position.
5. Having checked that boiler is parallel (square splashers assembly) solder boiler assembly in place, the fire box following the 1/2 etched circle on cab front. Solder in place rear cab/splashers tops (21) to boiler/cab side then solder on 1/2 etched fronts (18) in place. Next take front splashers stiffener (14) and bend front portion to 90° then solder on overlays (12) and front overlays (these are found between parts (18) on fret) solder on tops (19), clean off excess solder and solder both assemblies to foot-plate boiler sides and front of cab assembly.
6. Having checked that boiler is parallel (curved splashers assembly) contour fire-box to the same shape as smokebox front, you may find that a little filing of the rear splashers may be necessary to achieve this shape, when satisfied finish soldering fire-box to cab front. Solder front curved splashers (7) in place, these should be positioned 3mm in from the line of cab side. Curve and cut to length front splashers tops (14) and solder to splashers sides and side of boiler. Take front splashers sand-boxes (16) bend to shape, 1/2 etched lines to the inside, solder to front splashers and foot-plate solder in place rivets for sand box fillers.
7. We now have the basic body constructed and before we tackle the overlays etc. I feel a good clean up of the body will be in order to remove filings and grease. Next take rear stop backing plates (27) bend along 1/2 etched line to 90° and solder to underside of foot-plate as diagram then take rear buffer beam (17) bend ends to 90°, to simulate wood, and solder in place, cut a piece of scrap brass and fillet behind wood simulation to give depth; bend up and solder on steps as diagram. Now take front frames (34) and solder to bottom of smoke-box and foot-plates, the sloping edge level with front of foot-plate then solder front buffer beam (28) in place, note that top of buffer beam sits above foot-plate, check diagram and photo's. Solder on front buffer beam overlay (29) assemble up buffers and fit to front and rear. Make up tool boxes with parts (21 and 22) and solder to foot-plate as diagram.

Solder, or use superglue, framing overlays (9) to front-plate side frames also front splashers overlays (8) to bottom of front splashers. Solder in place all boiler fittings, drill fire box and solder in place washout plugs. Drill boiler to accept hand rail knobs, solder in and fit hand rails to boiler and cab sides. Fit smoke-box door and glue smoke box door in place, solder on vac pipes and lamp irons (30) to back (32) at side of smoke-box door. DO NOT fit cab roof at this stage.

CHASSIS

- A. Solder the axle bearings to axle holes in both frames. Assemble the two frames together using the two spacers provided. If the gearbox is being used, the axle bearing the gearbox must be assembled with the two frames unless you are converting the chassis members to accept the horn-block type of suspension. Assemble both axles and wheels and when satisfied the frames and wheels are level solder spacers to frames.

Remove the two front chassis screws.

Make up motor mounting bracket from a piece of scrap brass, screw motor to bracket and fit between frames ensuring correct meshing, when satisfied with meshing solder bracket in position, assemble up con-rods and test run.

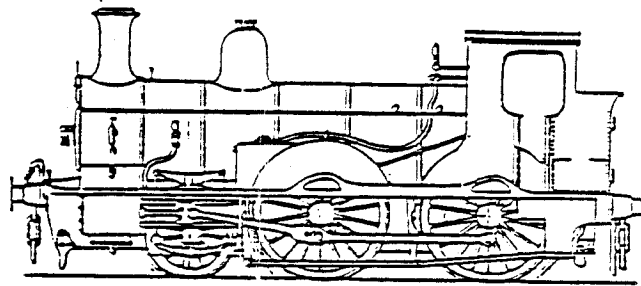
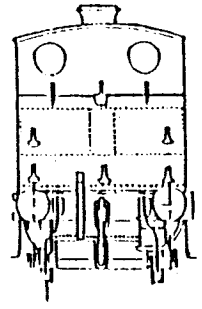
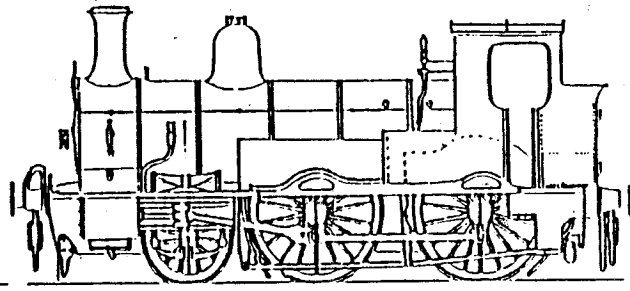
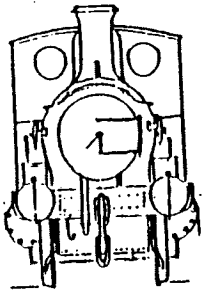
Cut to length slide bar wire and solder into the cylinders and with the aid of the brass rod fit cylinders to chassis. Make up cross heads and piston with wire then fit slide bar brackets to slide bars and chassis. ~~Tap out rivet detail on cylinder covers and well tank ends and solder to~~ front of cylinders and chassis ends. Fit front springing detail then make up and fit brake gear and rigging.

BODY CONSTRUCTION CONTINUED

8. Offer up chassis and then notch out inside of body to accept motor, when satisfied, screw chassis in place and mark either side of rear drivers, on inside of cab front, position of inside cab splashers, remove chassis.

Make up inside splashers with parts (25 and 24), solder into marked position on cab front.

Cut to length cab beading (23) and solder around cab opening. Solder on cab roof (34) and rails (37 and 38). Solder or glue on cab window frames (10).



I am pleased to say that the smother cover for the boiler
Well Tank have been received and I have pleasure in enclosing
to complete the bits already supplied to you.

You may find that a motor smaller than the E.C.M.
will be necessary to fit in the locomotive and the
axle holes in the chassis will need bushing to take the
Soudy or Bradford wheels.

I hope you are able to complete the kit and
I look forward to seeing it moving in the course.

Thank you for supporting P.S. project.

Geoff Gamble

