

JIDENCO MODELS

32 COOMBE COURT THATCHAM BERKS

L.B.S.C. / S.R. / B.R. H2 ATLANTIC

GENERAL.

Remove parts from fret as required with a sharp craft knife. File off retaining pips and clean up with fine emery paper.

SUGGESTED LOCO CONSTRUCTION.

First solder the valance overlays to the valances. Then take the footplate and with the aid of a small diameter round tool handle or similar form the curves of the footplate on the $\frac{1}{2}$ etched lines on the underside to match exactly the shape of the valances. Next solder the valances to the footplate approx $\frac{1}{2}$ mm in from the edge of the footplate. Next take the front buffer beam and rear drawbar and solder these in position on footplate.

Take cab front and locate tags in the slots on the footplate, when satisfied it sits at 90° solder in place, followed by the cabsides. Next the splashers, I find it easier to solder the splasher tops to the sides then solder the completed splashers to the footplate, some may find it easier to solder the sides in place and then the tops, it is entirely a matter of preference. Make up and fit the loco steps and lay assembly so far to one side.

PART CHASSIS CONSTRUCTION.

Remove mainframes from the fret, and open up the holes for the frame spacer screws. Solder the axle bearings centrally in the holes provided THIS IS IMPORTANT. Ream out the holes for rear axle bearings and solder in place. Loosely screw the frames together. Make up and fit the wheelsets and when satisfied all driving wheels are touching a flat surface, tighten the screws and solder spacers to frames, then remove the screws.

Next sweat the two halves of the coupling rods together to form double thickness, fit rods the test for free running. When any binding has been eliminated make up a motor mounting bracket from scrap nickel silver, and solder motor in place. A return may now be made to the construction of the loco body.

LOCO CONSTRUCTION (Cont).

Scribe a center line on the underside of the footplate and mark position of the frame spacers, drill to accept fixing screws. Solder retaining nuts on the topside of the footplate. Fold up the cab floor and solder in place. The cab may be completed at this stage by adding the roof and all beading and rainstrips. Take the rolled boiler and open out the firebox end and solder up the seam of the boiler and smokebox. Take the boiler formers and by fitting to a miniature drill turn down to the correct diameter by rubbing on a file. Solder one at each end of smokebox and boiler. Next solder firebox formers in place the one with the $\frac{1}{2}$ etched lines to the front. Owing to the shape of the firebox it is impossible to produce an etching, so here you must consult photographs to acquaint yourself with the shape you wish to obtain. Bend back the outside edges of the front former along the etched lines to clear the rear splashers. Using a small diameter former, curve the bottom corner of firebox backward and inward to obtain the required angle, now solder the firebox to the former and fillet with solder. Then file up to required shape. I now recommend the soldering of the washout plugs. Solder in place the mainframe tops and the smokebox saddle. Offer the boiler assembly to the footplate assembly and ease the splashers to obtain a snug fit and allow the boiler to lay parallel, when satisfied solder in position, passing a screw through the rear former and cab front will ease this operation. Now, with a slitting disc cut away footplate and firebox formers to clear the motor. Take the rear frames and tap out the rivet detail and curve on the $\frac{1}{2}$ etched lines. Disregard