

Snippets 9 (2).about Sub-Assemblies

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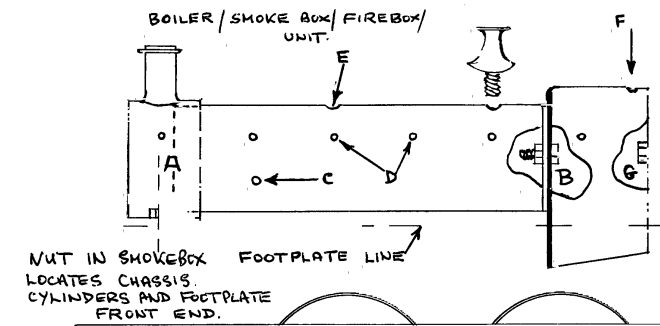
When building and painting a model locomotive your problems are many and varied.

If you are scratch-building you have the flexibility to design and develop techniques as you go along. Even then, you make mistakes – but the financial cost is seldom high, and they are your own fault anyway! On the other hand, if you are building a kit, you are stuck with someone else's thought processes and logic, which, if you then get things wrong, can be very frustrating and very expensive.

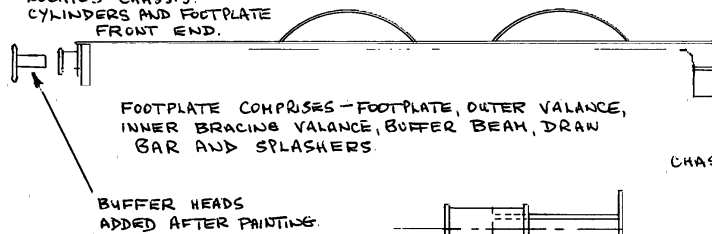
What I would like to do in this *Snippet* is to suggest ways that any model – kit or scratch-built – could be constructed in sub-assemblies, or in plain English – as many loose, removable bits as possible. The benefits are twofold. Firstly, the ease of building and maintenance; adjustments, modifications, clearances and motor changes are all easier. Secondly, painting and lining; these are much easier flat on the bench, and you will not have the problem of spray deflecting off and into odd corners, which you would have when dealing with a fully assembled model.

Items should be screw-fitted if they may need to be removed. Items like sand boxes and toolboxes can be fitted with tiny (yes, tiny) drop of “instant” glue, once the paint is dry and the lining done. Injectors, clack valves and piping, whistles, and the like, can easily be fitted into pre-drilled holes. As they are assembled, some of the piping can be supported within the structures. For example, injector pipes could plug into the cab front and also the footplate and require no glue. When using “instant” glue, though, do not aim it straight from the tube. Put a small amount on a piece of scrap material and transfer that with a cocktail stick on to the item, making sure of course that you have it properly lined up. You will not get a second chance!

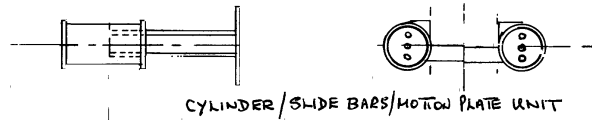
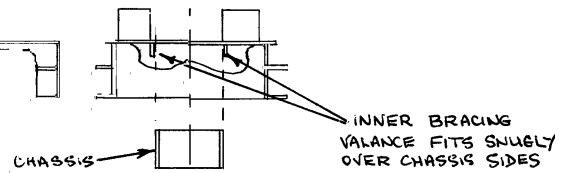
On the opposite page, I have drawn a whole range of items as sub-assemblies for you to consider.



BOILER TUBE CAN BE EITHER PLUGGED IN TO SMOKEBOX TUBE - 'A' OR SCREW FITTED TO SOLDERED NUT ON EXTRA BULKHEADS 'B'. 'G' IS NOT SOLDERED TO REAR BULKHEAD FOR CAB FRONT. C, D, E & F ARE DRILLED DOME, HANDRAILS, WHISTLE, CLACKS ETC. HANDRAIL KNUBS ARE THREADED ON TO WIRE FOR ALIGNMENT AND SOLDERED IN PLACE. THE WIRE IS THEN SHIP OUT TO BE FITTED WITH THE OTHER BITS AFTER PAINTING.



FOOTPLATE COMPRISES - FOOTPLATE, OUTER VALANCE, INNER BRACING VALANCE, BUFFER BEAM, DRAW BAR AND SPLASHERS.



CYLINDER UNIT IS SCREWED THROUGH THE CHASSIS AND FOOTPLATE INTO BASE OF SMOKEBOX

