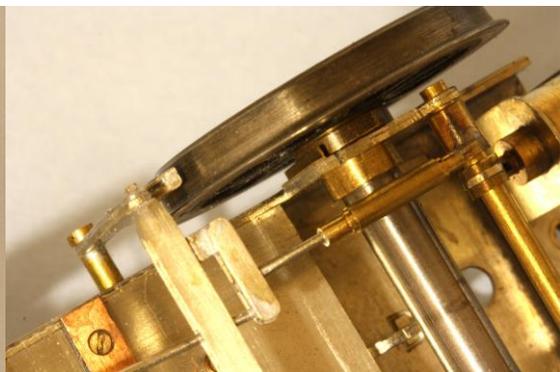
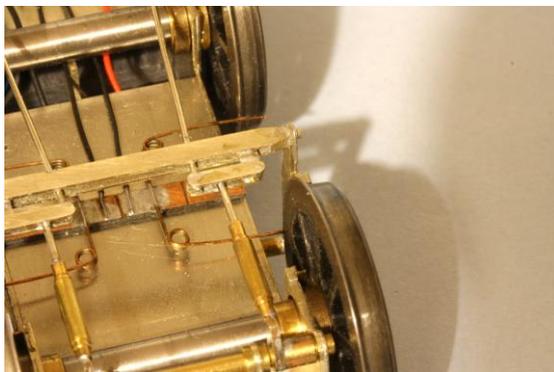
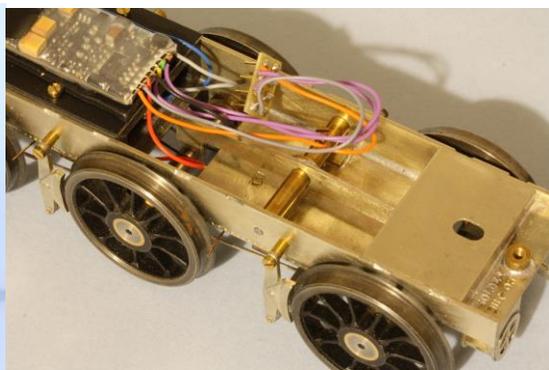
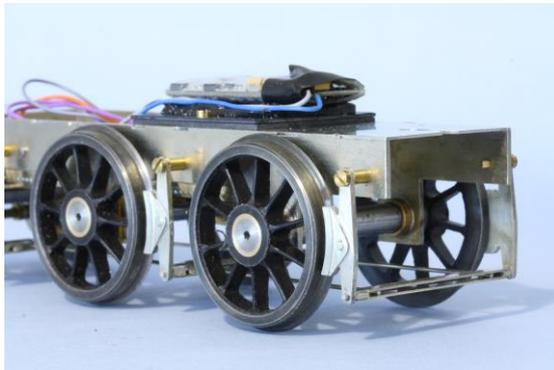
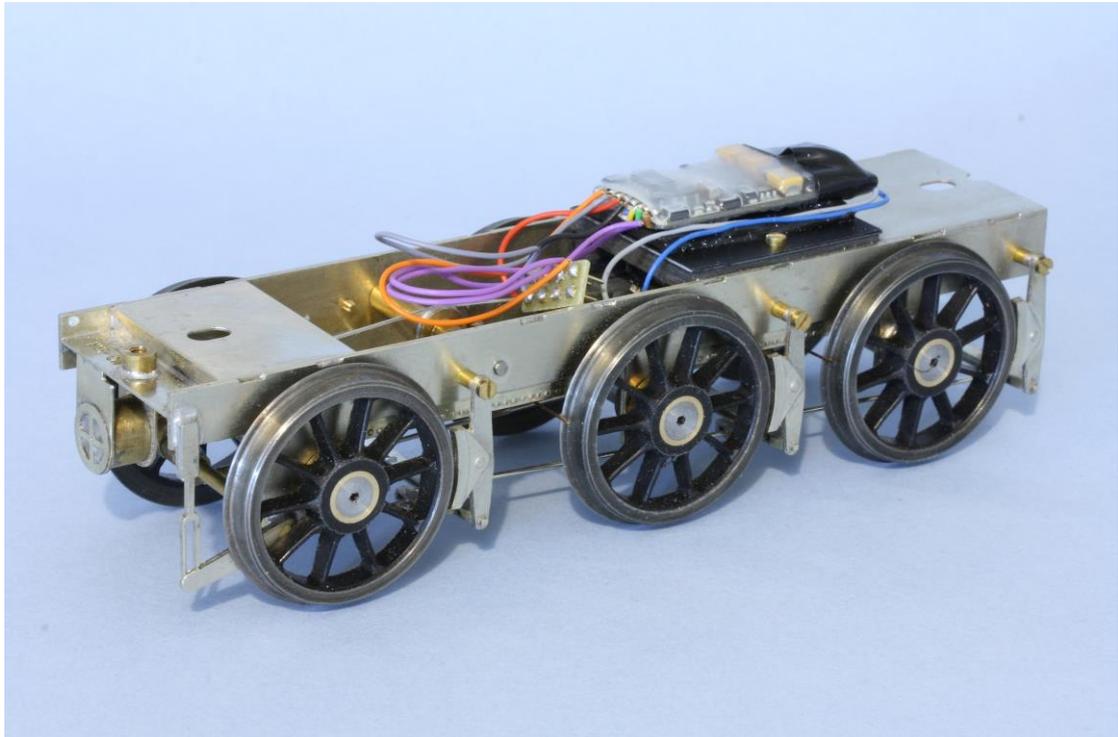


Building Refining and Detailing Loco Kits Part 2



The Body

The kit is designed with a cast flare that is then soldered to the tank. This simplifies construction but I felt it was a bit thick and clumsy and chose to replace it. A strip of 0.010" brass was pressed into a U shape and soldered around the tank after a series of cuts had been made where the corners were to be curved. These are then filled and fine copper beading soldered around the edge. This is not at all easy to do, but the end result is much finer. Luckily the kit designer knew this and gave you a choice!



New lamp irons were bent from 0.010" nickel silver strip to replace those to be folded up from the 0.015" brass as supplied in the kit. They look nearer to scale and much finer.

The whitemetal Westinghouse pipe, steam heating and vacuum pipes are very vulnerable to damage and were replaced with some cast in brass and these can also be bought from Connoisseur Models.

The whitemetal buffers were also replaced. This gives us a more realistic and stronger steel head, and a sprung body that is more defined in its detail. Likewise the supplied etched coupling hooks were replaced with the fine examples from CPL models.



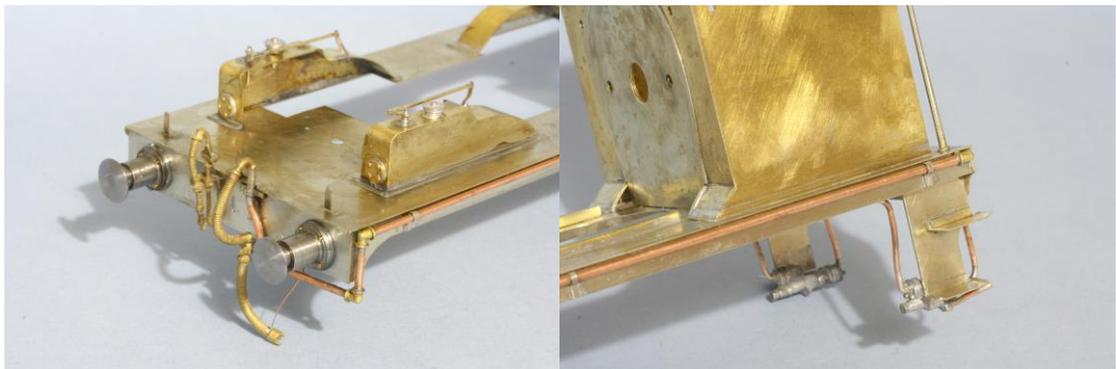
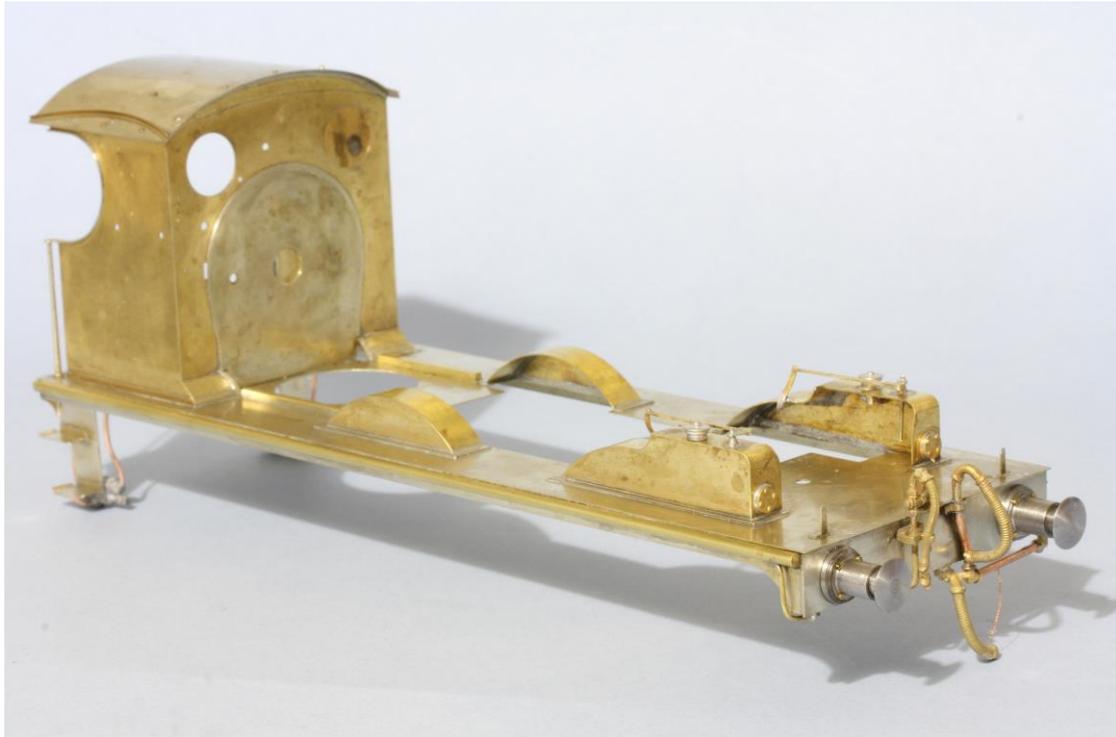
It is also worth taking a closer look at the other end of the tender at the thickness of the fallplate (replaced with 0.010" nickel silver), and the plate that retains the coal which benefits from the addition of fine half round beading to match the detail of the flare.



The loco body.

The Footplate

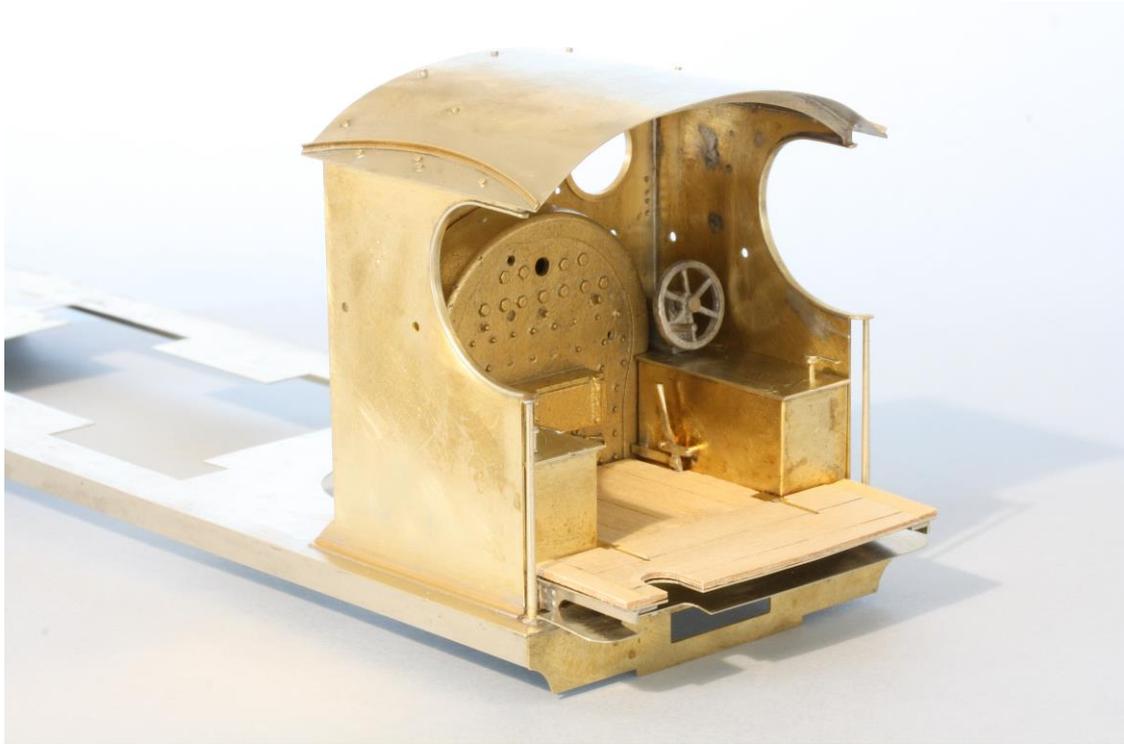
A footplate is made from thin steel plate and the 0.015" etching provided in the kit looks too thick. I replaced this with 0.010" nickel silver. Just under the footplate and running along the valance is a pipe. This needs to be studied carefully, and the corners joints and clips that hold it to the valance should be modelled in more detail than the suggested bent piece of wire. As with the tender the vacuum pipes, buffers, coupling and lamp irons were upgraded.



The Cab.

I replaced the beading around the cab side sheets with nickel silver, partly to make its dimensions more accurate, but also to allow the paint to be weathered through to the metal, which I hoped would recreate the appearance of steel. It was also carefully profiled; curved top and bottom and soldered in an off set position of the side sheet. The vertical handrails also seen on the tender are

tapered, and these can be bought as castings from Shedmaster, which are a considerable improvement over lengths of wire.



The cab roof is again thin steel sheet, and I replicated this with 0.008" nickel silver sheet. As we are often looking down on to the roof I felt that it needs to be finely detailed. There are many bolts to be added, and a rail strip, which is curved from a strip of 0.8mm brass angle.

The spectacles need close examination. How far they protrude from the front of the cab and the thickness of the rim all add character to the face of the loco. The glazing also needs to be close to the surface of the rim and ways of doing this depends on the tools that you have available. I turned new rims in brass, and filed out the existing etching to accommodate them. The glazing is also turned and will sit tightly inside the rim.

The cab Interior

I chose to make this a separate unit, as it would be easier to detail like that. It slips out on a base that supports the splashers, fallplate, floor and backhead. There is much detail here, both on the backhead, which was replaced with detailed brass castings from Shedmaster, and the floor. Hinges, wooden planks, a complex fallplate were all things to observe and copy in an attempt to reflect the individuality of the J15. It is also an area where it can be difficult to find good clear photographic evidence of the way things were.

