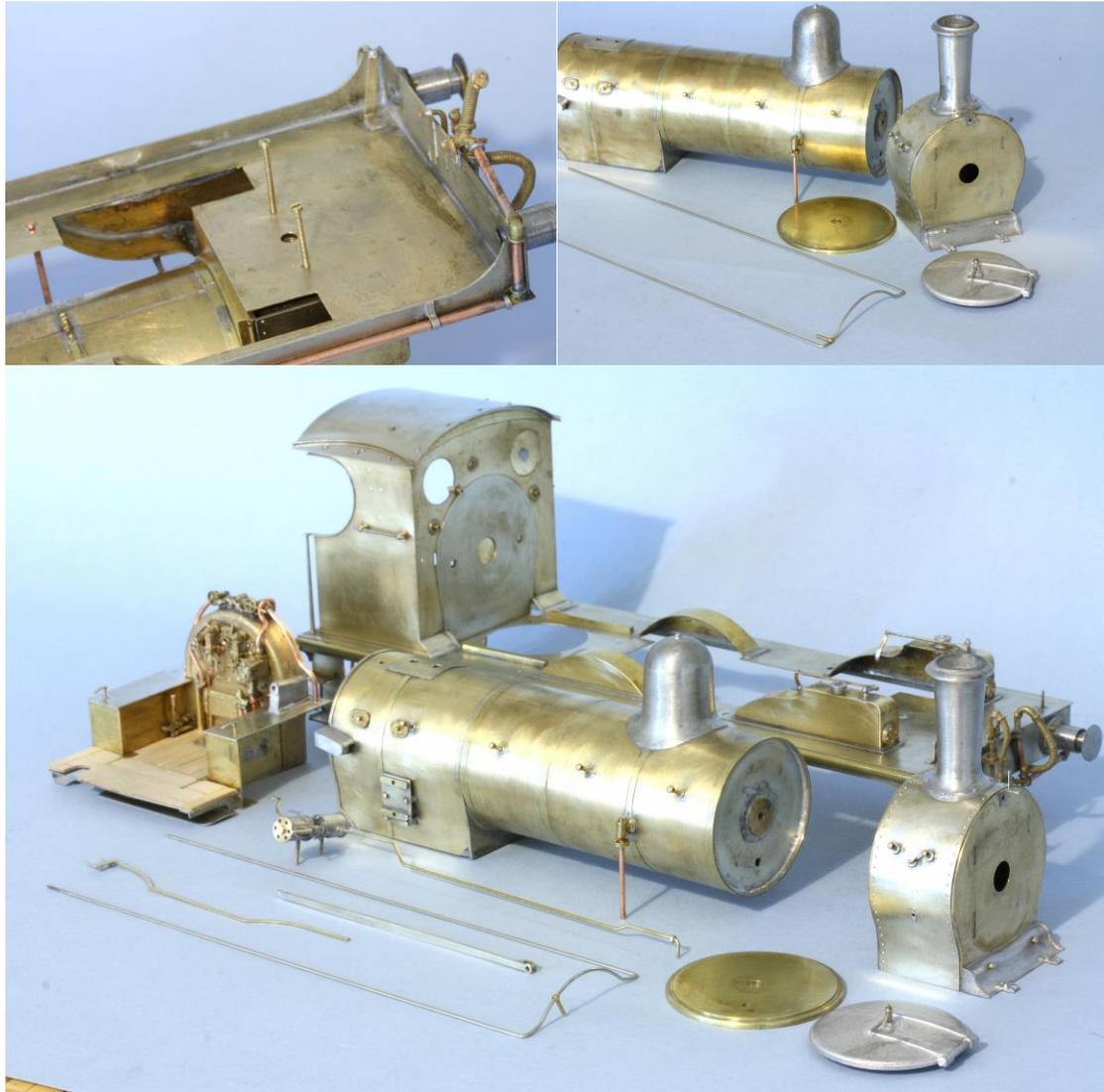


Building Refining and Detailing Loco Kits

Part 3

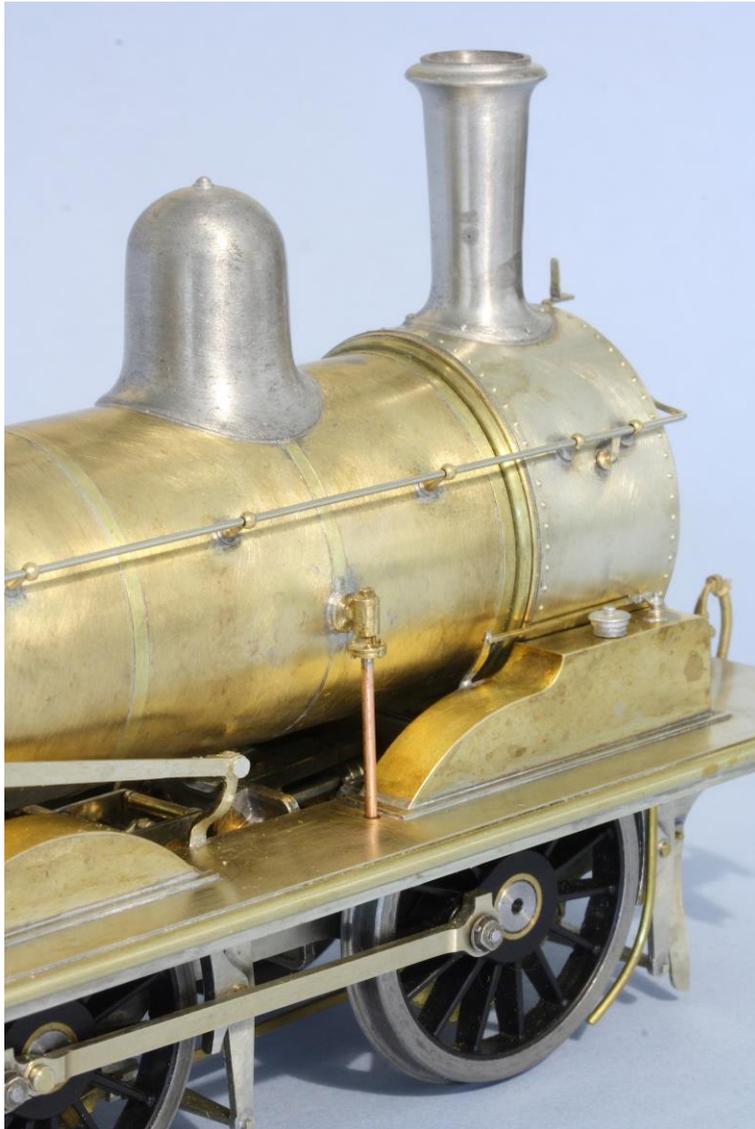
The Boiler

Again I prefer to work on this as an individual piece. It is screwed to the cab front with 12BA screws and also from under the footplate into the smokebox saddle with 14BA. The smokebox and radius ring were also made separately and screw to the boiler before the smokebox door is added.

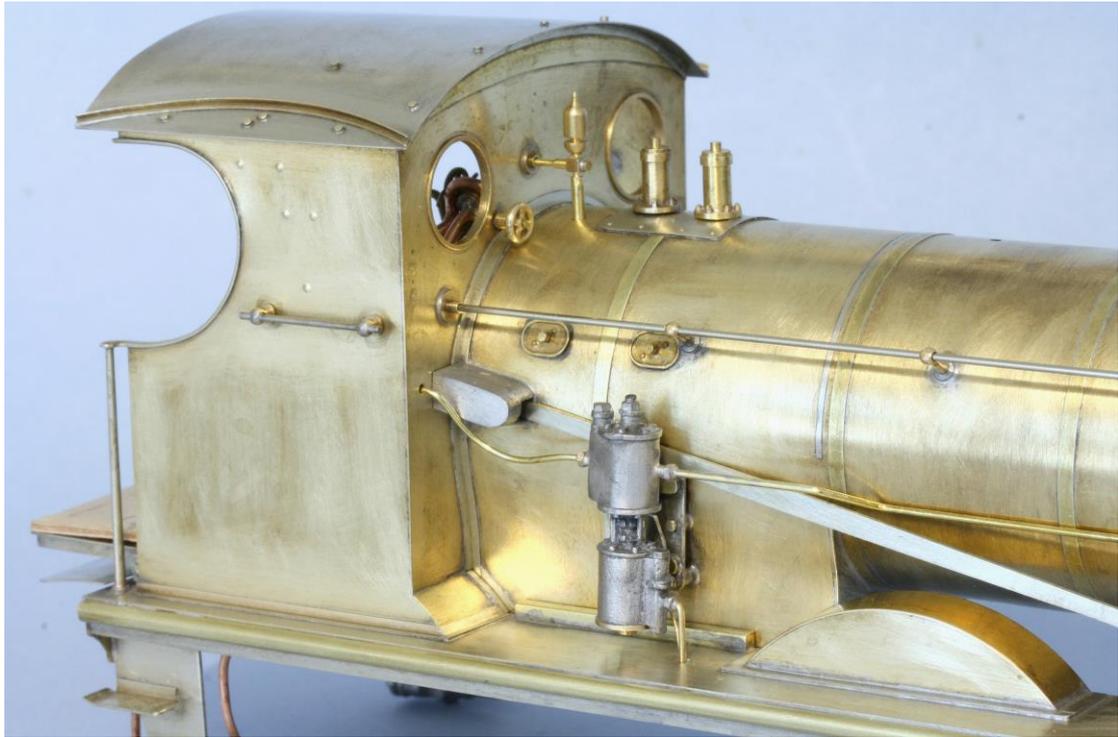


I soldered on boiler bands using 0.003" brass strip because I believe that this is one area that often spoils a loco. When looking at a photo the bands are only just noticeable as they are just 1/8" thick, and this needs to be replicated. An alternative solution is to add tape after painting, a process painters often use when lined boiler bands are added.

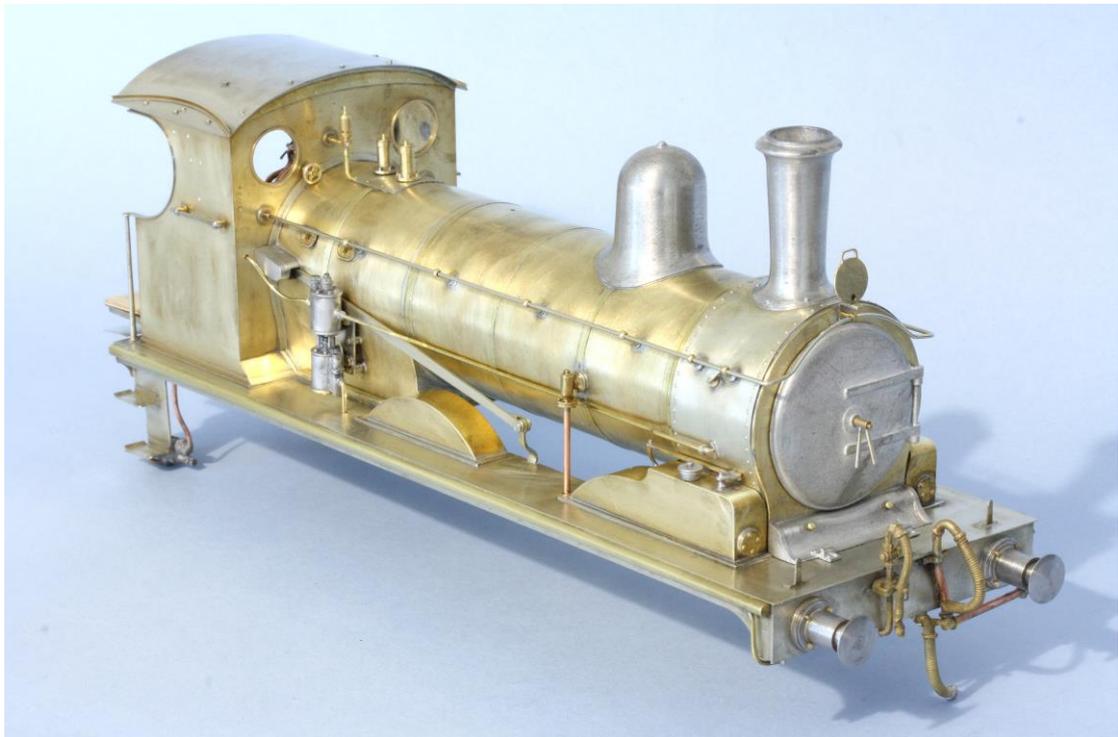
The chimney and dome are soldered to the boiler. The brass is tinned first and then the casting is soldered on with 70c solder. Prior to this I wrap wet and dry paper around the boiler and then rub the casting back and forth until the radius at its base matches that of the boiler. A good fit is important, don't rely on filling any gaps with solder as that will never look right. Once they are soldered in place they can be filed and sanded to get them to blend into the curve of the boiler. It is one case where it is important to look at a photo of the loco you are building very carefully.



The Ross Pop safety valves were supplied as whitemetal castings, but I made new ones in brass. They were turned, 0.3mm holes marked out in their base, drilled and then small bolts soldered in. This is not something for the fainthearted, but lovely when complete. Alternatively, castings are available from Ragstone Models.



The Westinghouse pump is removable. It is bolted to the side of the firebox and this frees it to be detailed away from the body, and it also makes the painting easier. Sometimes, on the prototype they are bolted to the footplate, so some prototype guidance is needed. The size of the pipes needs close examination, so look at the sources that you have and compare the pipes to each other and don't make them too big in diameter. Undersize is always better than oversize.



And Finally

Every engine is different and close observation will enable you to appreciate its character.

Be, and remain inspired and enthused.

Keep details fine and understated.

Work neatly in small steps.

As every stage builds on a previous one, don't move on until you are satisfied that you have done your best with the previous.

When things don't go well, and that happens to all of us, sleep on it and try again.

Persevere, and you will find a way forward.

Look back and enjoy what you have achieved.

Share your achievements with others.

