

1.

File off the moulding pips from the wheel flanges. File the ends of the tube smooth and de-bur. Assemble the wheel sets with a drop of car engine oil on the axles. Glue the wheel sets into place.



2.

Trim off the flash found on the 'W' iron and brake castings. Glue one 'W' iron per side, making sure they line up with the rivets on the side frame, and they overhang the side frame 1mm or so.



2a.

There are a number of half etched dots on each sheet brass parts. These are rivet marks and will need to be punched or pressed out with a rivet press, or other. The picture below is of our Midland Railway Centre rivet press being used on a Tin Turtle roof. This press is available from ([www.midrailcentre.com](http://www.midrailcentre.com))



3.

Trim down the piece of casting being pointed to with the tip of the pencil in the first picture. It is only the 'inboard' casting that needs to be trimmed. On the opposite 'W' iron to be fitted, trim off the same part so you have a handed pair. Cut out a bogie bar from the etch, press the rivets and glue it to the 'W' iron that is not yet glued to the bogie. Once dry, glue the 'W' iron assembly onto the bogie. We have found it much easier to assemble this way as you have 3 points of contact for alignment.



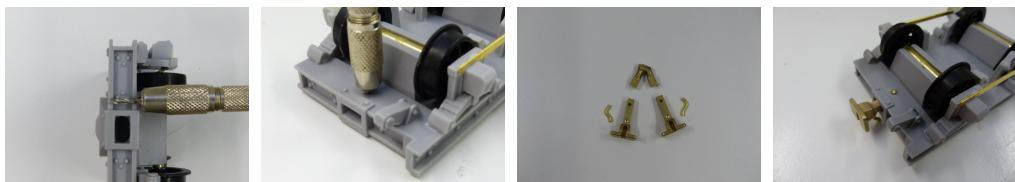
4.

**Glue on the brake blocks as per the picture.**



5.

**Set a 1.6mm drill in a mini drill, so that it cannot break through to the top side of the bogie casting. Drill the dot on the underside of the coupling pocket. Cut off the buffers and drill a 1.7mm hole all the way through the rear dot and half way through the front dot. Bend up two hooks from the brass rod and solder into position. Fix the buffers using a short length of brass wire with a spot of glue to hold in place.**



6.

**Cut out the brake handle etchings and press the rivets. Bend up the triangle part to 90 degrees. We have found that the best way to bend the long vertical, is to place it in a vice with FLAT SMOOTH jaws with tweezers, and simply close up until square. Line up the three rivets, make sure that the assembly is square and solder.**



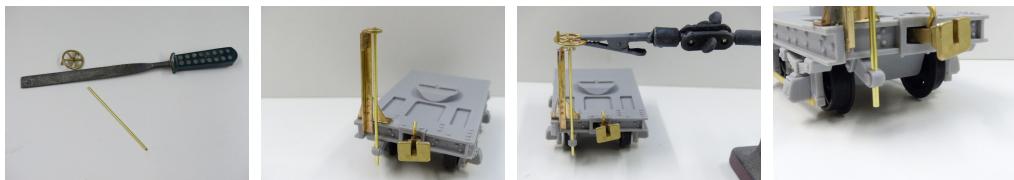
7.

**Run a 2mm drill through the cast hole in the wheel bracket casting to clean it up. Solder the bracket to the top of the post. Drill a 1.6mm hole in the bogie brake arm casting. Glue the assembly onto the bogie with epoxy or strong super glue, make sure the surfaces are roughed up so that the glue can grab.**



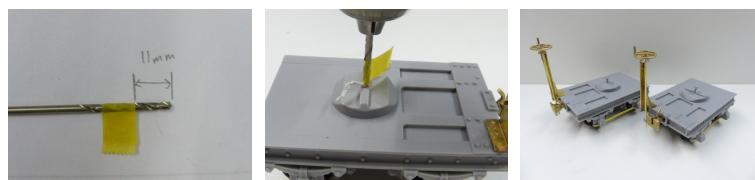
**8.**

**File up the end of the brass rod and the hand wheel rod, so that the wheel rod fits the hole well. Fit the brass rod and hand wheel into position and solder. We have found that holding the wheel in a 'handy hand' (as we call it) makes lining up and soldering much easier. Trim the brass rod at the bottom to about 6mm.**



**9.**

**Mark up a 2.6mm drill to 11mm and drill for the pivot screw, fit screw, bogies are finished.**



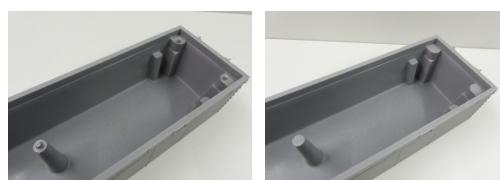
**10.**

**With a sharp file, file the bottom of the main body to the base of the chassis and finish off by scraping with a sharp blade if needed.**



**11.**

**Cut off the moulding pips from all five mounting points.**



**12.**

**Glue on the water fillers. Note the hinges face inwards and the latches outwards. You may need to trim, very fractionally, just the back of the rivet under the main latch, depends on 'your' casting?**



**13.**

**Snap, file and scrape the flash off the side of the chassis. Don't worry if your casting is bent, as it will be screwed flat when fitted.**



**14.**

**Position the chassis into the main body and drill all five mounting points with a 2.6mm drill. Bolt on the bogies, making sure they have the correct movement and not too tight. Fit the chassis into place and screw on with the five screws. Do not over tighten, you only need to 'nip' the chassis 'home'.**



**15.**

**On one end of the body there is a drilling dot, drill this dot with a 2.1mm drill and fit the tap casting. We are not sure if this tap was something fitted well after the war? So for absolute accuracy, you will need to research this detail point.**



**16.**

**Position the brass chassis straps and glue into place. Drill holes with a 1mm drill and glue in the brass rivets.**



**17.**

**With strong pliers and a sharp file, clean up the casting feeds on the ten body clamp castings. Drill the body clamp dots with a 1.2mm drill. You only need to drill about 2mm deep. Glue the end clamps and the middle clamps.**



18.

The remaining four clamps on the real wagon overlap the chassis straps as can be seen in the last photo. Our kit follows this, but you will need to file the rebate into the casting. This can be done with a sharp file while holding the clamp on the corner of the workbench for support. Remember there are two lefts and two rights! Glue the remaining four into place.



19.

If at some point you need to remove the chassis, you will need to glue the middle chassis bar to the main body and cut vertically down, so the outer part of the chassis bar becomes part of the main body. Then the sixteen rivets that overlap the chassis will need to be trimmed off with a Dremel disc. The chassis can then be removed at will, but why would you want to ??

