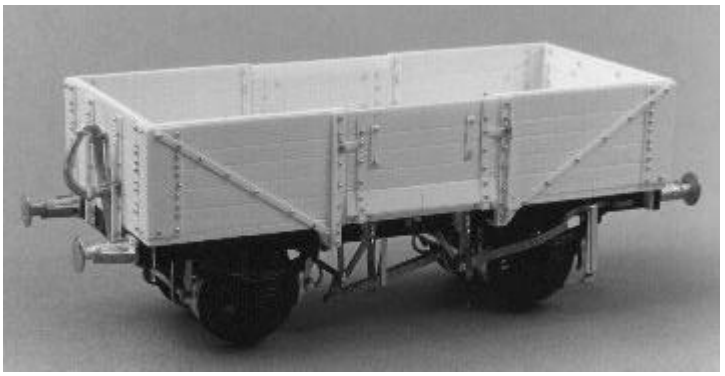
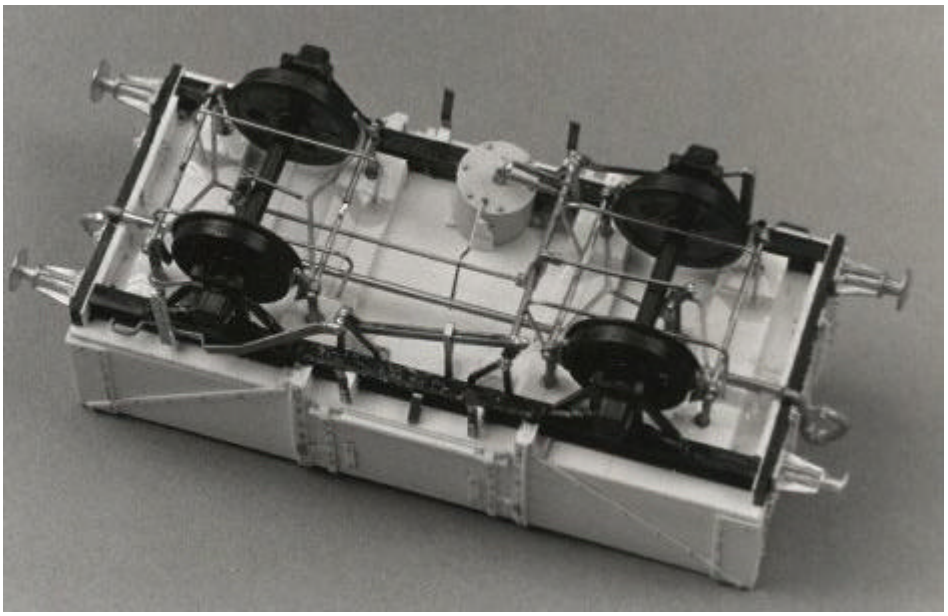
Experiences of a Masochist

by Alan Gibson

The LNER wagon which I am currently building is the first version fitted with a steel underframe. Another change is that the knees on each side of the door have been replaced by substantial angle iron stanchions bracketed off the solebar.



The photographs show the unpainted model, all the better to see the constructional methods. The body is from plastic sheet, sides, ends and floor being 0.040" thick. The bolts are represented by entomological pins. 0.35mm diameter holes are drilled through, pin inserted, snipped off on the inside and secured with liquid ' Super Attack' , as advertised on the haunted fish tank.
The underframe is the Parkside LNER product with buffers and vacum pipes from ABS. Wheels from guess who ? The couplings will be from Michael Clark - why can't I have Jackson screw couplings these days?
The underside view shows where the masochism comes into the equation with the Masokits Masterbits brakegear. For some little time I've been intending to have a go with these etchings and this model gave me the opportunity. What you get for your money is an etching and a rather excellent instructional pamphlet that covers all the Masokits wagon brake range. What you have to add to this is a vacum cylinder, lace pins (with heads turned down), 0.45mm wire and some boiler band strip. In addition I added 0.0mm wire for the through vacum pipe.
I generally followed the supplied instructions except as follows:-
A) for positioning the brake shoes I cut strips of 0.040" plastic 22.5 X 5mm and drilled suitable holes on the centreline at 17.5mm spacing. Drill the holes undersize and enlarge with a broach to give a snug fit around the brake hangers.
B) The pins through the brake shoes were, in theory, cut to meet on the wagon centreline. Thinks, must do better next time.
C) The swinging link mechanism, near the centre of each axle, is too short and requires packing out 1mm (0.0400") from the wagon floor.
D) I could not make sense of the etching for the brake guide, so I made mine from 1mm X 0.005" brass strip.
E) Brake cross shaft - I used 0.33mm brass wire with lengths of 1/32" OD brass tube threaded over it and fitted between the etched components. This gives a more accurate representation of the prototype shaft diameter of 2 3/4".



The vacum cylinder is made from a piece of 8mm diameter plastic knitting needle with 6 equi-spaced entomological pins representing the bolts.
The main safety loops are bent around a plastic sheet former to ensure a constant shape and are held in place with instant Araldite, the loop material being 0.45mm diameter brass wire. The safety loop around the diagonal link is made of the afore mentioned boiler band strip.
The majority of the joints are soldered, those that you cannot get at with the iron are glued with Super Attak instant glue.
The only real criticism I have is the lack of tiny washers to use as spacers and bosses. I've solved this on the next vehicle by using the ends of the spare links in Michael Clark's screw couplings etch.
I think that the short swinging link comment (C), is so because it is designed to go with the same makers spring suspension system but it would be nice to be told that packing is required.
For soldering I used phosphoric acid flux, 145 degree solder and a 15 watt iron. The tip being kept clean and tinned by using Muticore Tip Tinner/Cleaner. This tip cleaner is magic and has revolutionised my soldering. Highly recommended.

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