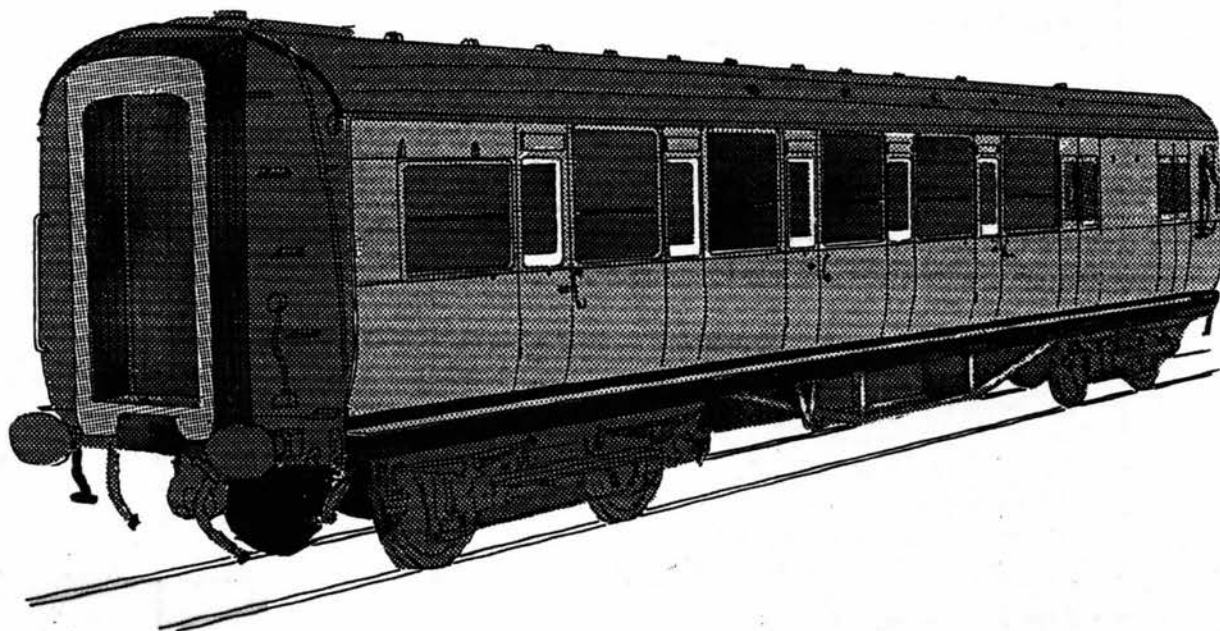


SLATER'S PLASTIKARD

ASSEMBLY GUIDE FOR SOUTHERN RAILWAY 6 COMPARTMENT BRAKE COMPOSITE



Slater's Plastikard Ltd.

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E-mail slaters@slatersplastikard.com

PARTS LIST

Ref. No. :7C023

PART. No.	PART DESCRIPTION	QUANTITY OF.	CHECK
	Plastic Mouldings	Sprues	
X7C023A	Underframe & Floor	2	
X7C023B	Underframe Detail	1	
X7C023C	Ends	1	
X7C023D	Side 1	1	
X7C023E	Side 2	1	
X7C023F	Side 3	1	
X7C023G	Side 4	1	
X7C023H	Solebars, Truss rods & Step Boards	2	
X7C023I	Roof	2	
X7C023J	Compartment Partitions	3	
X7C023K	Corridor	1	
X7C023L	Guards Partition	1	
X7C023M	First Class Seats	2	
X7C023N	Third Class Seats	4	
X7C023O	Water Tanks & Bogie Steps	1	
X7C023P	Toilet Partition & Destination Boards	2	
7C021	Bogie Underframe (7C023P ONLY)	2	
7C021	Bogie Sideframes (7C023P ONLY)	2	
7C021	Bogie Brakes	2	
	Etchings	Frets	
X7C02301	Brake Rigging	1	
X7C02303	Corridor Connection	2	
	Castings	No.Bags	
	Cosmetic Detailing Including Buffer Bodies	1	
	Miscellaneous	No. Of Items	
1001	Microstrip 0.015" x 0.065"	5	
	Microstrip 0.030" x 0.050"	4	
	Microstrip 0.020" x 0.060"	2	
	8 BA Cheesehead screws	2	
4951S	Hand rail knobs (short 4mm)	2	
	Brass tube 1/16"Dia. x 0.030" I.D.x 32mm long	2	
	Brass wire 0.020" x 12"	1	
	Brass wire 0.030" x 12"	1	
	Chain (3" long)	1	
7160	Buffer springs	4	
G100	Buffer secondary spring	4	
	7mm Coupling spring	2	
	Split pins	2	
7125	Disc wheels	2 Sets	
7154	Bearings	8	
	8 BA Washers	2	
	Brass wire 0.015" x 9" long	1	
	Plastic rodding (18" x 0.048" to 0.050" Dia.)	2	
	Vac pipe springs	4	
	Card for corridor connections	1	
	Black Crepe paper	1	
	Plastiglaze 8" x 1"	5	
	Historical notes	1	
	Instruction booklet	1	

Historical Notes For:-**1929 -1934 Southern Railway Steam Coaching Stock.****6 Compartment Brake Composite - Diagram 2401**

The Southern was in essence a short-haul passenger railway and on its formation it did not inherit the tradition of corridor coaching stock inherent to the other three long-haul "grouping" companies. Indeed its experience was limited to some boat train traffic stock on the SE&CR and coaches on L&SWR routes to the West Country. As a result, R.E.L. Maunsell the C.M.E., had a virtually clean sheet from which to start, although his standard coaching stock was based very much on the L&SWR steel panelled 'Ironclads'. Introduced in 1926 this design was modified in 1929-30 by the fitting of full height corridor side windows, and it is upon this design that the first of our SR coach kits is based.

The initial batch of of 9ft stock was ordered in 1928 for the Central section and being destined for use on through services to the Midlands and the North, some of the brake composites were fitted with 'Standard gangways' (adaptor fitted) on their outer ends. The first of these brake composites were completed in June 1929 to order No. 363 and had running numbers 6575/76. Order No. 365, dated August 1929 included adaptor fitted vehicles No.'s 6577-80, with No.'s 6581-84 being completed in December of 1929. No.'s 6578,6581/82 were adaptor fitted at both ends.

In April 1929 the construction of a further 50 brake composites, No.'s 6585 - 6604 and 6643 - 672 were authorised for the Waterloo - West of England trains. From July 1930 these trains were formed almost entirely of these new brakes of which one or sometimes two worked through to each of the seaside resorts. Two further vehicles were built No.'s 6673/74 were built in 1929 and were coupled to third brakes No.'s 3732 and 3733 respectively and were used as the Swanage portion of the 'Bournemouth Limited'.

Composite brakes No.'s 6657 and 6658 were put in two sets with third brakes 3736 and 3737 but it is unclear to which services these were allocated.

In 1947 composite brakes No.'s 6656 and 6660 were altered to FIRST/SECOND accommodation for use on the 'Dover Boat Train' and were renumbered 6905 and 6906 respectively. In 1949 they were converted back to FIRST/THIRD accommodation but they retained their new numbers.

ASSEMBLY GUIDE

In 1948 some of the sets were reformed into two coach sets for the Waterloo - West of England service as follows:-

Third brake 2790 2832 2831 2787 2792 3780 3775 2788

Comp. Brake 6691 6602 6586 6569 6575 6665 6603 6567

By 1959 these sets had been demoted to local working in the 'West Country' and became the mainstay of the Bude and Padstow branches. In 1953 coaches 6565/6 were put in set 263 assembled in 1950 for special traffic on the Eastern section and ran until 1959 when they were withdrawn. No 6578 formed part of a similar train between June 1957 and July 1959, based at Broadstairs. Coaches 6570 and 6651 ran in set 340 on the Western Section from 1958 to 1961, (6570 replaced by 6644 in 1959).

In 1958 eleven two coach sets were made up again for West Country use. These worked the Bere Alston to Collington line and the Sidmouth Exmouth branches. On the Lyme Regis branch normally the brake composite was the only vehicle used, the open second being stabled at Lyme Regis and added as required.

Following widespread completion of electrification the majority of Maunsell coaching stock had been withdrawn by 1963/64.

Tool List

We recommend the following tools as a minimum for building this kit;

1. A sharp craft knife: a 'Swann-Morton' no. 3 scalpel with No. 10 & 10a blades.
2. Needle Files: Flat, round and square, we find No.2 cut the most suitable for plastic.
3. Tweezers; for locating small parts.
4. Slater's Mek-Pak liquid cement and Mek-Pak brush. DO NOT USE tube cement or the more viscous liquid cements as due to the mouldings thin cross-sectional area they are liable to distort as these adhesives can continue working through plastic.
5. A set of instrument pliers with good square jaws for bending the etchings with.
6. A set of sharp side cutters
7. A set of taper broaches for clearing out small holes.
8. A small pin chuck for holding the various drill sizes listed in the instructions.
9. A tube of 'Loctite' (Cyanoacrylate Adhesive).
10. A straight edge.

Livery Notes

When built the coaches were painted in SR olive green with black ends and grey roof. Underframe detail was all black. Lining was similar to that applied to L&SWR coaches in yellow and black. Lettering was in gold shaded black.

Inside the coach roof was painted white for the length of the coach with the inside of the guards compartment finished in a light green. The first class compartments were polished walnut with sycamore panelling having 'Saladin' tapestry upholstery. Third class compartments were finished in mahogany and upholstered in an black, red and orange moquette.

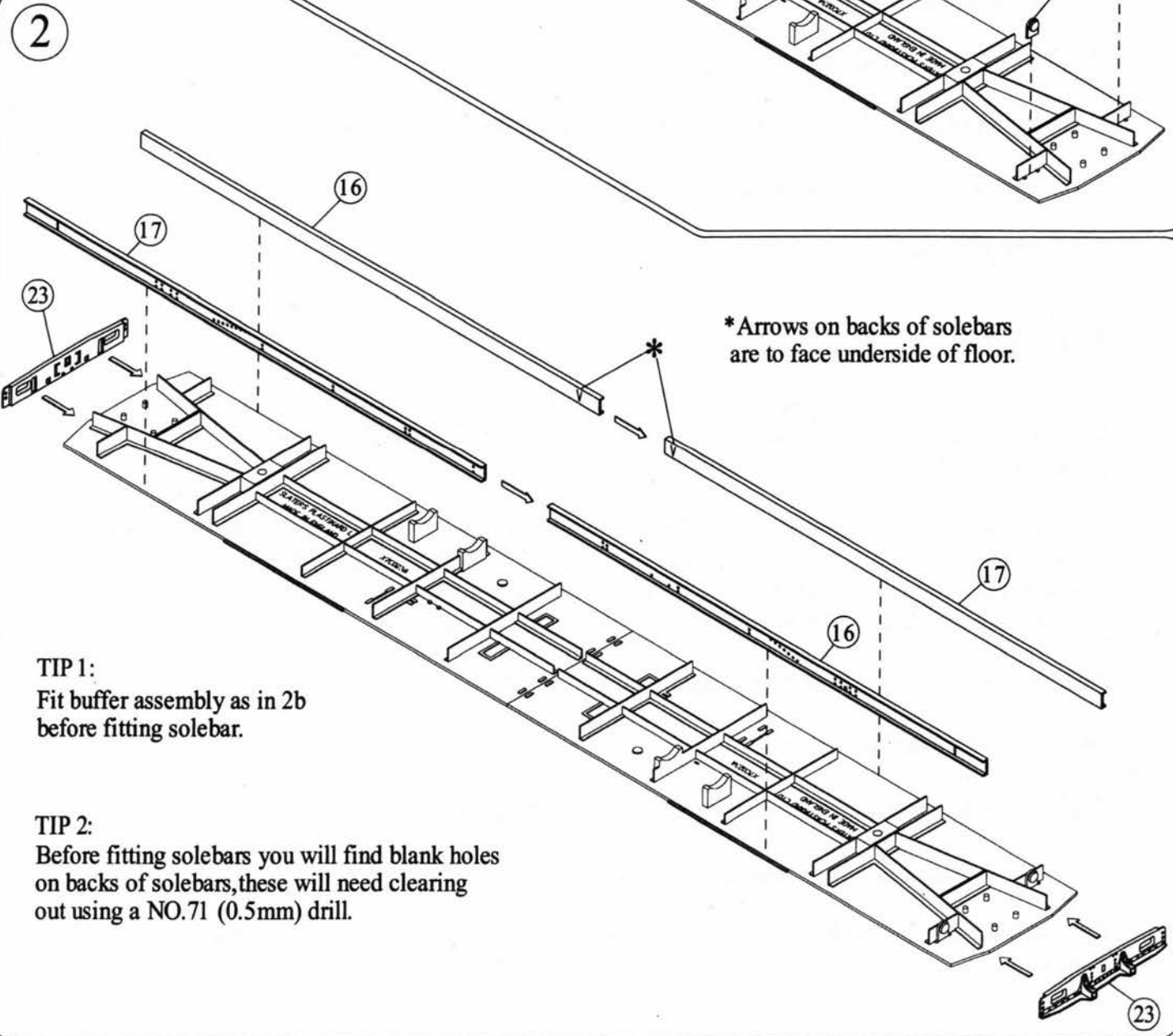
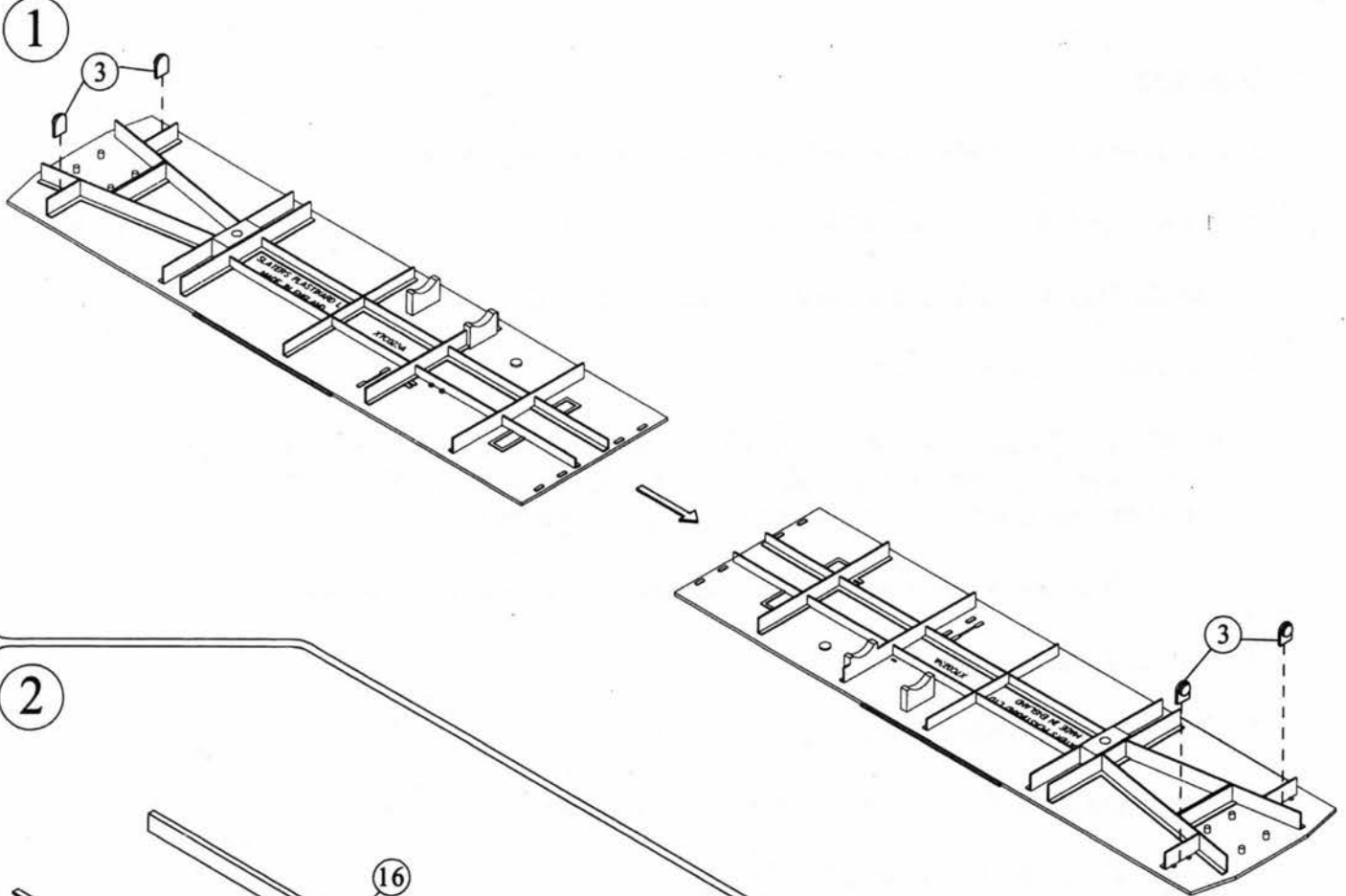
Roof destination boards were green with yellow lettering

For more information refer to :

Gould, D. Maunsell's SR Steam Carriage Stock; (Oakwood Press 1990)

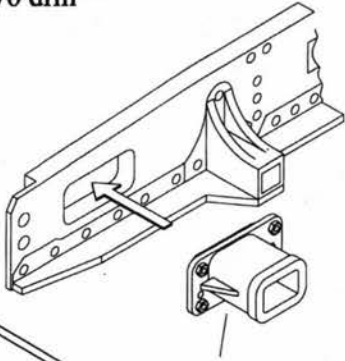
Tavender, L. HMRS Livery Register No. 3 LSWR and Southern (HMRS 1970).

The manufacturers would like to thank the 'Bluebell Railway' for their kind assistance during this project.



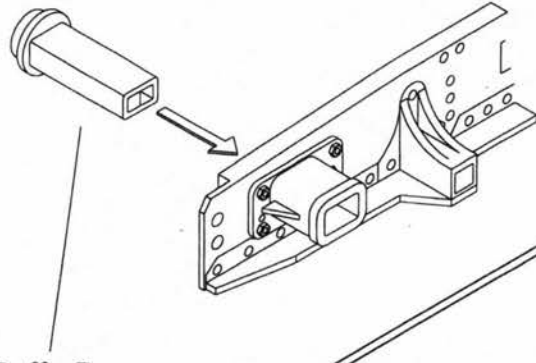
2b

Note buffer body should be located with hole on outside. Clear holes with No.76 drill



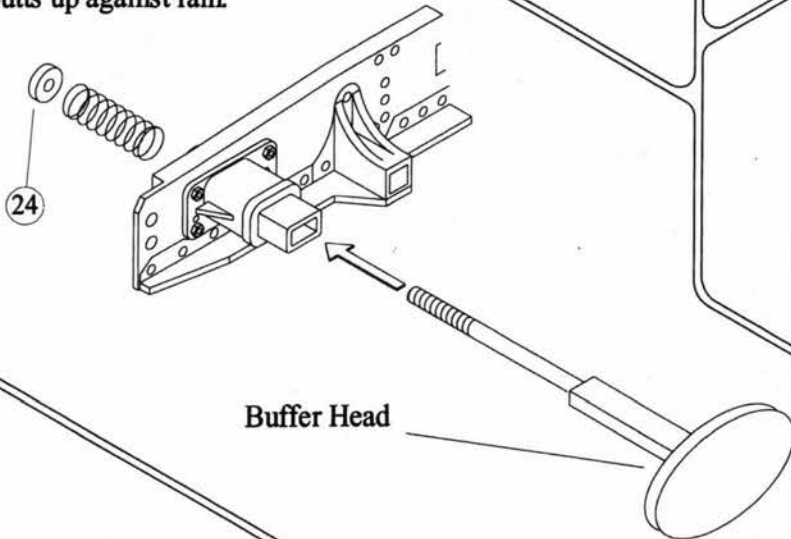
Buffer Body

N.B. Buffer Ram should be sliding fit in buffer body



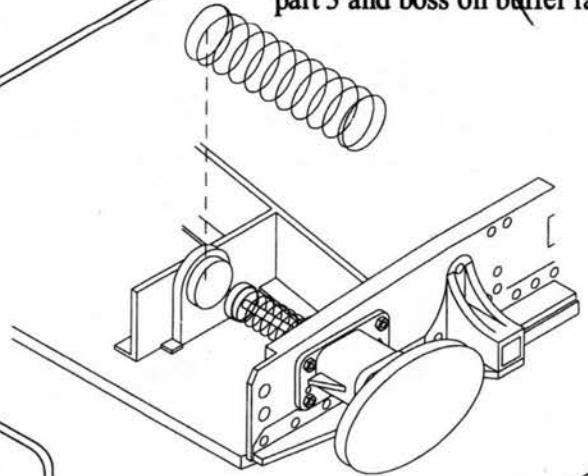
Buffer Ram

N.B. Buffer head should be sliding fit in buffer ram. Phospher bronze spring butts up against ram.

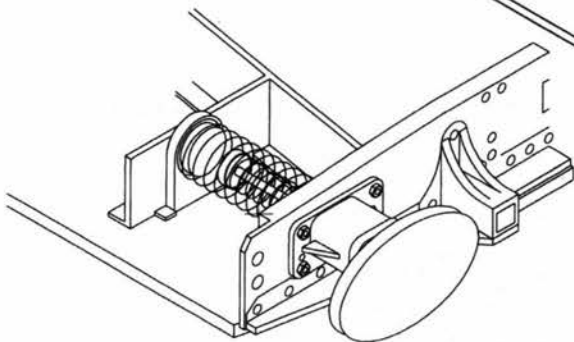


Buffer Head

N.B. Locate large spring over part 3 and boss on buffer ram

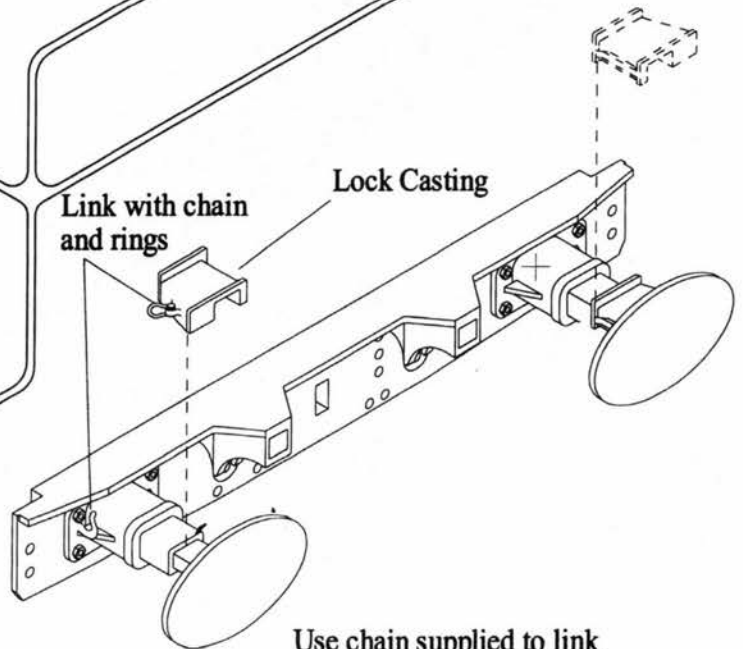


Finished Assembly



Link with chain and rings

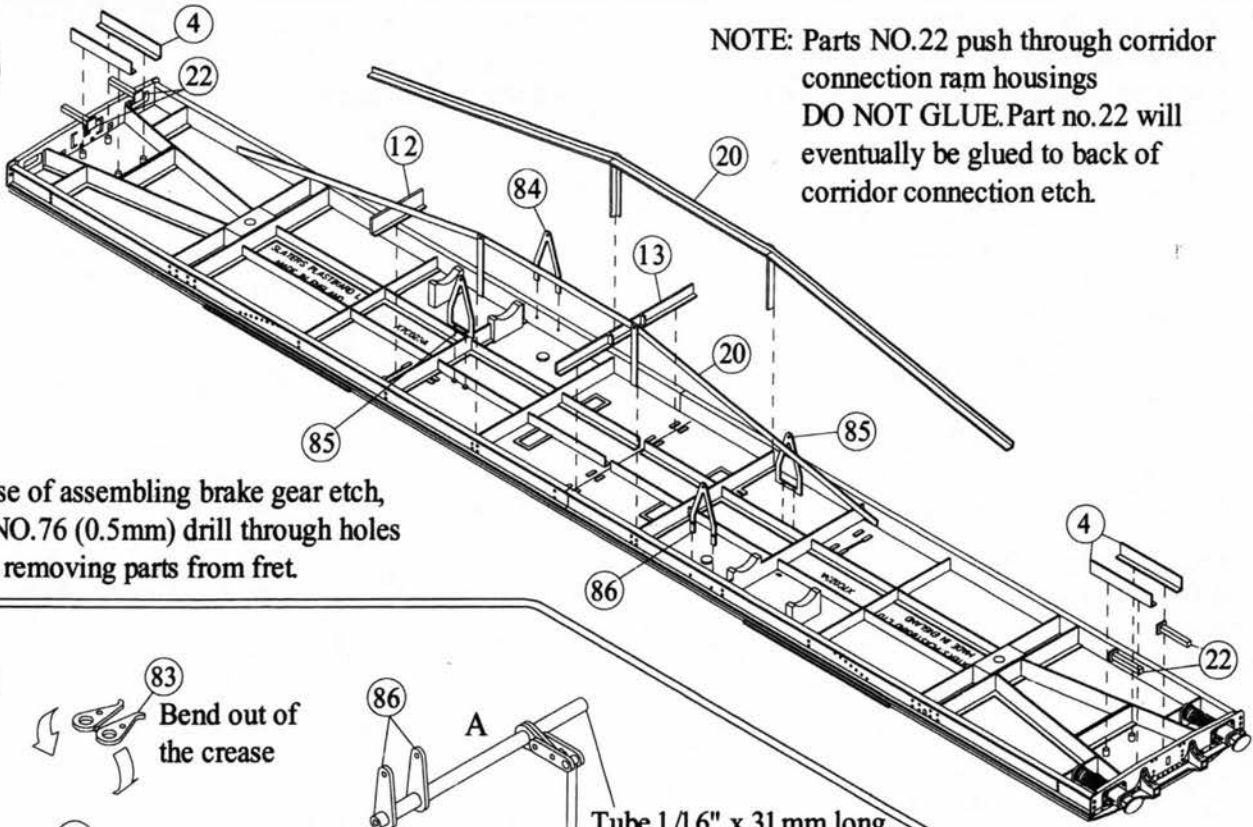
Lock Casting



Use chain supplied to link lock casting to buffer beam hook

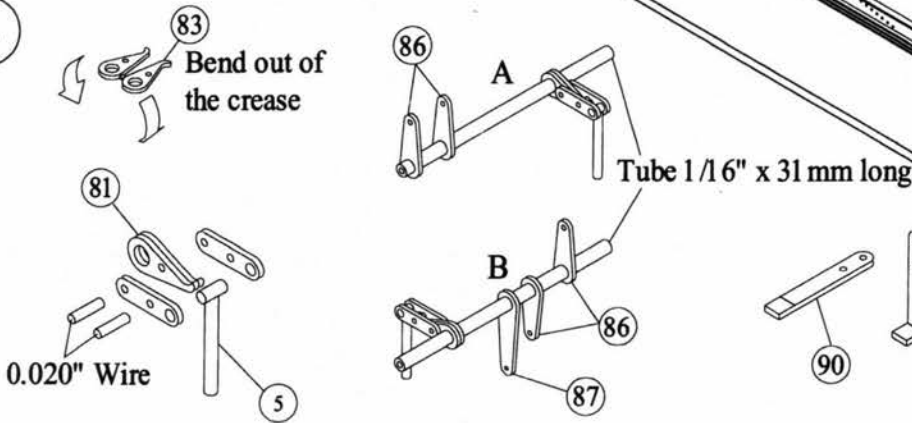
This is a scale drawing of the hook required for the buffer body. Two small rings will also be needed to join the buffer body and lock casting with the chain provided. Form all components with 20 thou wire.

3

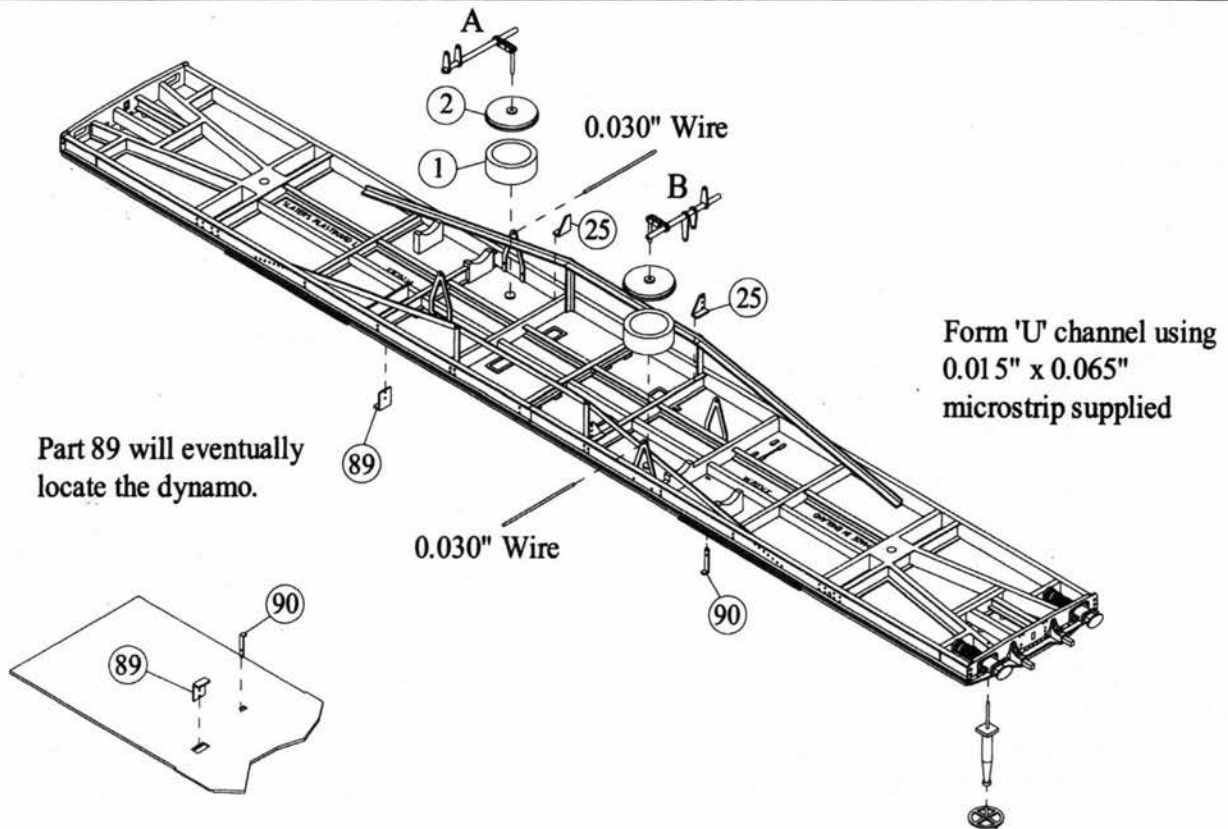


TIP:
For ease of assembling brake gear etch, run a NO.76 (0.5mm) drill through holes before removing parts from fret.

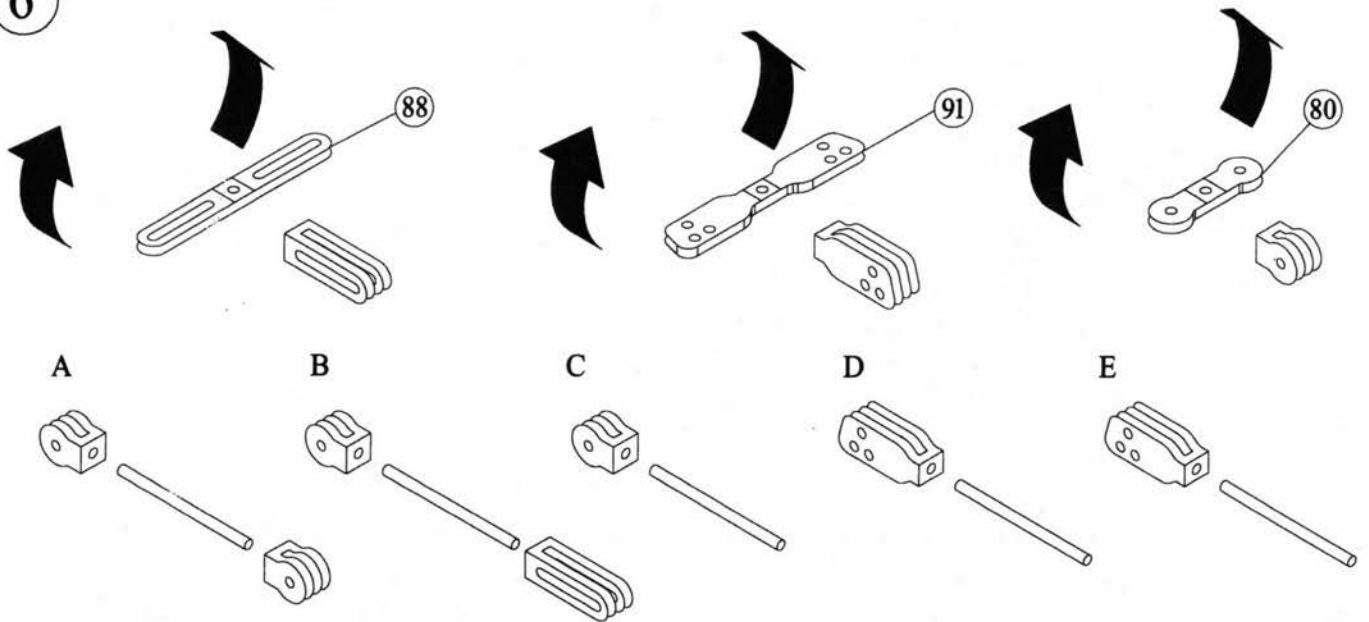
4



5

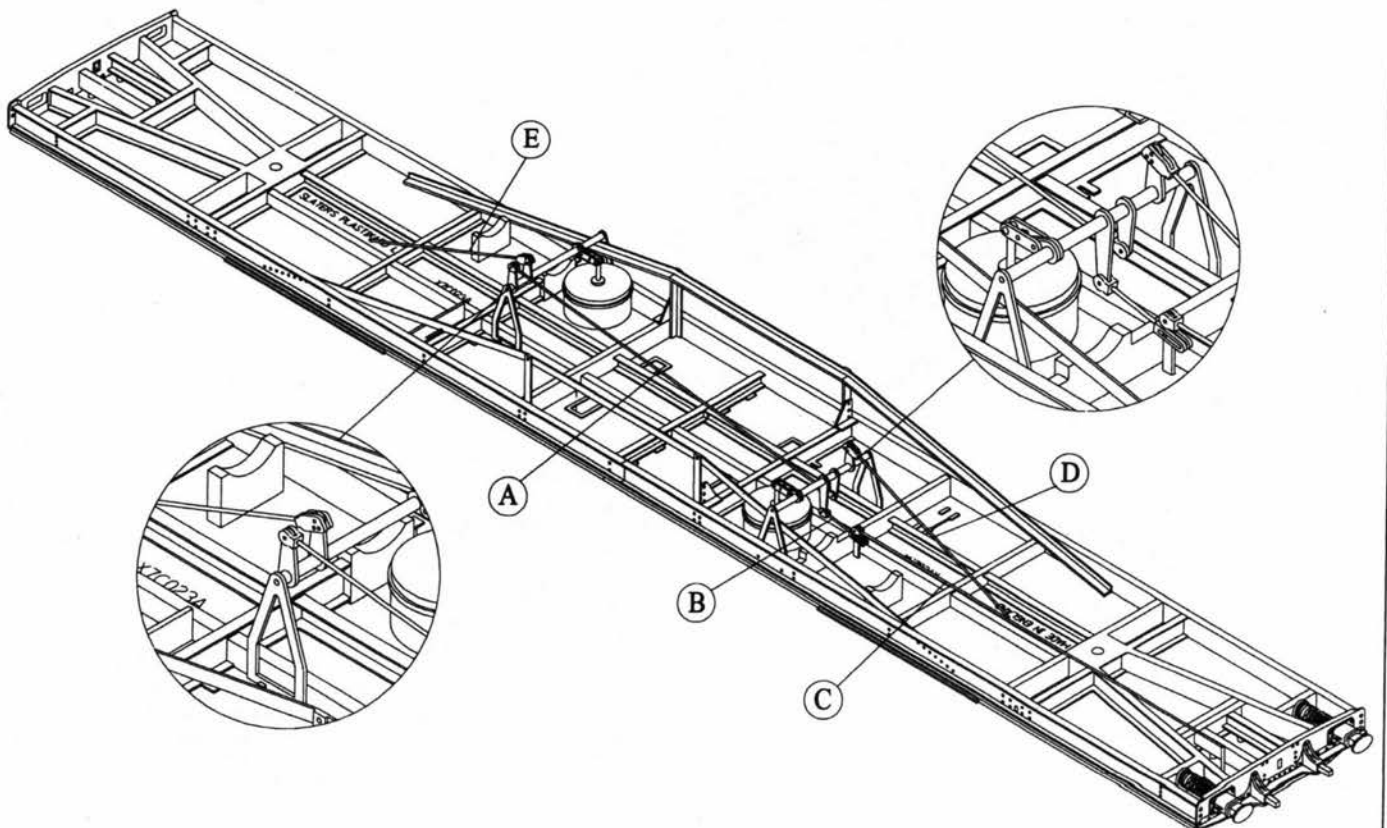


6

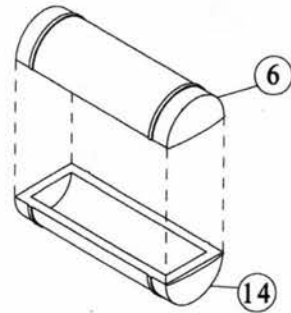
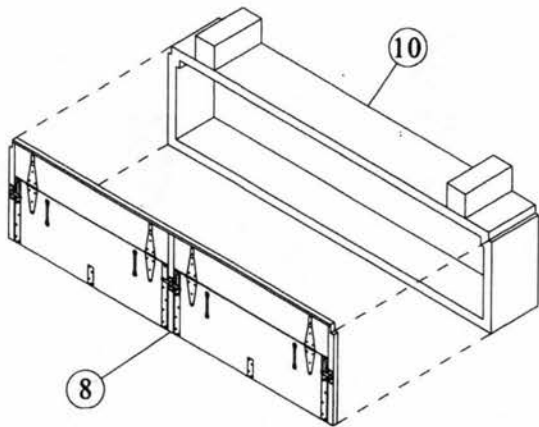


Cut five pieces of 0.020" wire to the length of :- A = 105mm
 B = 8mm
 C = 123mm
 D = 77mm
 E = 77mm

7

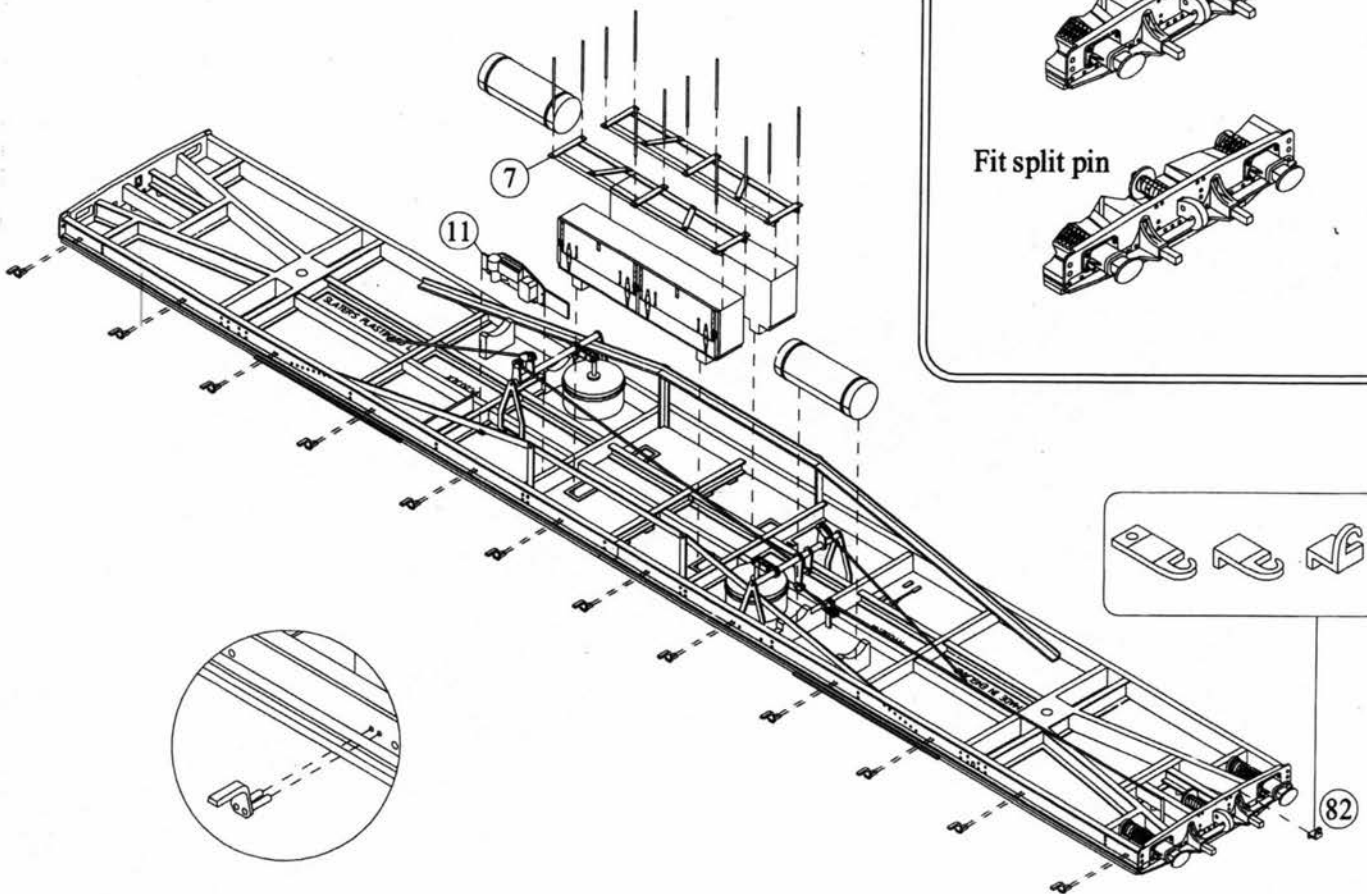


8

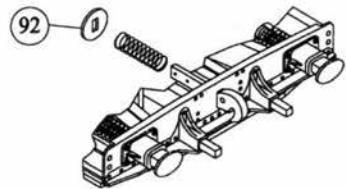
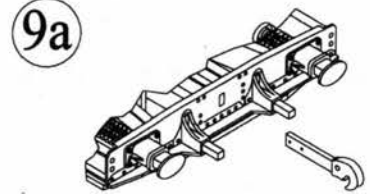


9

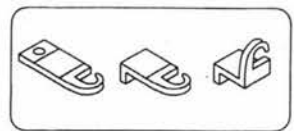
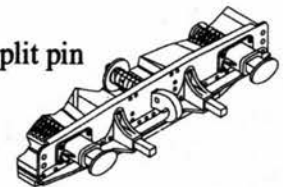
0.020" x 15mm Brass wire



9a



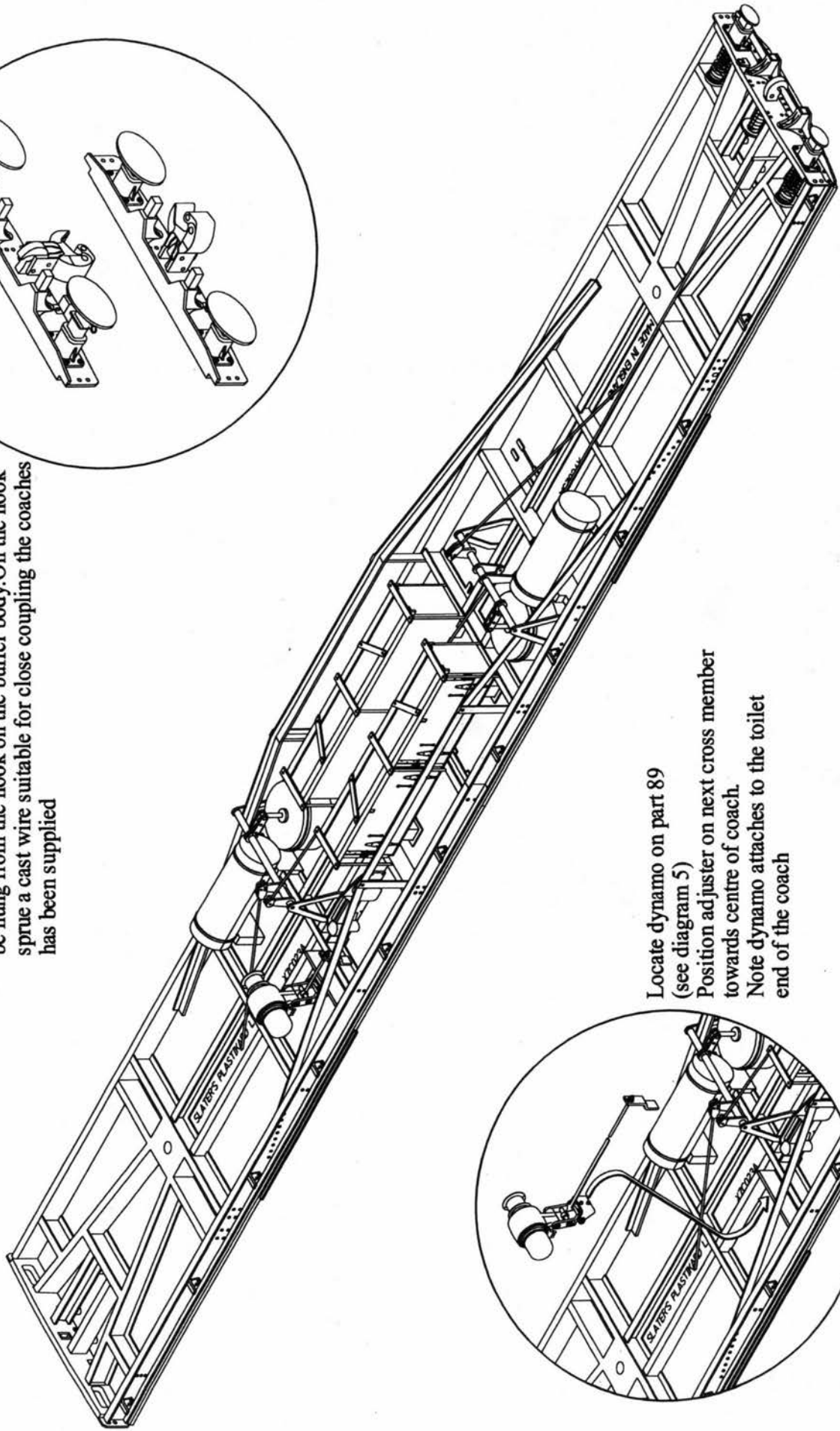
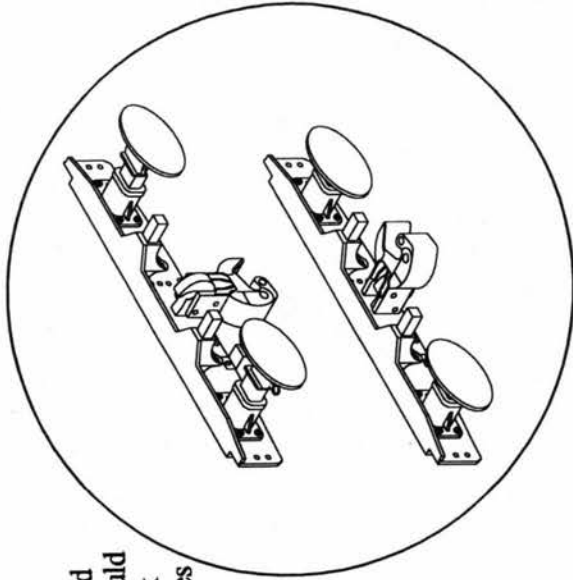
Fit split pin



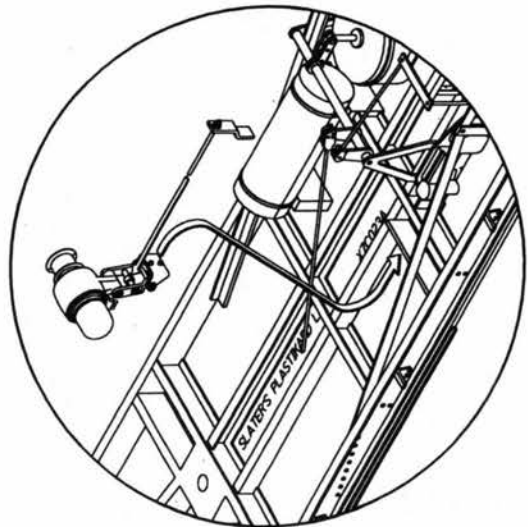
82

10

Cosmetic buckeye casting pinned onto coupling hook with 0.020" wire. If required the buckeye can be pinned in the horizontal. In this position the lock castings should be hung from the hook on the buffer body. On the hook sprue a cast wire suitable for close coupling the coaches has been supplied

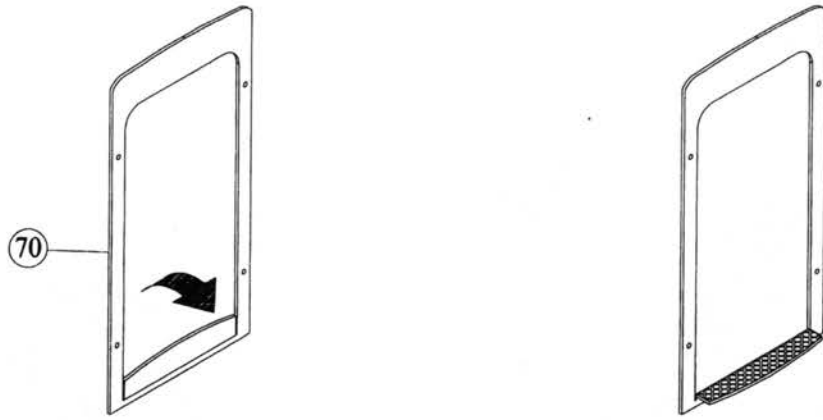


Locate dynamo on part 89 (see diagram 5)
 Position adjuster on next cross member towards centre of coach.
 Note dynamo attaches to the toilet end of the coach

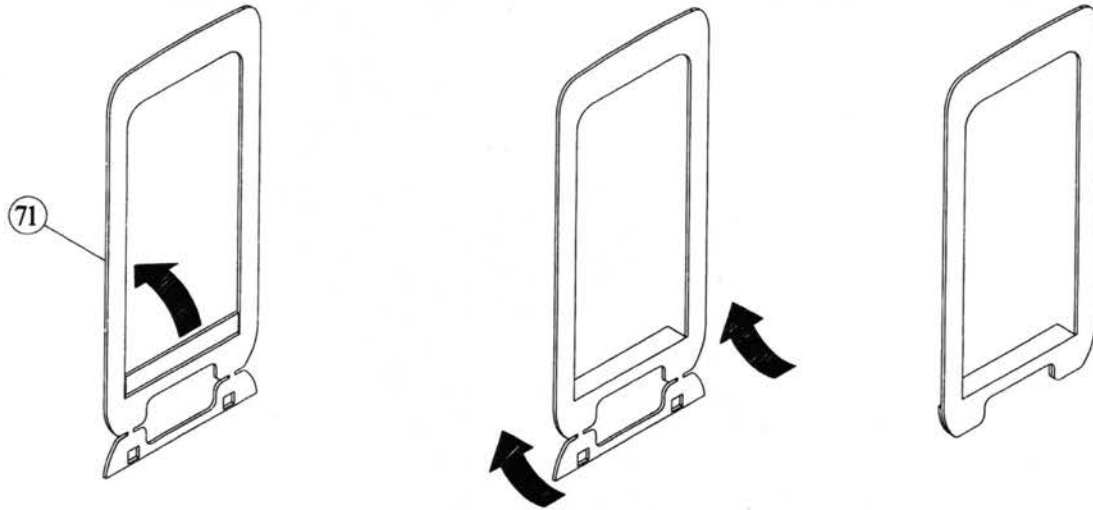


ASSEMBLY GUIDE

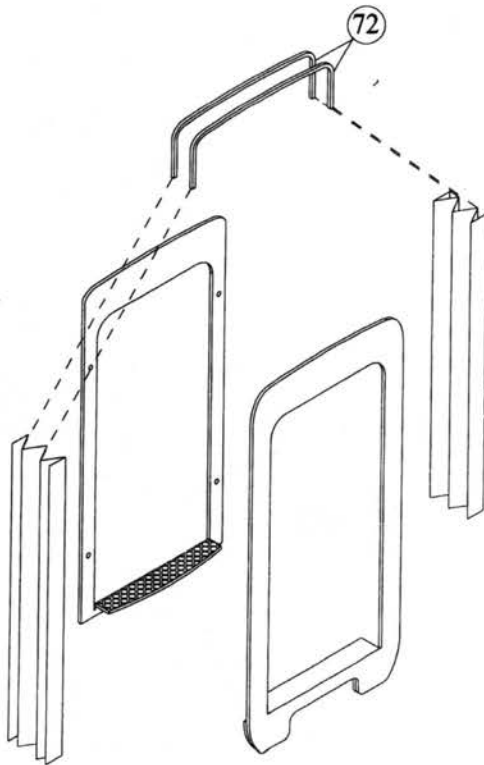
11



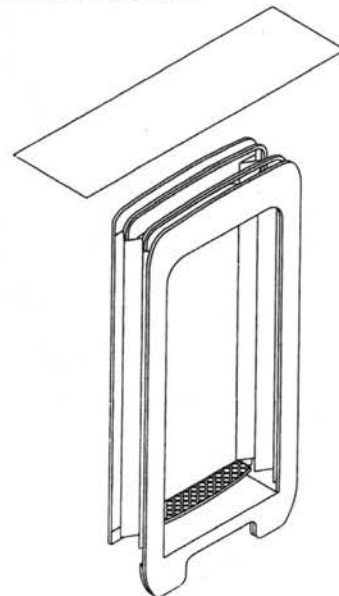
11a



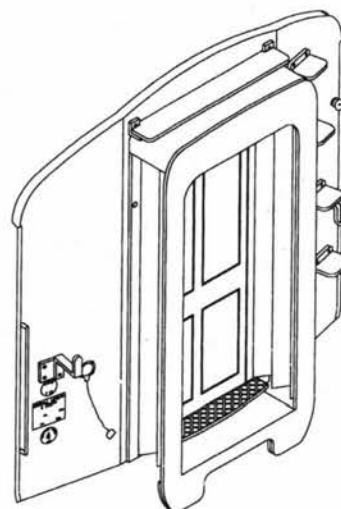
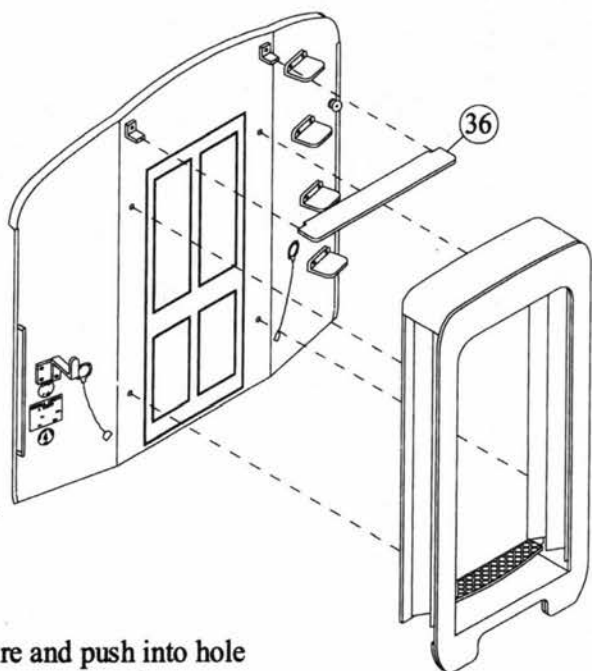
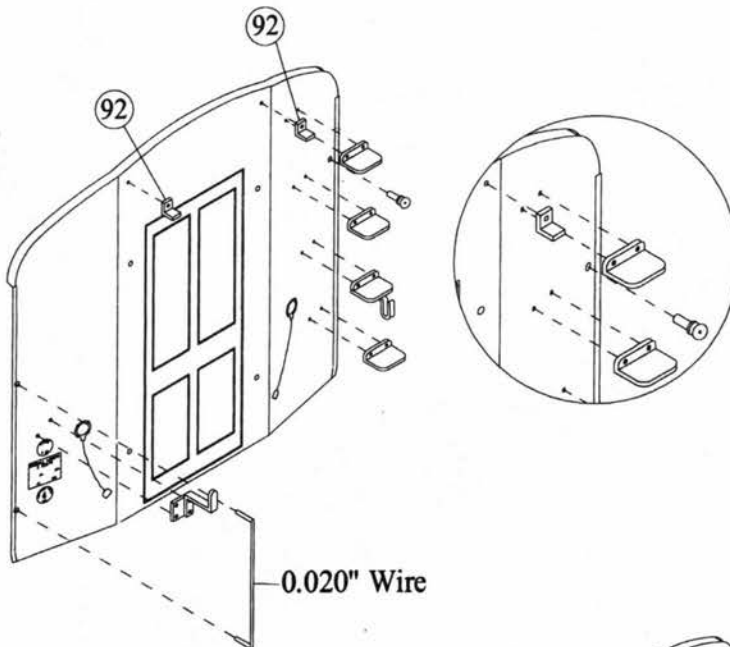
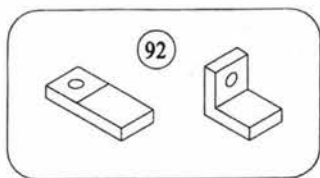
11b



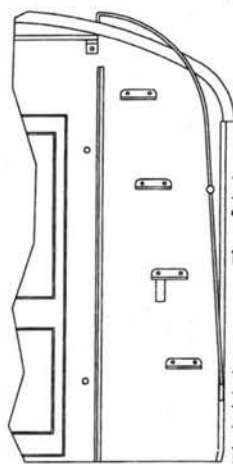
NOTE:
Wrap crepe paper around top of corridor connection to form cover.



12



Point 3:
Bend wire and push into hole



Point 2:
Thread wire
through hole

Point 1:
Bend wire and
push into hole.

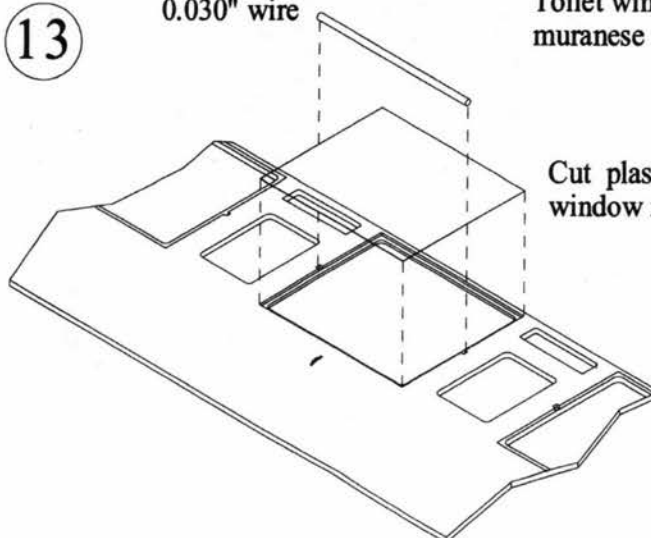
Form grab rail by fastening to three points shown. The fitting of grab rail is best done when roof is fitted.

13

0.030" wire

Toilet window should be
muranese (frosted) glass.

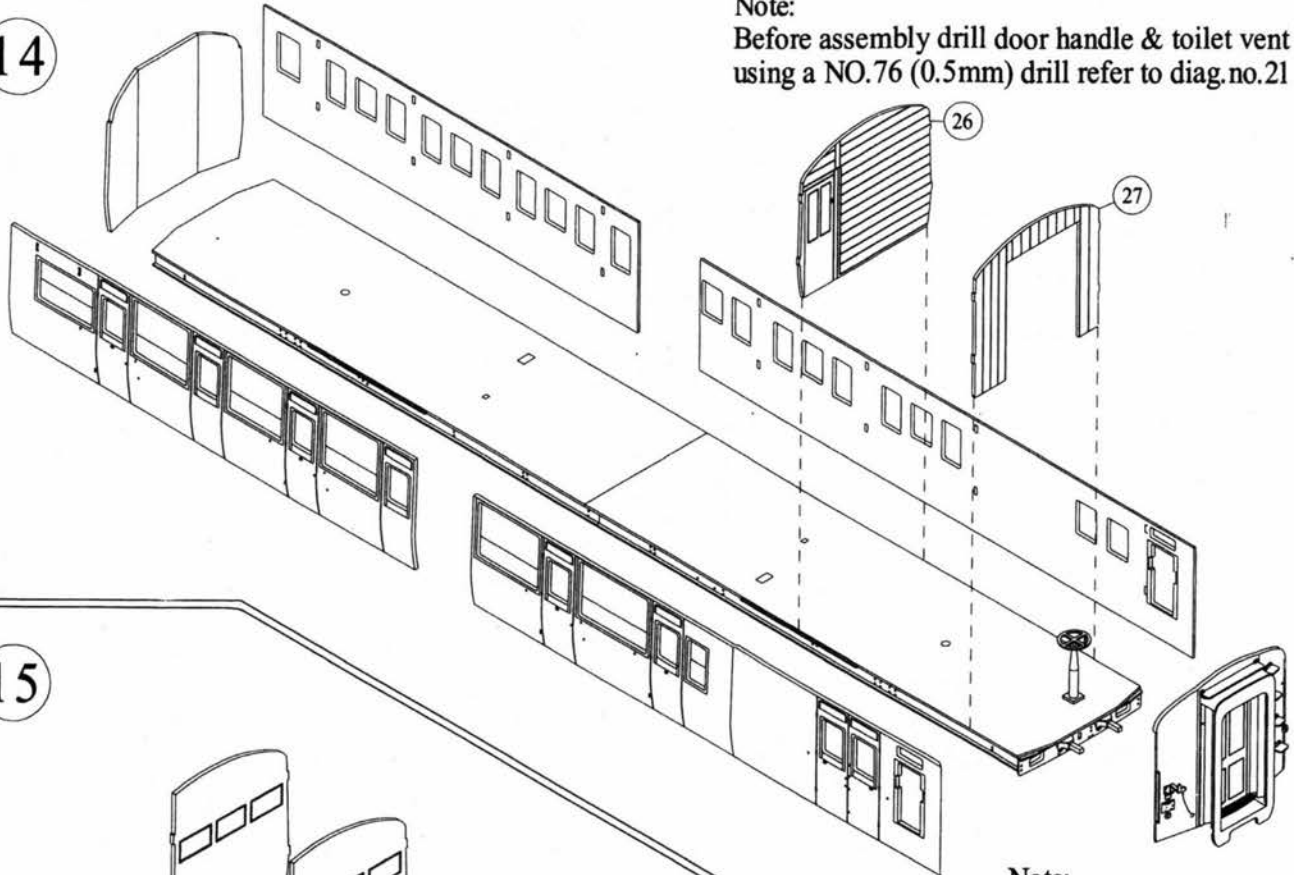
Cut plastiglaze to fit
window recess.



ASSEMBLY GUIDE

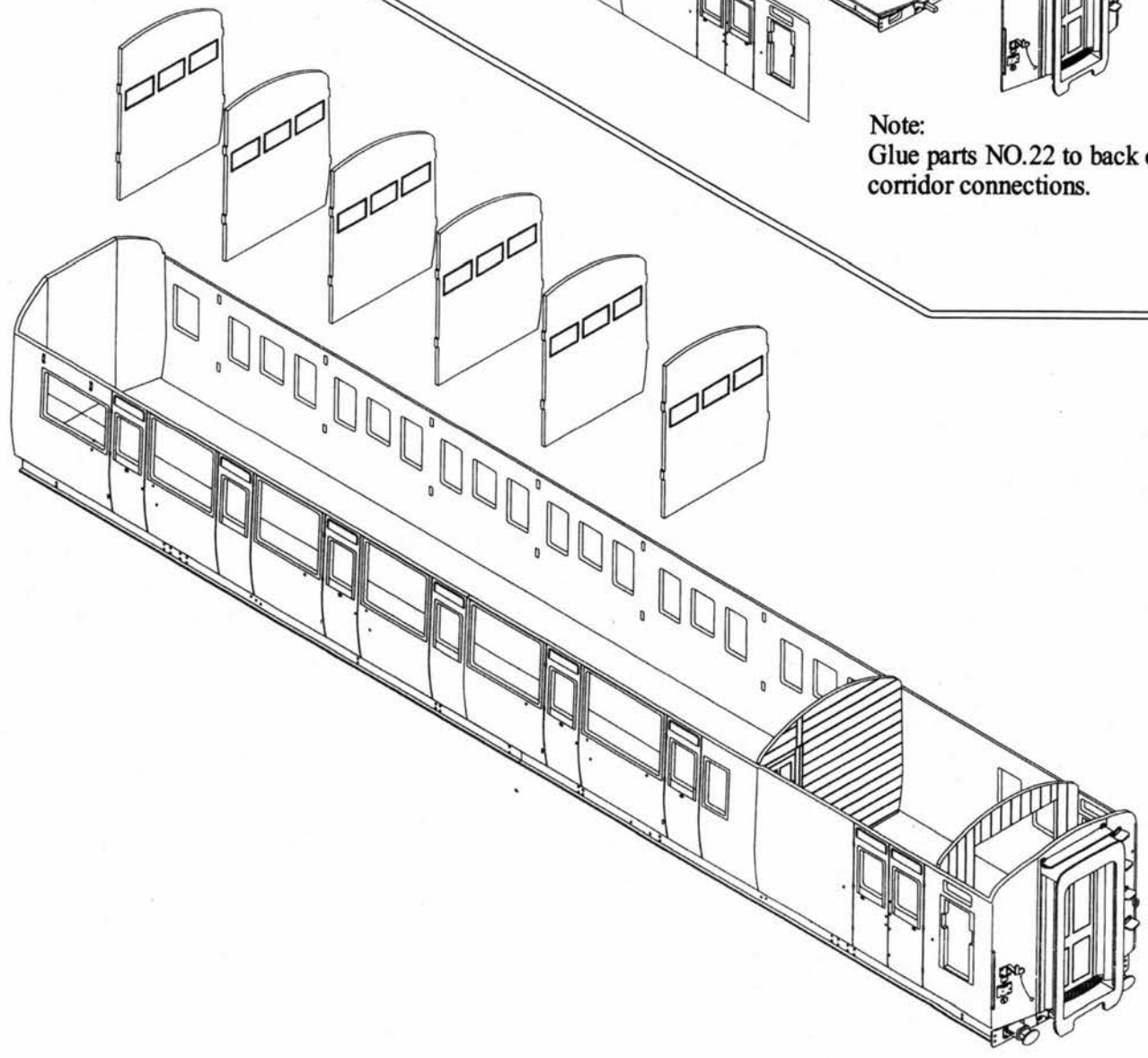
14

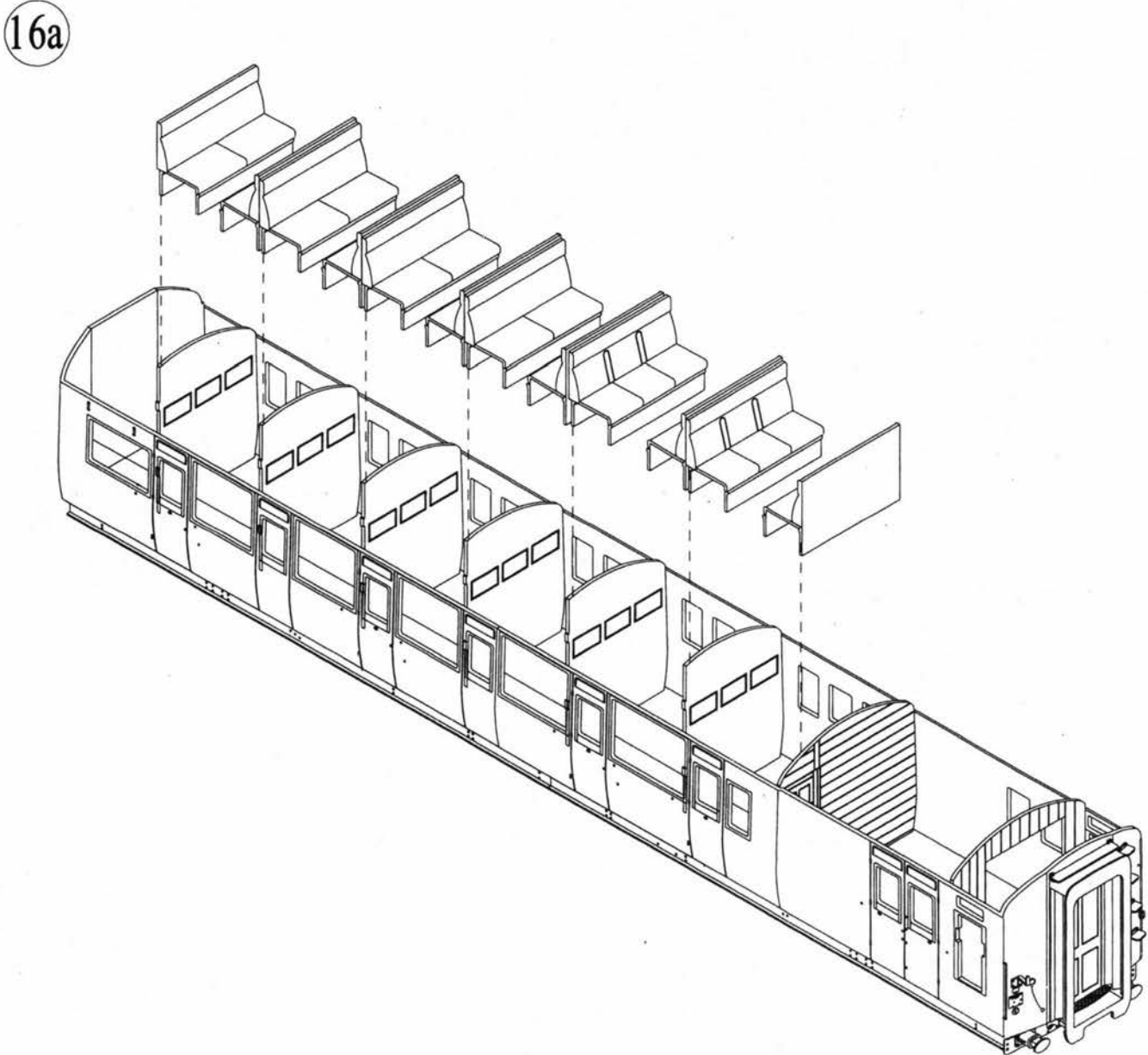
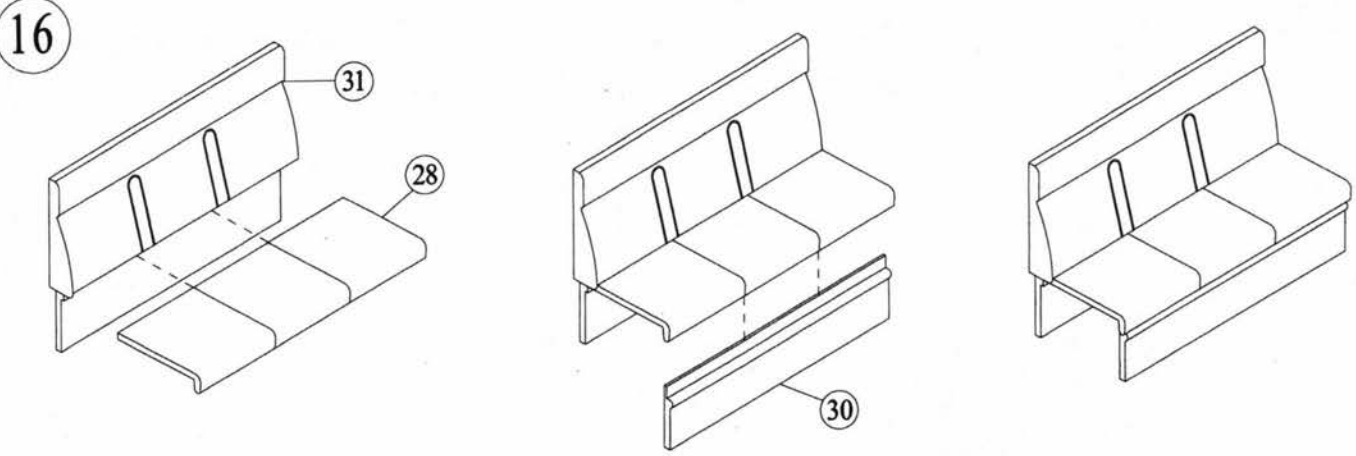
Note:
Before assembly drill door handle & toilet vent holes
using a NO.76 (0.5mm) drill refer to diag.no.21 & 22.



15

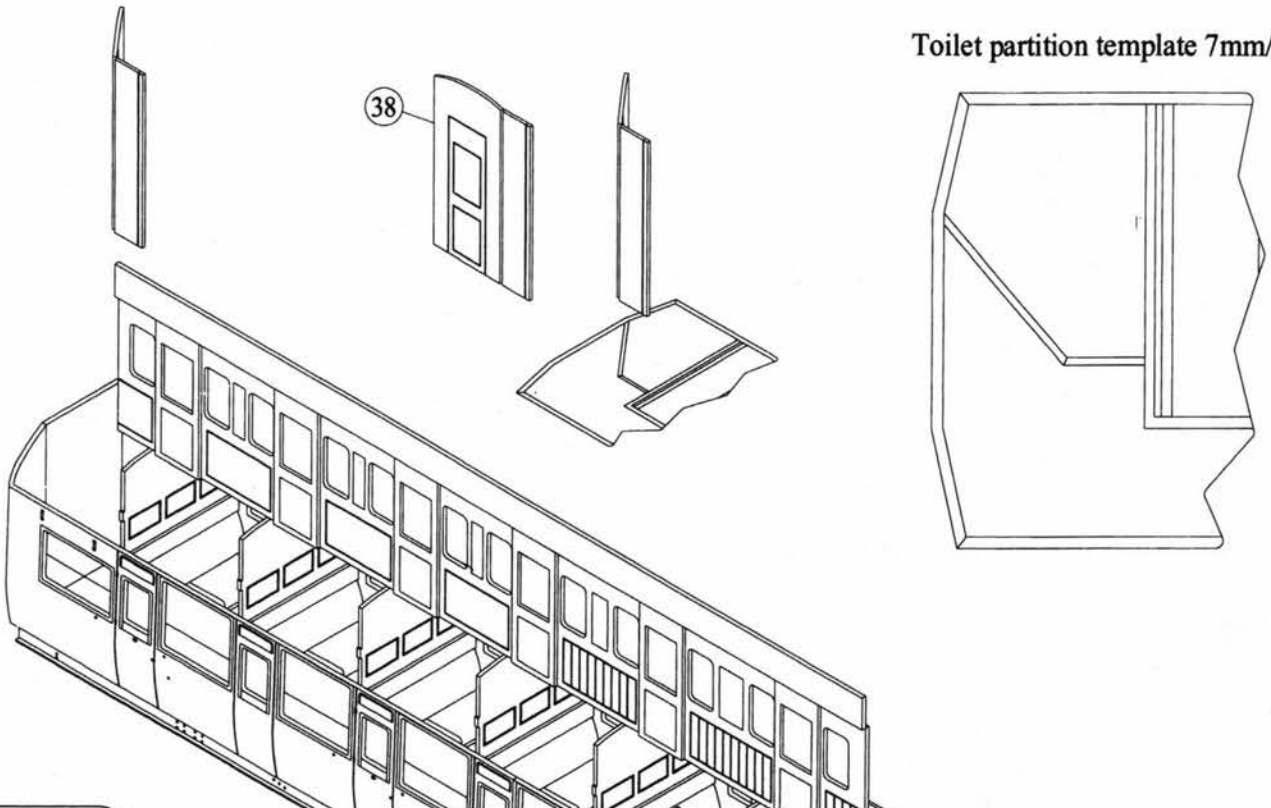
Note:
Glue parts NO.22 to back of
corridor connections.



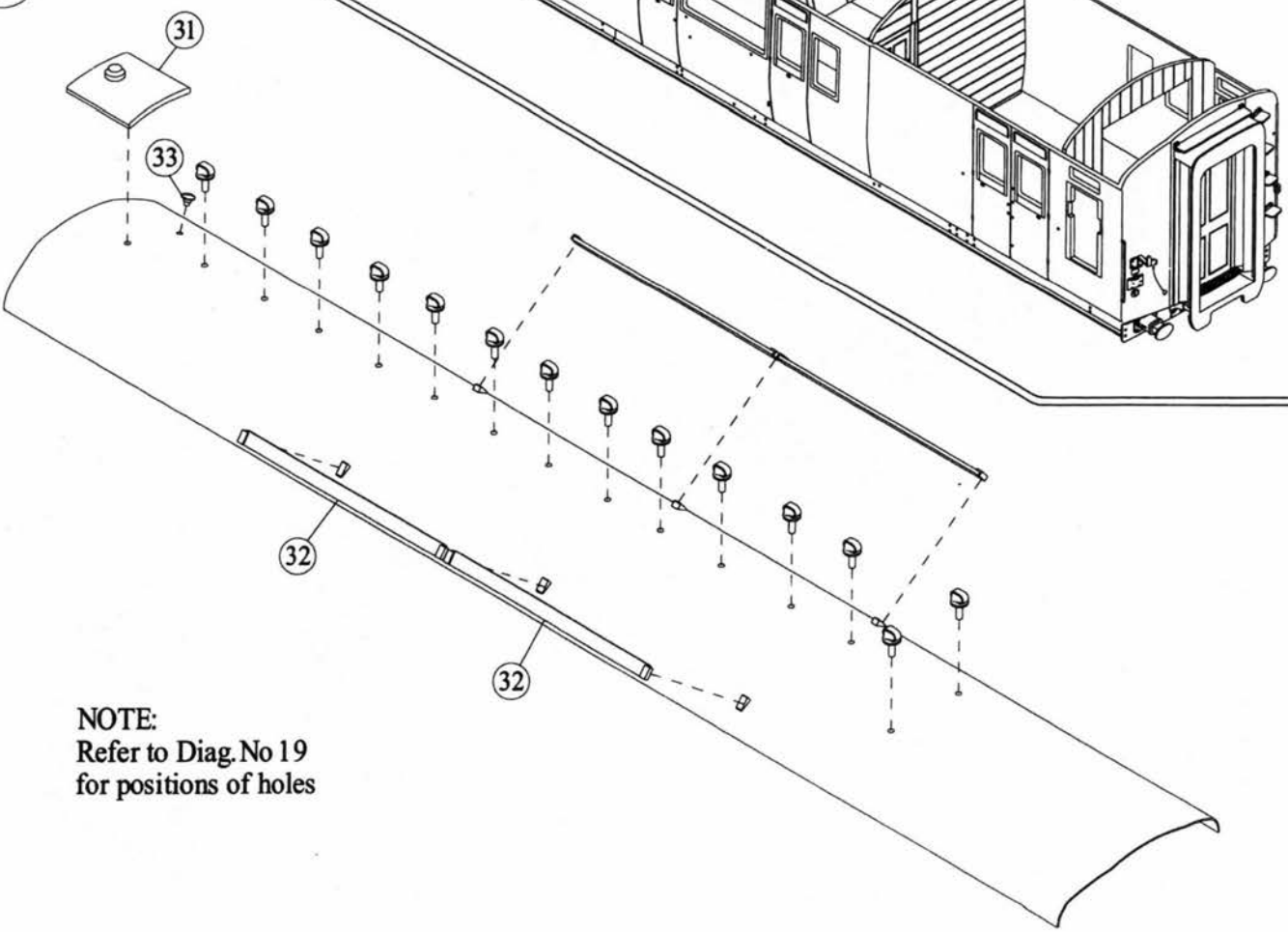


Toilet partition template 7mm/ft

17



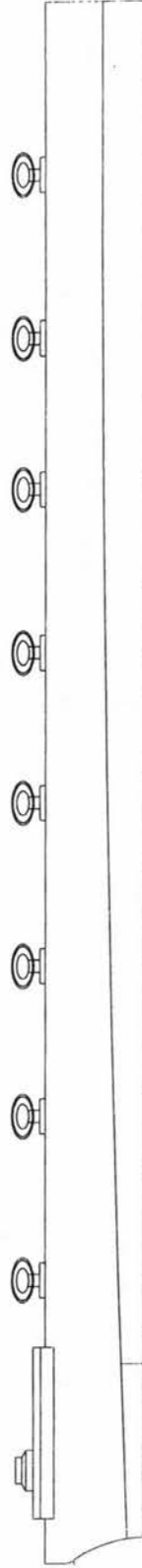
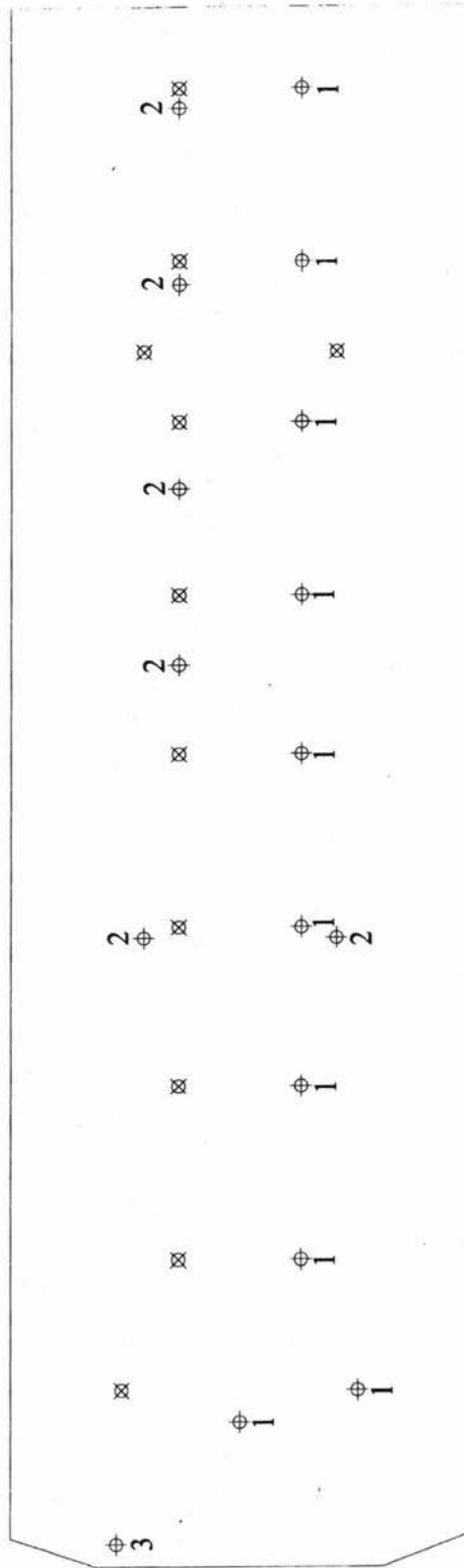
18



NOTE:
Refer to Diag. No 19
for positions of holes

19

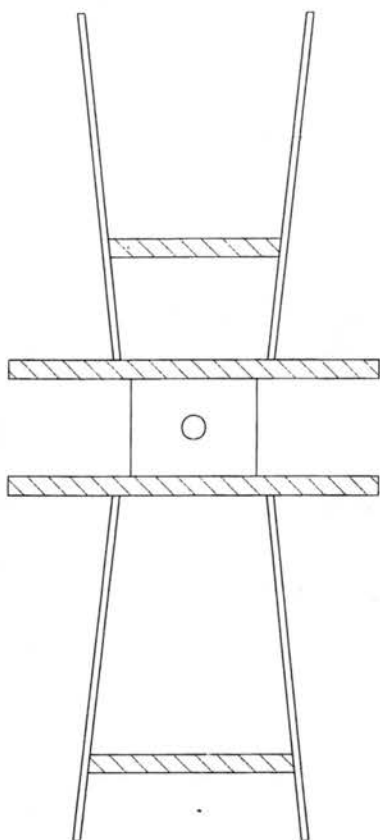
Drill roof before joining with both halves orientated as in the diagram below.
 Drill all holes marked 1 on one half only
 Drill all holes marked 2 on other half
 Drill all holes marked 3 on both halves
 Ignore all other marks indicated by ☒



0.030" X 0.050"
Microstrip

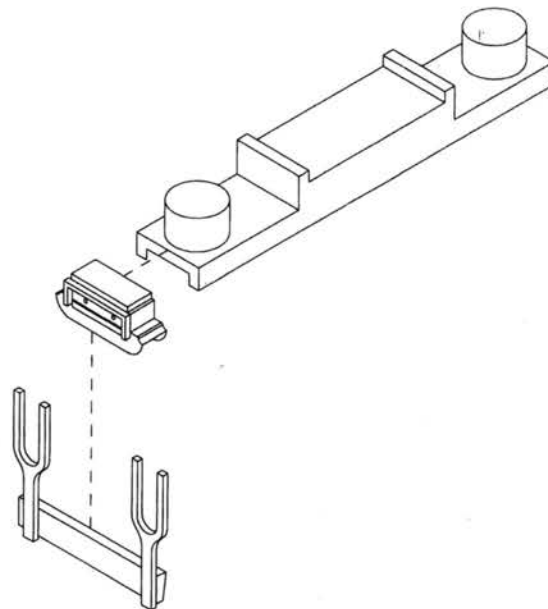
To form lower rain strip use 0.030" x 0.050" microstrip.
 To locate this and give it correct shape you will find a fine rib on side of roof. To locate butt top edge of microstrip to bottom edge of rib.

20

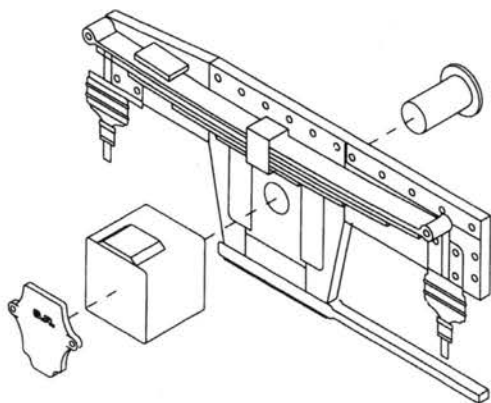


NOTE:
Fit 0.020" x 0.060" microstrip to areas marked with crosshatching (▨).

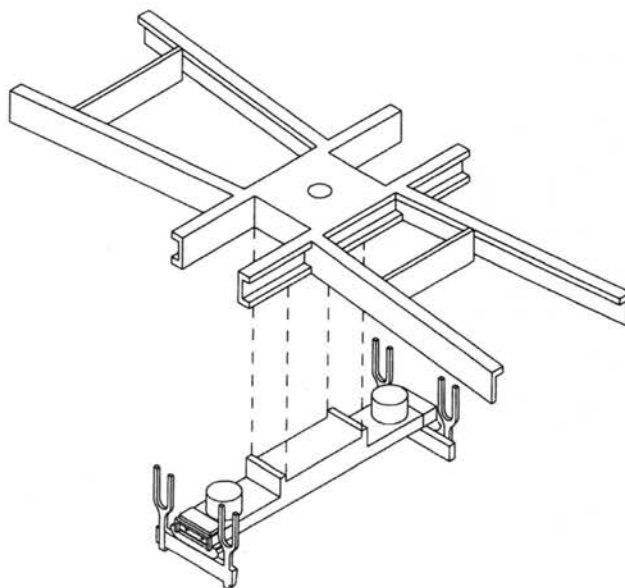
20a



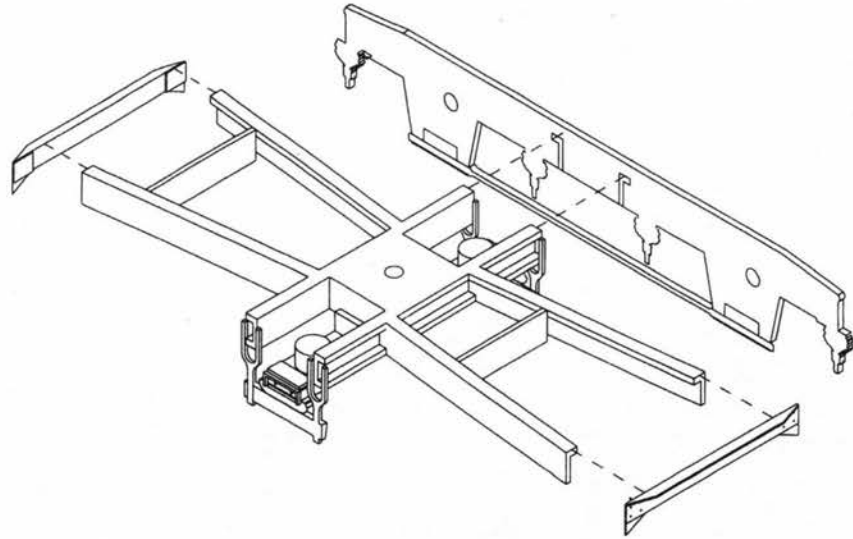
20b



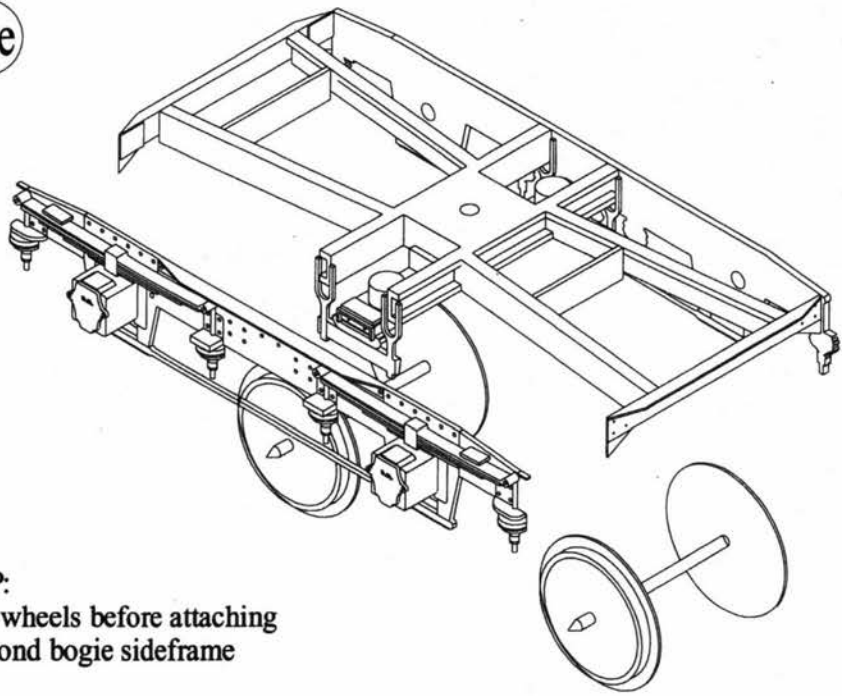
20c



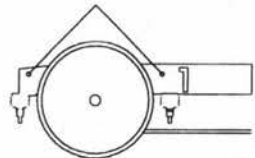
20d



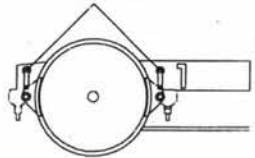
20e



Brake hanger locations

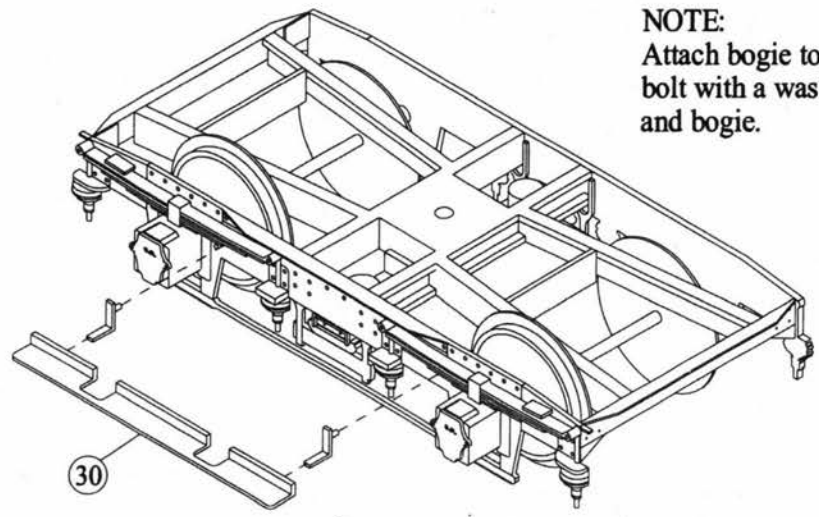


Brake shoes in position



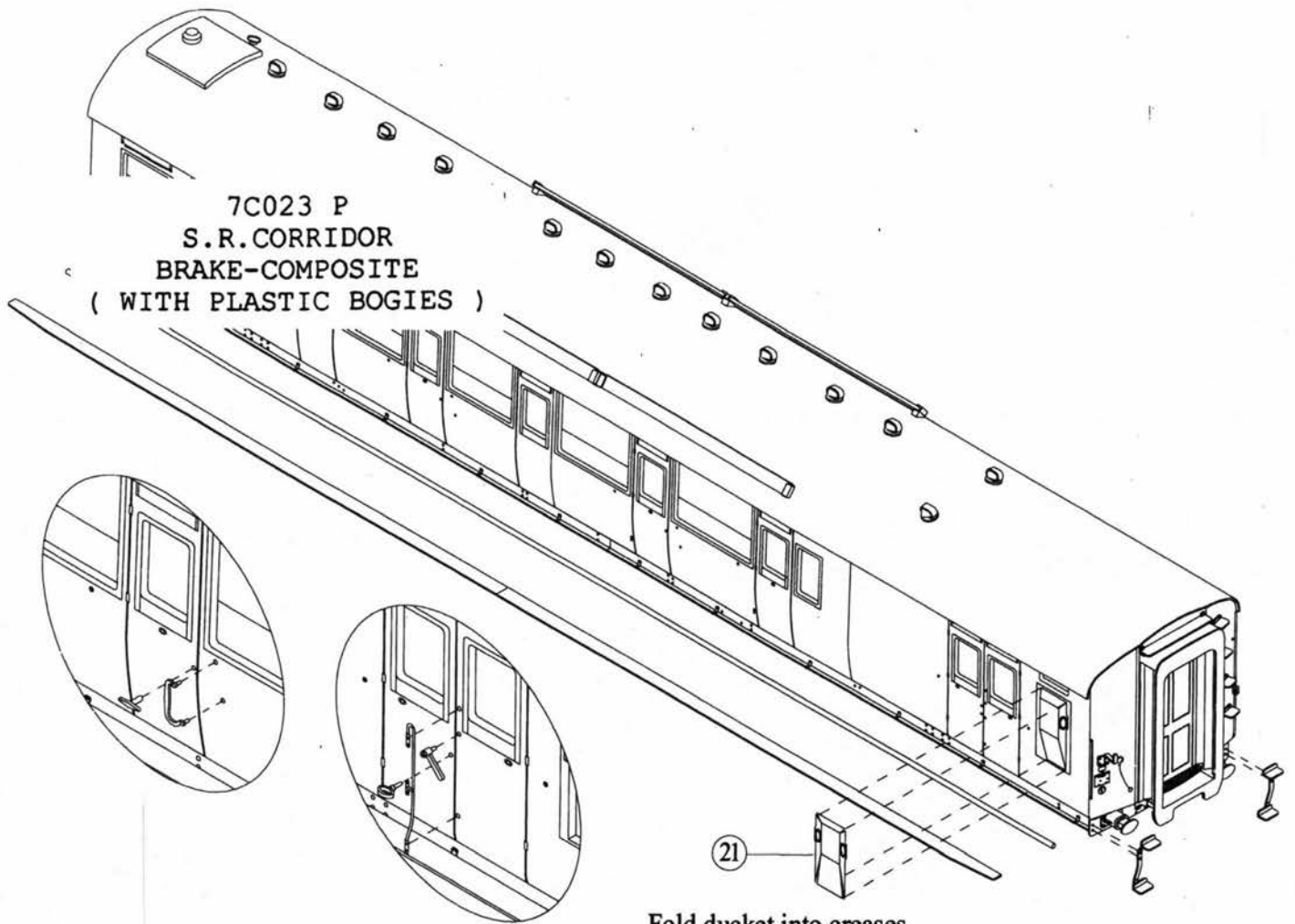
TIP:
Fit wheels before attaching
second bogie sideframe

20f



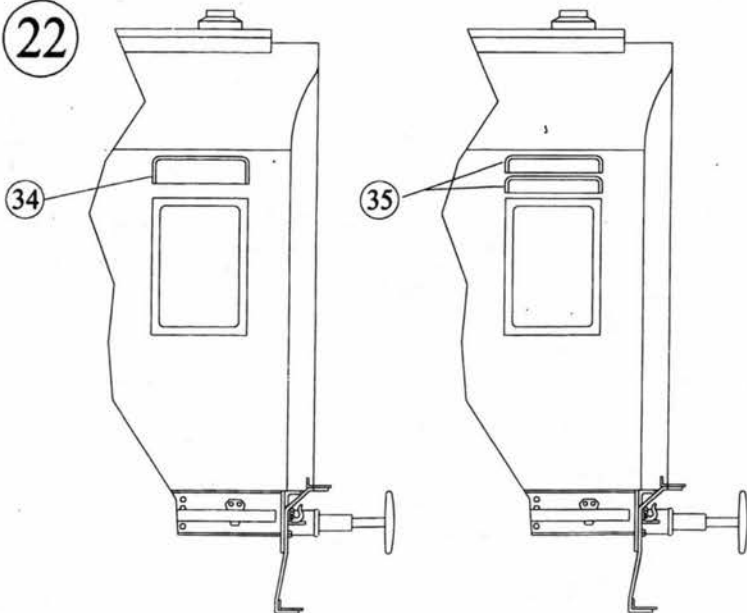
NOTE:
Attach bogie to underframe using an 8BA
bolt with a washer between underframe
and bogie.

21



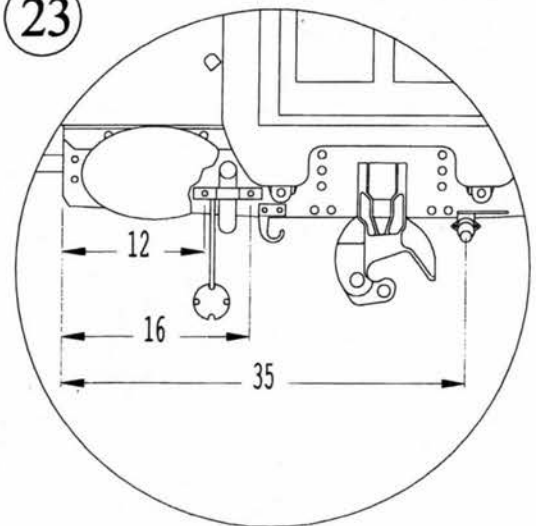
Fold duct into creases

22



N.B. All coaches ordered from 1931 onwards had the double ventilator fitted. All previous coaches had single large ventilator

23



Drill 12 & 16 mm holes with No. 76 drill. Locate both components vertically with top of pipe against bottom of buffer beam. Drill buffer beam before assembly.