

- with detail to the outside, and solder to 'C', from above. Repeat for t'other side.
11. Find your wheels and bearings, and bend down the ends of the W-irons, fitting the wheels at the same time. You will then find that the brake shoes are trapped in the slots. You can now adjust the position of these to line up with the wheels, and solder them in place. Ensure they do not rub on the wheels (unless you actually want working brakes).
 12. Detach brake-gear 'C', and solder the ends of these into the slots in the centre of brake-shoes. See diagram, one tail goes over, one under the axle. That way quite apart from looking correct, you can then wiggle the wheels out again for maintenance.
 13. Fit axlebox/spring castings. For 7mm file off the bearing socket flush @ the rear of the casting.
 14. To fit wheel-units to vehicle, proceed as follows:-
 - a) one cross-piece, fold down (i.e. towards the track), two tags only - those marked 'I'. Slide wheel-unit, complete with wheels & brakes onto these tags, twist tags with pliers, to attach to vehicle. You now have a 2-wheel carriage-truck.
 - b) To make it run a bit better fit wheel-units @ the other end also, but this time fold down all four tags.

The effect of the above is to provide 3-point suspension, with one wheel-unit rigid and one able to shoogles slightly from side to side.

15. Carefully remove hand brake lever 'H', gently bend to profile indicated on the fret. Insert a small pin through the hole in the lever, slide pin through bracket at the bottom of the solebar and also through part 'X'.

Piece 'X' bends over at the top, to solder on to top of angle-piece 'C'. See diagram, which should make this a wee bit less confusing.

NOTE! The hand-brake is fitted to one side only. On the second side therefore, remove bracket from bottom of piece 'F' by cutting/filing, and consign spare hand-brake lever etc to the spares box.

16. Remove loop 'N', carefully bend to profile on the fret, solder wee chain & pin to it (you will find these on the fret, just below the loop), & solder loop to solebar, as on scale drawing.
17. Fit lamp brackets 'J', to body sides (straight-sided brackets - see scale drawing), and to headstocks, see marked position on the etched headstock.
18. Fit coupling-hook sockets 'K' to headstocks & fit chosen couplings.
19. Bend chequer-plate 'L' and glue onto each buffer - fit buffers through headstocks - see diagram.
20. Fit safety-chain & hooks to holes in headstock, either side of the main coupling with fuse-wire loops, soldered inside headstocks.
21. Fit etched handles 'M' to side & end-doors.
22. Cut card roof to size and glue to roof supports.

Model is complete and can now be painted.

LIVERY.

Purple/Chocolate Brown - (add a bit of dark brown to my coach purple-brown).

Side-panels lined in Yellow.

Lettering on solebar - Chrome Yellow.

Sincere thanks are due to Duncan Burton for prototype information, to David Gallagher for being good enough to forward some helpful suggestions, and to Kenley Advertising for the printing, in particular Ann Hartley-Smith for the typing.

John Boyle

John Boyle

1983

DECENT MODELS KIT NO: 70. CALEDONIAN RAILWAY 21' COVERED CARRIAGE TRUCK, FROM ST. ROLLOX DRAWING NO: 6413, DATED 22/8/1890.

PROTOTYPE.

These vehicles were used for the transport, principally, of horse-drawn vehicles, being produced in the late 19th century, by many coachbuilders in Scotland, entry being by double end-doors, from a loading-ramp. Only 2 running numbers are known for this version of the vehicle, Nos: 121 and 122.

It is known that No: 121 at least was leased to James Henderson & Co; Coachbuilders, Glasgow. There would have been a wee plate probably lettered, white on black, affixed to the vehicle, but the position of this is not known. Information on these vehicles is, frankly, somewhat sparse, but it was felt that the vehicle was so attractive, by virtue of the nice carriage panelling on sides and ends, that it merited production anyway.

NOTE If you like this vehicle there is also a 1893 version, with higher roof, plank doors on the ends, and carriage panelling on the sides, with louvres. Enough information is available to produce this also - if you are interested, please let me know, as I am anxious to produce it - I want a couple for my own collection!

THE MODEL.

The following instructions were as usual written while doing a trial build, and also incorporate (polite) suggestions from a friendly customer who was supplied with a sample set of parts and instructions. (Thank you David).

The model is designed to be particularly easy to build, and the suggested procedure is as follows:- (read all the way through before beginning).

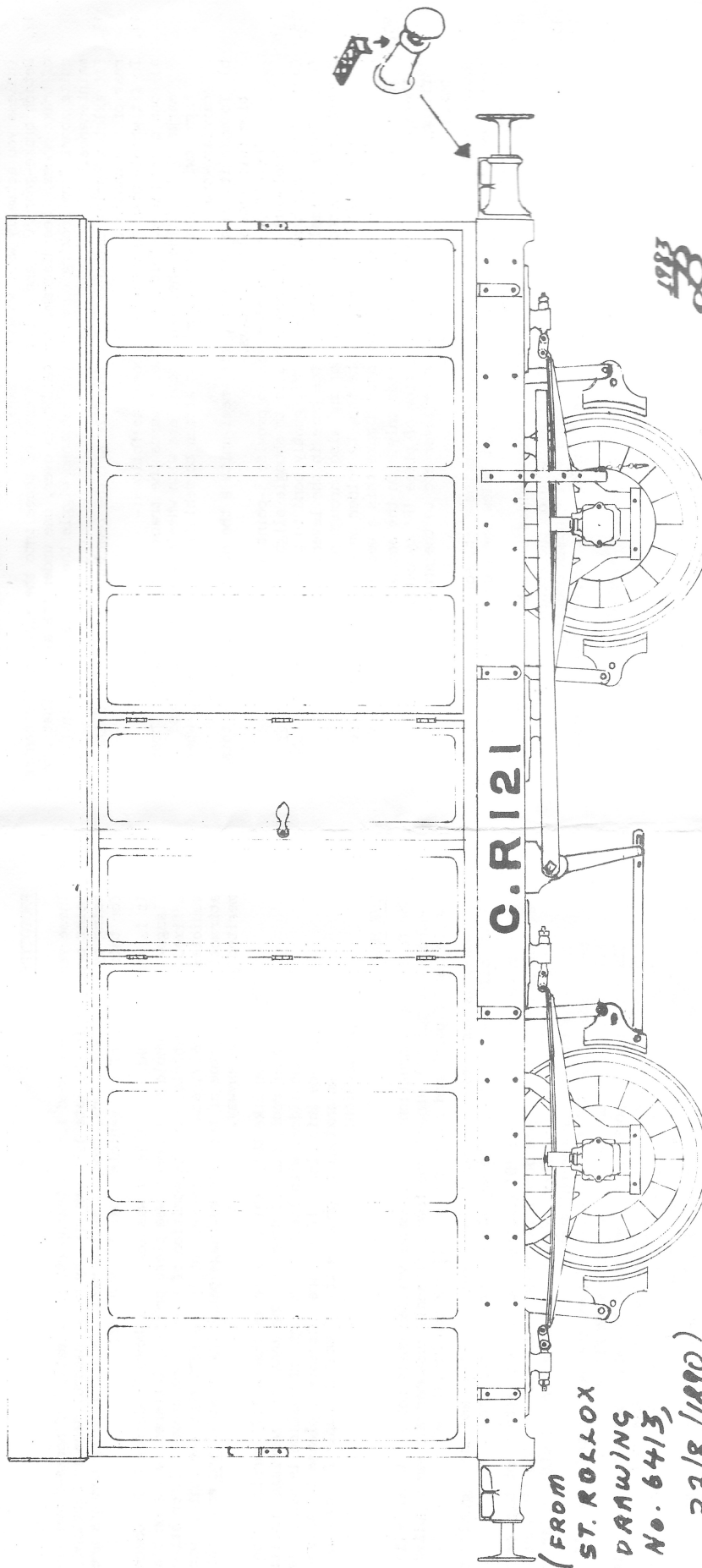
1. Remove one side 'A'/end 'B' (in one piece). Trim attachment tags carefully.
2. While still flat, score door shut-lines on the side and end (in line with the hinges) with a sharp scriber. Ensure you use a nice straight ruler, not one chewed by the dog, or the children!
3. Bend side/end at 90° to each other to form one half of the body. If necessary fill the slots on the bend from inside with filler.
4. Clamp the roof-support (along the top of the side) between blocks - leaving the end free - bend over to match exactly the angle of the roof.
5. Bend small tags on the exposed side of the end at 90° - so that they can be fastened inside the 2nd side of the body later.
6. Repeat above for other side/end & solder body together. You have now almost finished!
7. Bend 2 angle-pieces 'C'. Be very sure to bend, with fold line inside, and solder along inside bottom edge of the sides, so that the slots in 'C' are (a) visible, when looking into the body from above, and (b) on the inside edge of the horizontal face of the angle. Be sure you understand this - look at the diagram!
8. Remove two cross-pieces 'D'. Insert through top of the body, and solder across at 90° to the body sides, from one angle-piece to another. If you have fitted angle-pieces 'C' correctly, as in stage 7, you will find hatched markings on the angle-pieces, to let you position cross-pieces correctly.
9. Remove W-irons 'E', bend the sides down only, do not fold down the end (which take the wheel bearings), just yet. Now detach the brake shoes, bend down the shoes, as in diagram (ribbed face of shoes to exterior of vehicle), slide into the slots in the sides of the W-irons - see diagram again - DO NOT SOLDER BRAKE SHOES TO W-IRON BASE-PLATE JUST YET.
10. Detach solebar overlay 'F', gently impress "rivet" detail from the rear, where indicated on the rear of the vertical strapping & end-brackets, with a small punch or (not too sharp) scriber. Now slide overlay up into the slots in 'C',

Decent Models

KIT No. 70

CALEDONIAN RLY

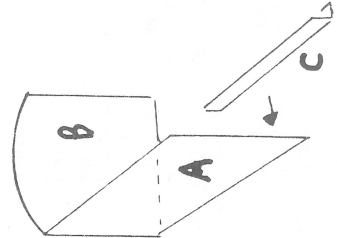
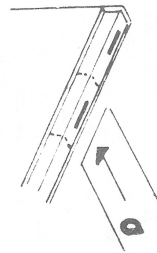
COVERED CARRIAGE TRUCK



(FROM
ST. ROLLOX
DRAWING
No. 6413,
22/8/1890)

0 1 2 3 4 5 6 7 8 9 10 FEET

SLIDE BRAKE SHOES
INTO SLOTS, BEFORE
BENDING ENDS DOWN



ONE TAIL
OVER, ONE
UNDER
AXLE

