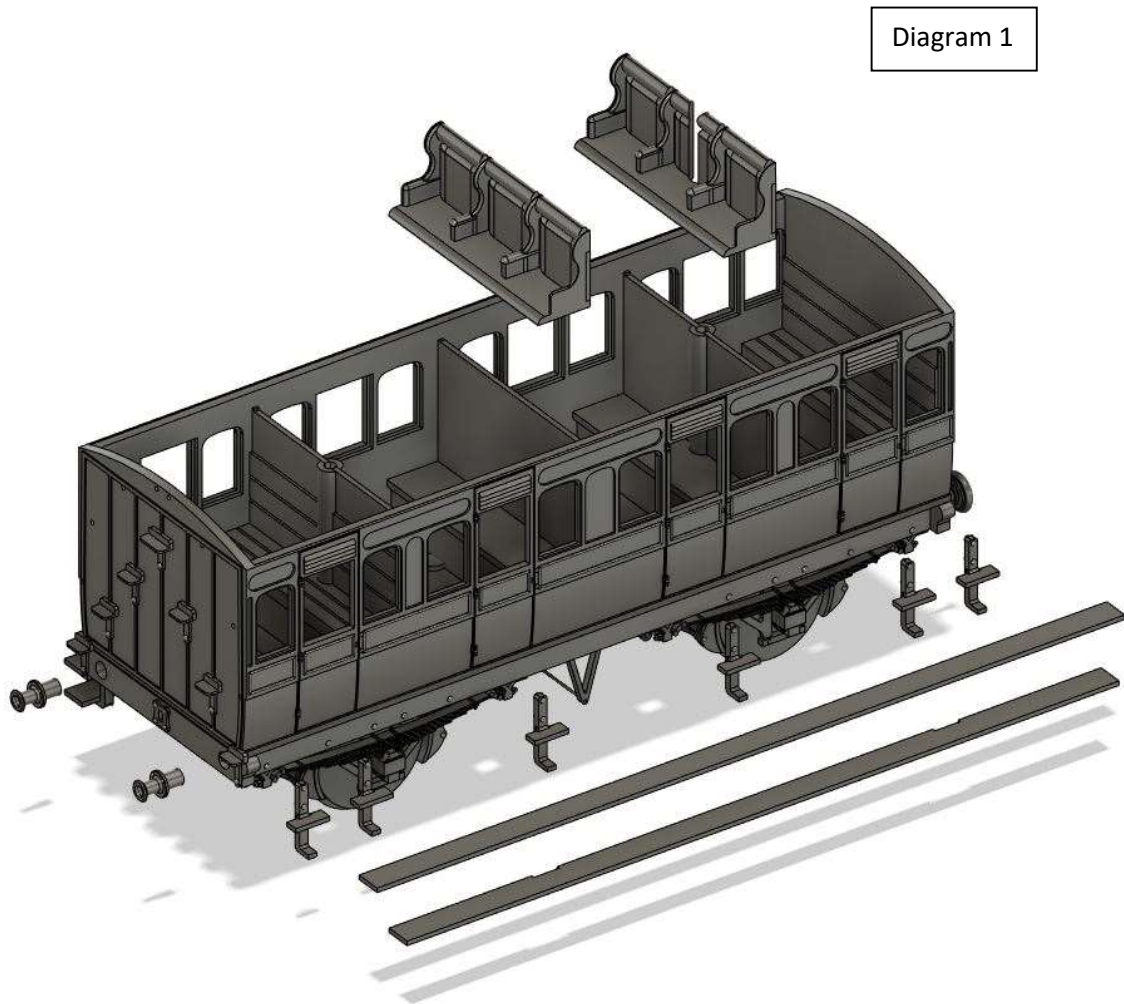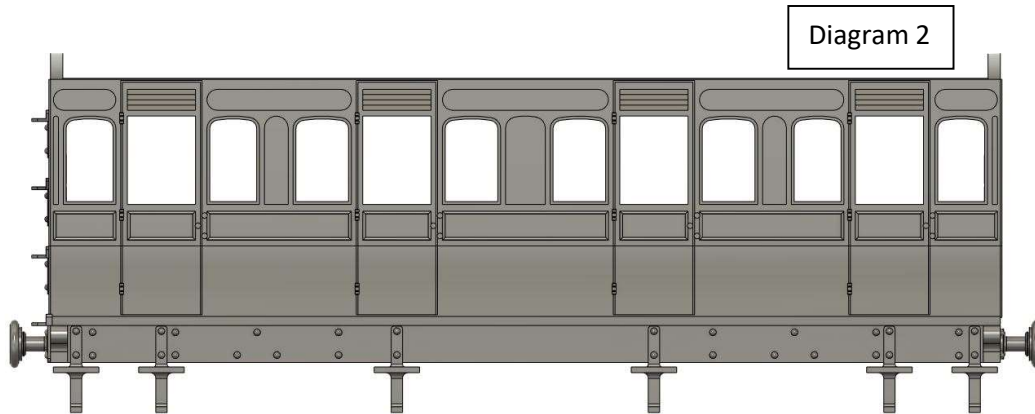LSWR Four Wheeled Coaches

The first thing you will want to do it prep all of the parts. This is essentially sanding down any support pips that you may find. The main places these will be found will be on the bottom of the frame and the top of the windows.

Once the coach has been prepped to be glued it goes together as shown in 'Diagram 1' below. While the specific coach in the diagram is a composite, the principal is still the same over all of the coaches.
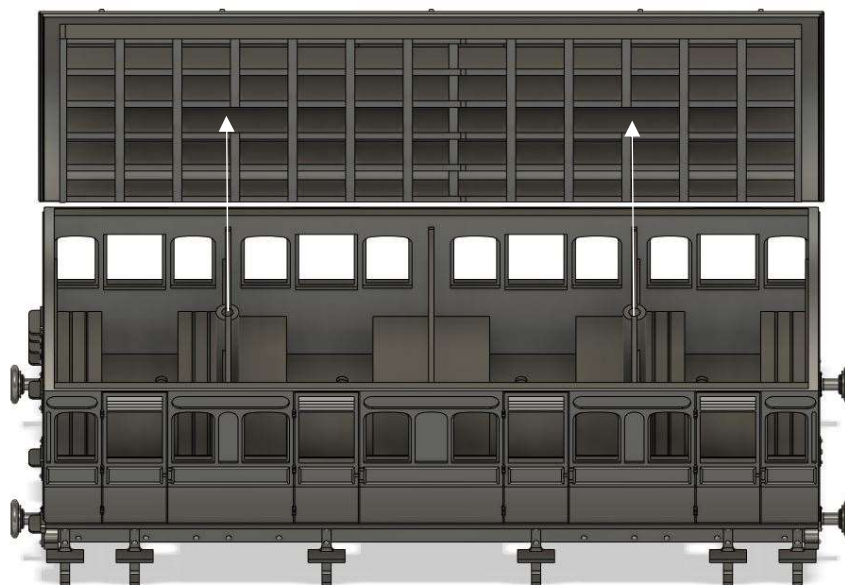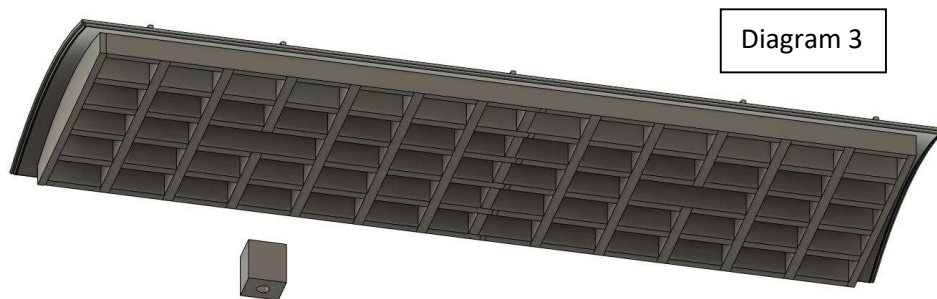
For the body, you will glue the buffer bases into holes situated in the ends of the frames. In the cases of the First Class and the Composite coaches, they will have some cushioned seats. These glue in with the ones with cut outs sitting around the mounting bolt holt, whereas the full ones will go where there is no bolt.

Diagram 1

In 'Diagram 2' you can see how the footboard hangars will sit on the composite. For all other coaches this will be shown with holes in the frame.

Diagram 2

Next will be the roof mount. This is a small block which has a hole made for a captive nut. You will need to place a nut in the top of this block and then glue that block into the bottom of the roof, as seen in 'Diagram 3' and 'Diagram 4' To line this up, you may want to insert the large bolt through the body with the block on the end and then place the roof over the top with glue.

Diagram 3

Diagram 4

After the hangars you can then start to test fit the wheel and axle boxes. To do this you simply place the axles over the bolt holes and nip them up. You can then fit the wheels in and tighten them fully.
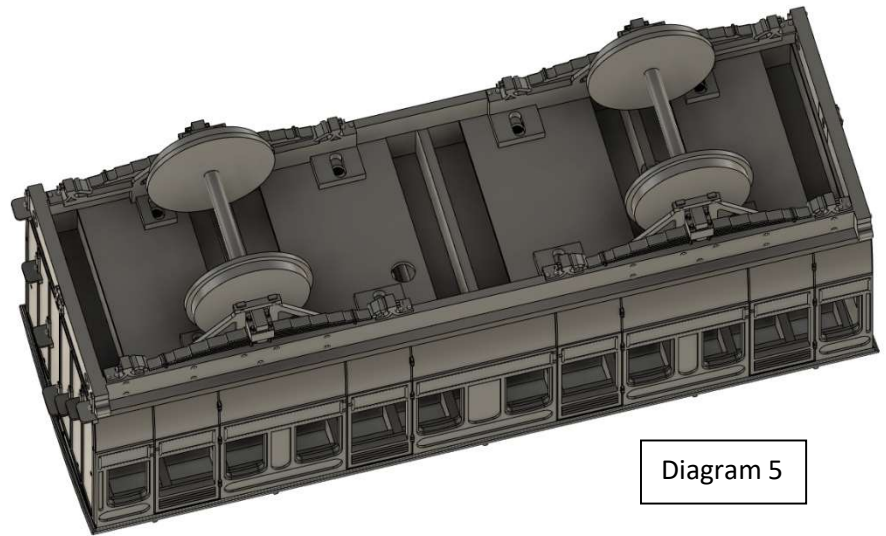
Diagram 5

Once the wheels are in place you can then start adding the various brake parts. The first things you should glue are the main brake blocks themselves. Simply line them up with the wheels and glue them down.
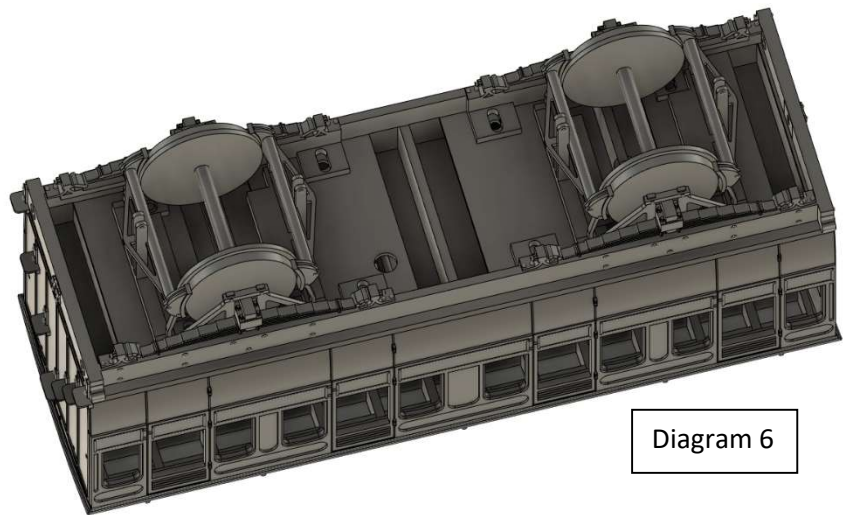
Diagram 6

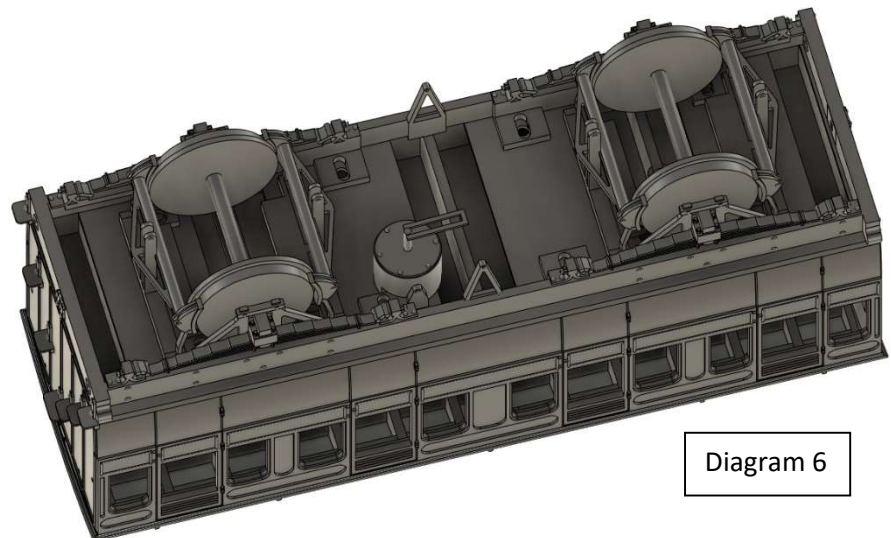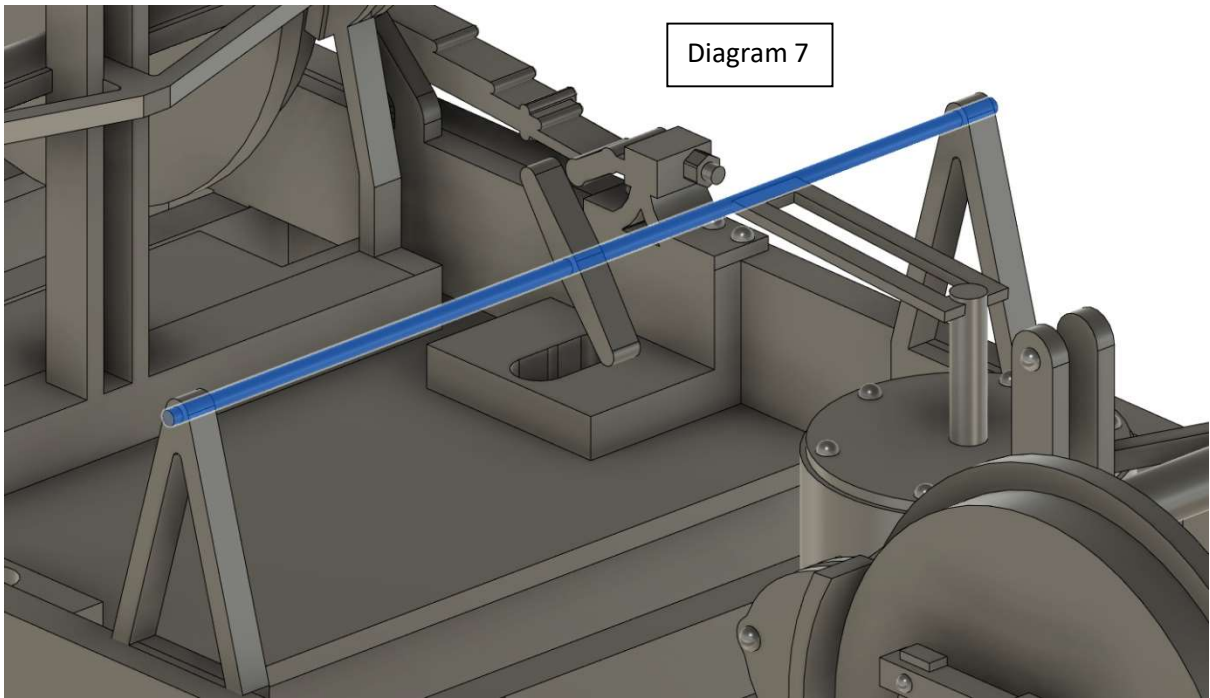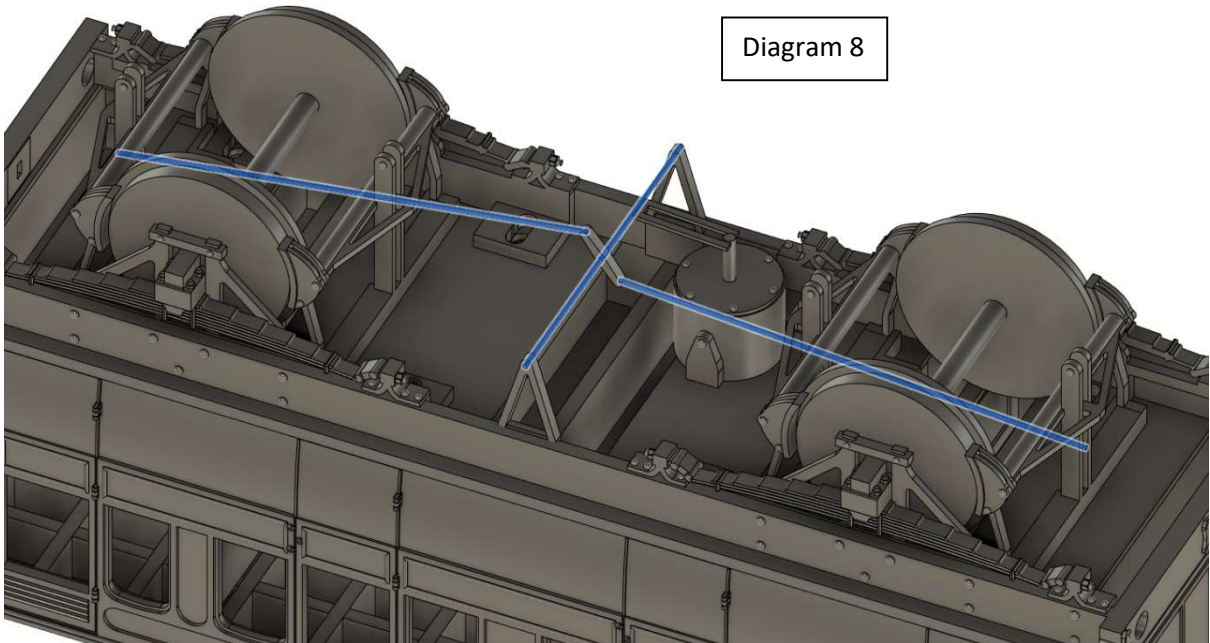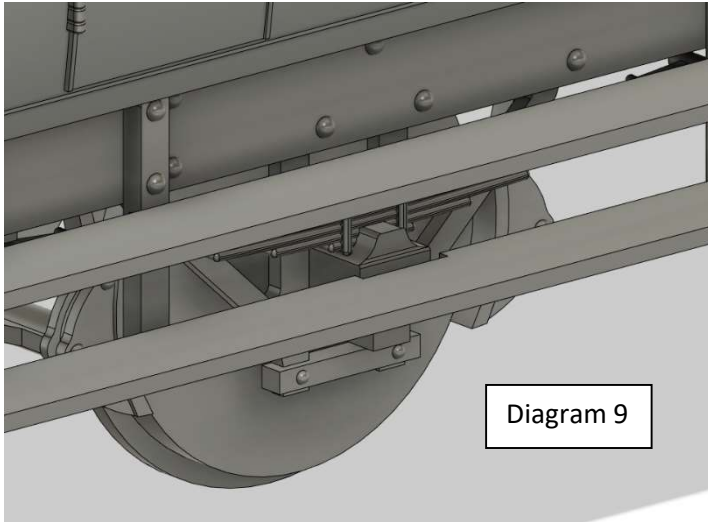You can then glue in the hangars and cylinder.

Diagram 6

When all of this has been placed in, you can then feed a length of brass rod through one hangar, then through the brake hinge, and then through the second hangar. Being careful to not glue in the hinge yet as you will need this to be adjustable when adding the last to pieces of brake rod.

Diagram 7

After this is in place, you can then use two more lengths of brass rod in the arrangement shown in 'Diagram 8'.

Diagram 8

You can then glue on the footboards, there will be two types included. One pair will be plain, and the other will have a small cut out to fit around the axle boxes. The plain one goes on the upper part of the hangar, and the cut out one on the lower part. Make sure when gluing these on that they line up with the ends of the body and the axle boxes.

Diagram 9

Included in this kit is a fret of ten door handles, all you need to do for this is simply snip them off of the fret and glue them into the single holes in the doors.
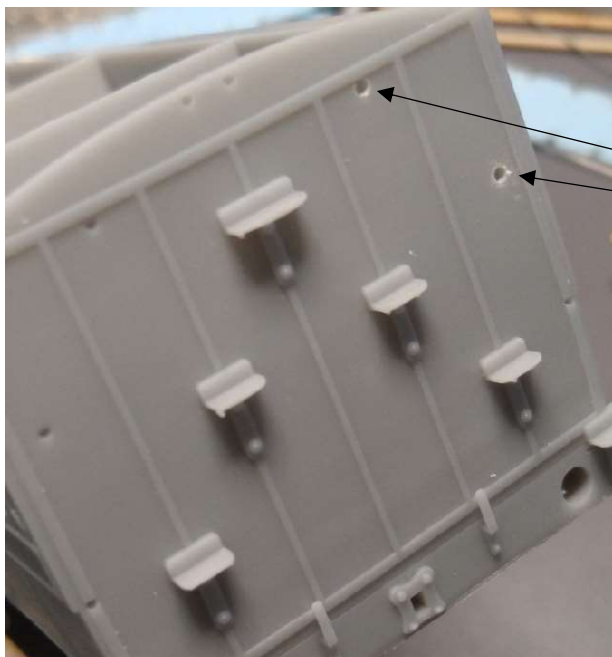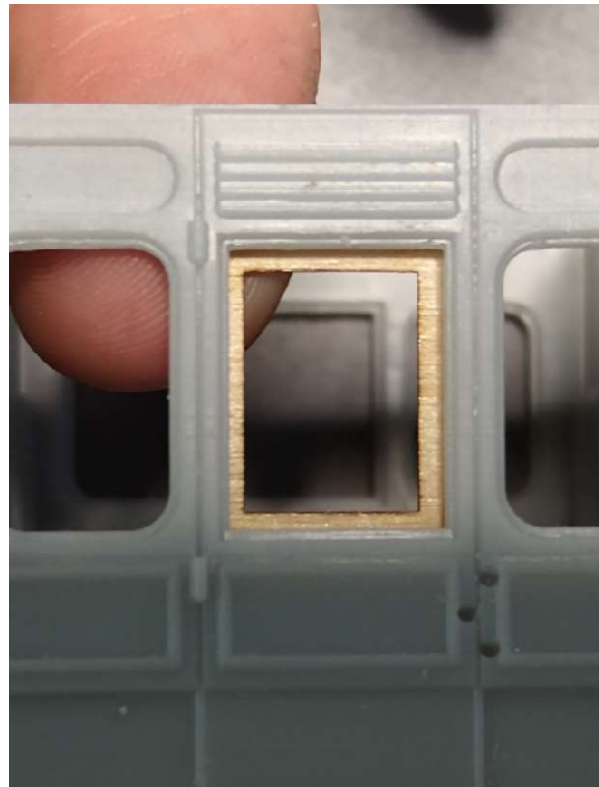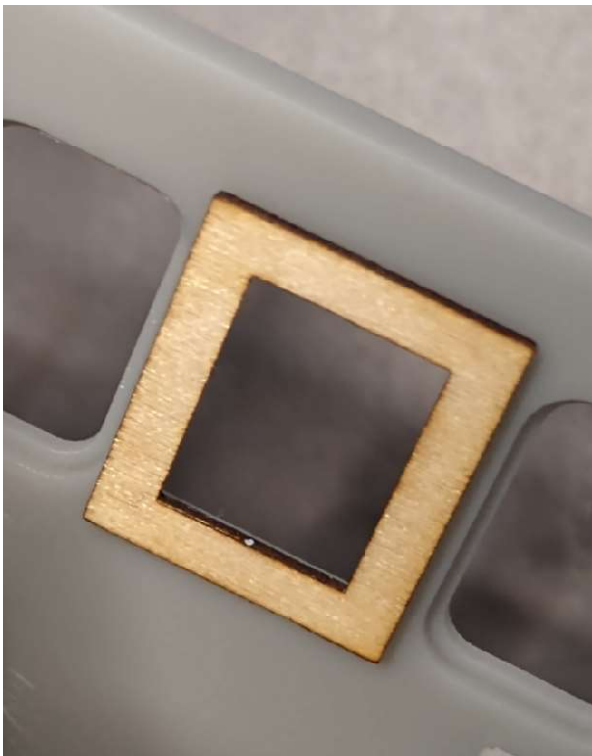
Diagram 10

Diagram 11

Also included is some brass rod and knobs. The brass rod is used to create the brass handrails. These handrails are situated on the doors, on the roof, and large rounded ones are found on the stepped end of the non-brake coaches.

I recommend doing this step once it's all painted, otherwise you'll struggle to keep paint off of the windows.

Included for each coach will be two sets of windows. To separate them simply place a rule on the etched line and score along the etched line, then just snap it off. You may need to then clean up the edges slightly to fit it into the recessed hole.

Once the windows are in, there are then some frames that go on the doors. When gluing them on, make sure that they are centred.

Finally, while below is an example from our shunters wagon, the theory is still the same.

In order to mount the buffers you will need to face the hole upwards in order to feed the wire in. This will then allow you to turn that buffer to the side in order to thread it through the other one. If it's tight and won't fit, you may need to snip a bit off of the end, or add a kink into it. This is my preferred method.