

# **Brassmasters**

## **Detailing kit for the Bachmann MR/LMS 'Jinty' 0-6-0T**

### **Instructions**

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# Brassmasters Bachmann 'Jinty' Detailing Kit

Although the Bachmann LMS 'Jinty' is generally very well executed, it falls short in a few key areas. This detailing kit includes etched and white metal parts to allow improvements to be easily carried out; we have not replaced the wheels or attempted conversion to 'EM' or 18.83 scale.

## Reference material

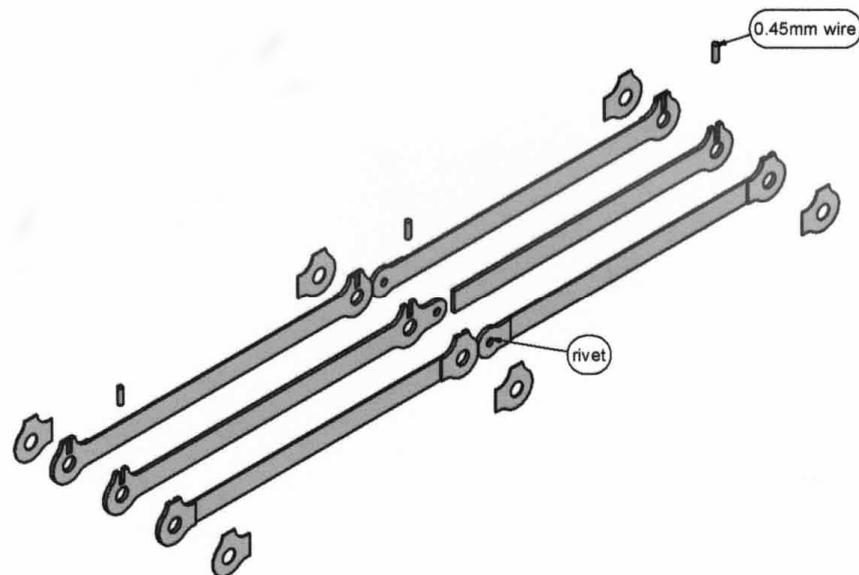
Reference has been made to

- Model Railways Illustrated Vol.2 No. 2 October 1994 'Jinty' profile.
- Derby Works drawing dated 1946
- Assorted commercial photographs
- Brassmasters collection of photographs

## Instructions

### Coupling rods

The coupling rods and wheel balance weights have been supplied for those modellers who wish to change wheels and or scale. The etched balance weights are for fitting to the front and rear of the wheel if desired, infilling between the spokes with a little Milliput. The coupling rods are assembled as the diagram below; if space is tight the bosses can be omitted. (the coupling rods shown are for a plain version, fluted rods are supplied on the etch).



### Chassis

The chassis is retained by two screws, one at the front and the other at the rear. The footplate and upper body is joined together with four screws and a further two screws hold the cast metal imitation coal in place. Despite repeated attempts at trying to remove the coal plate we were unsuccessful, we were not willing to use excessive force to remove the plate. It may be that the model you have purchased this coal plate will be easier to remove, ours seemed stuck in with plenty of glue. **Unless you wish to do so there is no need to split the footplate and upper body to complete the work.**

The chassis is in two parts; the keeper plate is retained by two screws and all modifications to the wheels and scale **should** be completed before any detailing work is commenced on the chassis as fixing the chassis/guard iron parts may permanently fix the chassis and keeper plate together.

At the front of the chassis remove the curved portion of the chassis and cut back to the brake hanger support. Press out the rivets on the chassis/guard irons extensions, fold guard irons front and rear to shape check fit against the chassis and fix in place.

### **Brake pull rods**

Carefully remove the over scale pull rods leaving the boss at the brake hanger intact. Drill out the boss 0.45mm to accept the cross wires; we used a small pin chuck for this operation drilling out to 0.33mm first. Fit wire through the bottom of the brake hanger and fix in place with the etched pull rods.

At the rear of the chassis between the brake actuating levers remove the uneven plastic moulding to create a flat surface for the brake pull support bracket. Fold up the bracket and check that it fits snugly between the actuating arms. Cut a length of 0.45mm wire exactly the same length as the brake pull support bracket, assemble the brake pull lever from the two parts supplied leaving a forked joint at one end, insert the brake lever shaft into the forked end joint and temporarily fix in place with a small piece of 0.45mm wire. Assemble the brake support bracket securing the brake pull lever and shaft in place. Check the fit of parts against the chassis placing the shaft in the existing hole (this hole needs to be elongated slightly towards the rear) in the chassis and securing the other end of the brake pull lever against the chassis with epoxy glue. We placed a small nut between the brake pull lever and the chassis to level out the brake pull lever.

### **Front upper chassis extensions**

Clean off paint from the front of the upper chassis and press out the rivets. Check the fit and fix the extensions in place.

### **Steps**

We have included both types of steps that can be found on the 'Jinty'. Press out the rivets on the steps of your choice, note the cab step back plates have rivets and are handed, the closest rivet to the edge goes to the rear. Fix in place the steps before assembling to the chassis, The fold down fixing tab can be folded either way folding against the half etch line puts the step back plate flush up against the footplate valance and gives the most room between the backplate and the wheels/coupling rods. (the steps slightly overhang the footplate). Folding with the half etch line puts the backplate nearer to the wheels/coupling rods and needs to be trimmed to suite the gauge being modeled and to clear the coupling rods. Note injectors have to be fitted to the rear of the steps (if required) and it may be more practical to fit these before fixing the steps to the chassis. The plastic steps and back plate on the model can easily be removed by gripping the steps with a pair of pliers and twisting free.

### **Fittings**

Injectors these have been supplied and fit behind the cab step backplate at the rear of the plate just above the top step. The casing pipes have been deliberately left long, trim to size and check the fit and when satisfied fix in place. The injector with three pipes is fitted to rear of the left hand back plate and the one with four pipes is fitted to the right.

## **Chimney**

Remove the existing chimney from the model and clean up the smokebox top and fit either the Stanier or Fowler chimney.

We have included a selection of white metal vacuum pipes and steam heat pipes please refer to photographs of the locomotive you are modelling; also included is a step/vacuum pipe protector for the rear of the bunker.

## **Coal rails**

The oversize plastic coal rails can be removed by pulling them out of the locating slots in the cast metal imitation coal; at some of the locating slots we found that the plastic remained in the slot and had to be removed with a sharp instrument. We never did manage to remove the cast coal and, not wanting to destroy the rear bunker, we just left it in place.

We have supplied both types of coal rails; the standard two rail with coal plate and the six rails type fitted to some locomotives. By their very nature the coal rails are fragile until assembled.

Press out the rivets on the preferred choice. Note when looking at the coal rails, there are half etched support irons (**these are not half etch tabs for holding the part in the etch**) and on one side, the half etch is longer this is the side that must be bent down against itself to fit with the shorter side which is the correct size at the rear for fitting into the coal bunker. Secure the upright supports together and clean up the top rails, if fitting the coal plate check for fit and using the support brackets for the coal plate fix in place. Fold the coal rails, to obtain the correct the fitting of the side stanchions it will be necessary to elongate the slots in the cast coal in the bunker sides and trim the stanchions or as an alternative just trim the stanchions so they rest on the cast coal. Check fit and fix in place.

## **Buffer steps**

Remove from the fret and fix in place the buffer steps

## **Tank top filler handle**

If required, we have included a new tank top filler handle which is very fragile. Remove the existing over-scale handle, drill out 0.33mm and replace with the etched part.

## **Destination boards**

A few 'Jinties' were fitted with destination boards and we have included these for those who wish to fit them. Press out the rivets on the destination board brackets. On the rear bracket fold against the half etch line and turn up the ends to create the bracket it will noted this has created a slot which the board fits into. The brackets are handed and the board can be fitted between the brackets for the position on the rear bunkers please refer to photographs. The front brackets are made up in similar way to the rear bunker brackets again they are handed and a slot is created by bending against the half etch line and turning up the foot.

We hope you have enjoyed completing this conversion. Our website at <http://www.brassmasters.co.uk> has full size colour versions of the pictures included in these instructions. It also has details of our other products and the detailing kits for the Bachmann Crab, the Hornby Black 5 and 8F, and the Lima/Hornby Western diesel.

## Parts list

<b>Etched Nickel Silver</b>		
1	coal rails (6)	22 selection of wheel balance weights
2	coal rails (2)	23 buffer steps
3	coal plate	24 water filler tank cap handle
4	rear chassis extension left	25 rear bunker step/vacuum pipe protector
5	rear chassis extension right	
6	brake pull support bracket	<b>EXTRAS</b>
7	brake pull lever	26 destination board bracket front
8	brake lever shaft	27 destination board bracket rear
9	front chassis extension left	28 destination boards
10	front chassis extension right	
11	front upper chassis overlay right	<b>White Metal Castings</b>
12	front upper chassis overlay left	Chimney -Fowler
13	brake pull rods left and right	Chimney -Stanier
14	step back plate rear left and right	Injector Right side
15	step back plate front left and right	Injector Left side
16	upper steps for all step back plates (plain)	Vacuum pipe Front
17	upper steps for all step back plates (curved edges)	Vacuum pipe Rear
18	lower steps for all step back plates (plain)	Steam heat Front
19	lower steps for all step back plates (curved edges)	Steam heat Rear
20a	front coupling rod centre	
20b	front coupling rod outer	
20c	front coupling rod outer	
21a	rear coupling rod centre	
20b	rear coupling rod outer	
21c	rear coupling rod outer	
		<b>Not included - 0.45mm wire</b>