

GWR 2251 0-6-0 Coupling rods

First drill out all the crankpin holes to a convenient size which is well undersize for the crankpins and the fork joint holes 1mm so that the 1mm nickel silver wire is a tight fit. Remove all burrs caused by the drilling. Now drill the drill used for the crankpin holes into a small block of wood and leave the drill in the wood with its shank projecting. This projecting shank is used as a mandrill to accurately align the laminations of each rod.

Tin well the front face of the inner laminates and the rear face of the outer laminates and place them over the mandrill. Using plenty of solder and flux solder the two laminates together. You will now have rods with the crankpin and fork joint holes aligned.

The rods have been deliberately etched too large so that the thin etched edges can be carefully filed to eliminate the 'laminated' effect, and make the rods appear to be made from one piece of metal.

The crankpin holes now need carefully opening out until they just fit, with no free play, the ends of the hornblock alignment jigs (available from London Road Models or Markits).

The fork joints are now pinned using 1mm nickel silver wire. Retain the pins, which should be a tight fit, by lightly soldering on the inner face of the rods. The correctly assembled rods should now have a completely flush inner face.

ETCHED COMPONENTS - 0.020" nickel silver	
107	Coupling rod - front - inner lamination - (2)
108	Coupling rod - front - outer lamination - (2)
109	Coupling rod - rear - inner lamination - (2)
110	Coupling rod - rear - outer lamination - (2)

