Caledonian Railway 782 Class 0-6-0T loco kit

CR 782 loco packing list

Instructions
Nickel Silver rods etching
Chassis etching
Set of body etchings
Front section of rolled brass boiler
Set of white metal castings

Lost wax castings as follows:

1 off No 11
1 off No 12
1 off No 13
1 off No 14
1 off No 15
1 off No 28
4 off CR sprung buffers

4 off Brass links (couplings)
3 off Frame spacers
6 off Brass bearings
6 off Countersunk 8BA screws ¼
2 off 8BA bolts (cheesehead) ½”
2 off 8BA brass nuts
1 off Length of 0.7mm brass wire

Parts required to complete:

3 off Slaters 7854LB or other 4’6” 14 spoke wheels

Motor and gears – recommended Mashima 1833 + 40:1 gearbox from Roxey Mouldings or JH motor/gearbox from MSC.

Caledonian Railway 782 Class 0-6-0T loco kit

Chassis assembly

1. Trim out the chassis sideframes (1) and file the sharp etched edge from all sides.
2. Impress the rivets which hold the guard irons from the rear and ease out the axle holes to suit our bushes with a round file. You should only need to remove the etched edge.
3. If you are building a rigid chassis you can solder in the bearings (2), and then bolt the two frames together using the spacers (3) and the 8BA countersunk screws.
4. You will need 4'6" diameter 14 spoke wheels (see above). Cast iron wheels are available from Walsall Model Industries or nylon centred wheels from Slaters (Plastikard Ltd.).
5. The coupling rods need to be soldered together – the half-etched ones go outside to represent the "waisting" on the real thing.
6. Pickups are left to your choice. Fit according to manufacturer's instructions.
7. Using the drawing as reference, solder the ashpan sides in position. The rounded section is at the rear and the top line of half etching will show you exactly where to fix it as it follows the curve of the frames.
8. The cast brake crossbeam (6), brake cylinder and air reservoir (8) can now be fixed at the rear of the frames (see diagram 2).
9. Brakes (9) and the shoe overlays (10) should be soldered together in handed pairs and fixes to wire soldered through the frames. I leave the wire over length, fit the wheels and then align the brakes and solder the bottom. The wheels can then be removed to paint the chassis. I fix the pull-rods (11) after painting and running trials are complete.
10. Rear sandboxes (12) fix to the frames and should be drilled to take a piece of wire to represent the sandpipe. Look at the drawing and photos to position exactly.
11. Use wire and a slit pin to represent the front sandpipes and I find it easier to attach these to the frames rather than the body. The front sandbox is, of course, on top of the front splasher.

Caledonian Railway 782 Class 0-6-0T loco kit

Body assembly

1. Cut out the footplate (1), bufferbeams (2) and valances (3). Remove the parts from inside the footplate and set aside. Use a craft knife and cut on to the smooth side of a piece of scrap hardboard to avoid distorting the parts.

2. Half-etched lines on the footplate show locations for the tank and cab parts so turn the footplate over and on a flat surface solder the front bufferbeam to the footplate. It is set 1/2mm back from the front edge of the footplate and 1/2mm in from each edge. Note that the holes for the buffers are not central to the bufferbeam and should be fitted with the holes nearer the lower edge.

3. The valances (3) are fitted next. They should be soldered, starting at the front bufferbeam and should be fitted 3/4mm in from the footplate edge.

4. Next take the smokebox front and splashers (4). Carefully file the edges to remove the sharp etched edge. This is particularly important where a 90° fold is needed as on the sandbox tops. Fold the splashers to 90° and fold the sandbox tops over 90°. Note that all fold lines are on the inside of folds unless otherwise stated. Fit the smokebox front into the slot in the footplate and solder from the inside to avoid unnecessary cleaning up.

5. Next solder 2 8BA nuts over holes in the footplate. I use the chassis to check alignment and bolt through the chassis spacers and the footplate using oiled 8BA bolts and then solder the nuts in position. You may find you need to file the point off the splasher in order to clear the tank front. This is to do with the overscale flanges on fine scale wheels.

6. I now impress the rivets on the tank tops (6 & 7) and after soldering the tank front (5) on to the footplate I solder the tanks into the slots on the footplate and tack them to the tank front. Then solder the rear tank sheets (8) into place and use parts 5 & 8 to form the tank tops. After bending they can be soldered to parts 5 & 8.

7. Splasher tops (9) next. Carefully bend and solder into place. Make them so that they fit inside the splasher rather than on top.

8. Part 10 – the boiler top can be soldered in. It fits up from underneath. I find it is a good idea to chamfer the edges of the tank tops so that the boiler top fits closely.

9. The front section of the boiler comes next. Assemble the smokebox rings on to the boiler front and note that the first ring is slightly longer than the second. Alternative second (outer) rings are provided – one is riveted, one is plain, depending on your choice of loco. I solder a piece of scrap brass inside the boiler along the seam to strengthen the joint. I also fill the boiler front with scrap whitemetal or whatever to add weight to the loco. Then it is trimmed and soldered in position.

10. A dry run for the cab is recommended. The front, rear and bunker rear are designed to fit between the sides and parts should then drop into the half-etched lines on the footplate. Carefully bend the cab back so that the folds form a little shelf inside the cab. You may find it easier to fit the coal bars over the rear windows before assembly. The cab front (9) is first, followed by one of the sides (10), then the rear (11) and bunker rear (12). Then the other side (10) and spectacle plate rims (13).

Caledonian Railway 782 Class 0-6-0T loco kit

11. Inside splashers (14) can now be fitted and you can then address the cab floor (15). Place this on to a metal packing block (extra weight again) which holds it up to the correct level, flush with the floor level etched in the cab sides. It can then be fixed by soldering or gluing.

12. Apart from the cab roof, which I leave till last, this completes all the major brasswork. It does not really matter in which order you proceed now. I have not mentioned steps yet because they are prone to bending if attached too early. I often solder a piece of 0.9mm brass wire to the footplate and down the back of the steps to strengthen them.

13. I thin perhaps that boiler bands should go on next. They are half-etched strips on the fret near the steps and cab side.

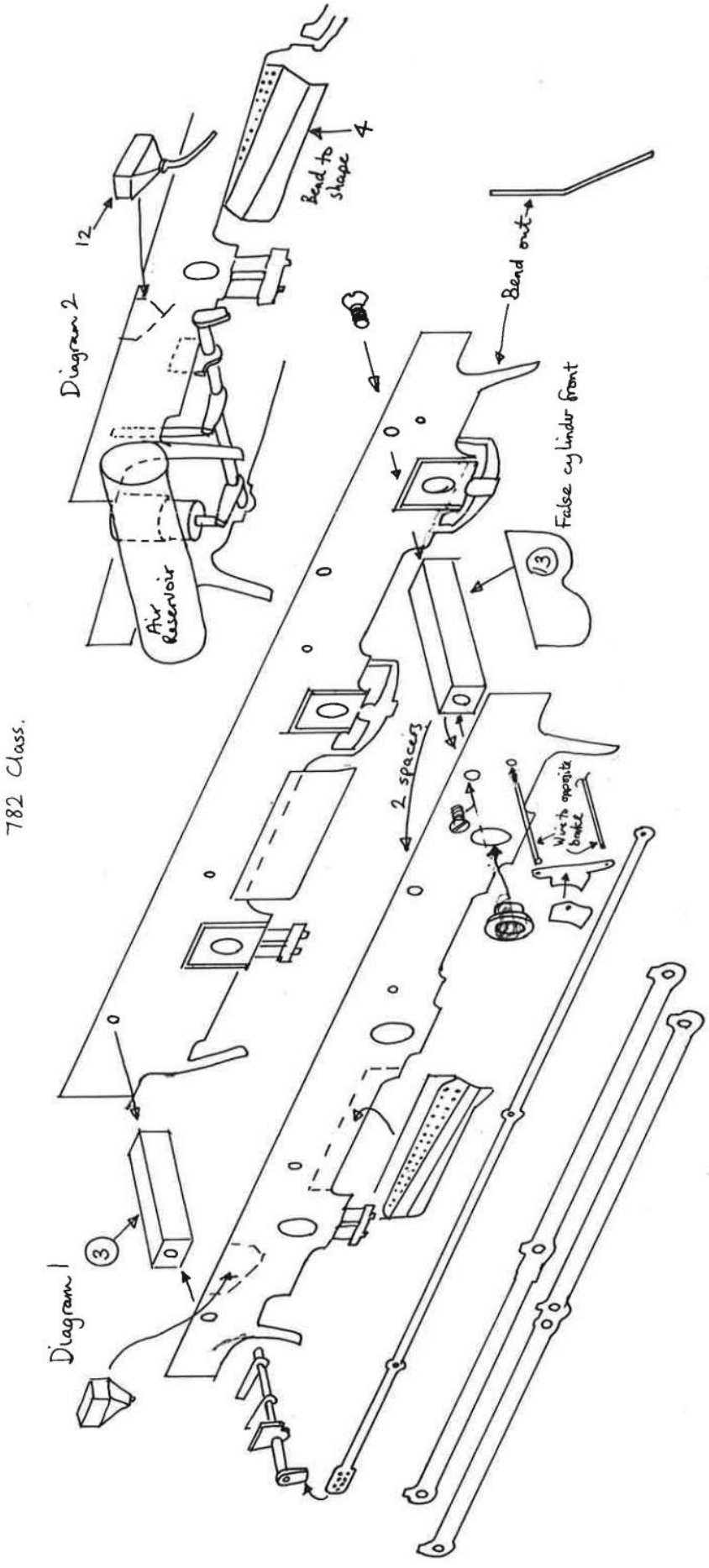
14. Beadings for the cab have half etched grooves in them (see diagram 4).

15. The side and end views show details such as handrails, steps, lampirons and cast details such as chimney, dome, smokebox door, handwheels, whistle and tank fillers, etc.

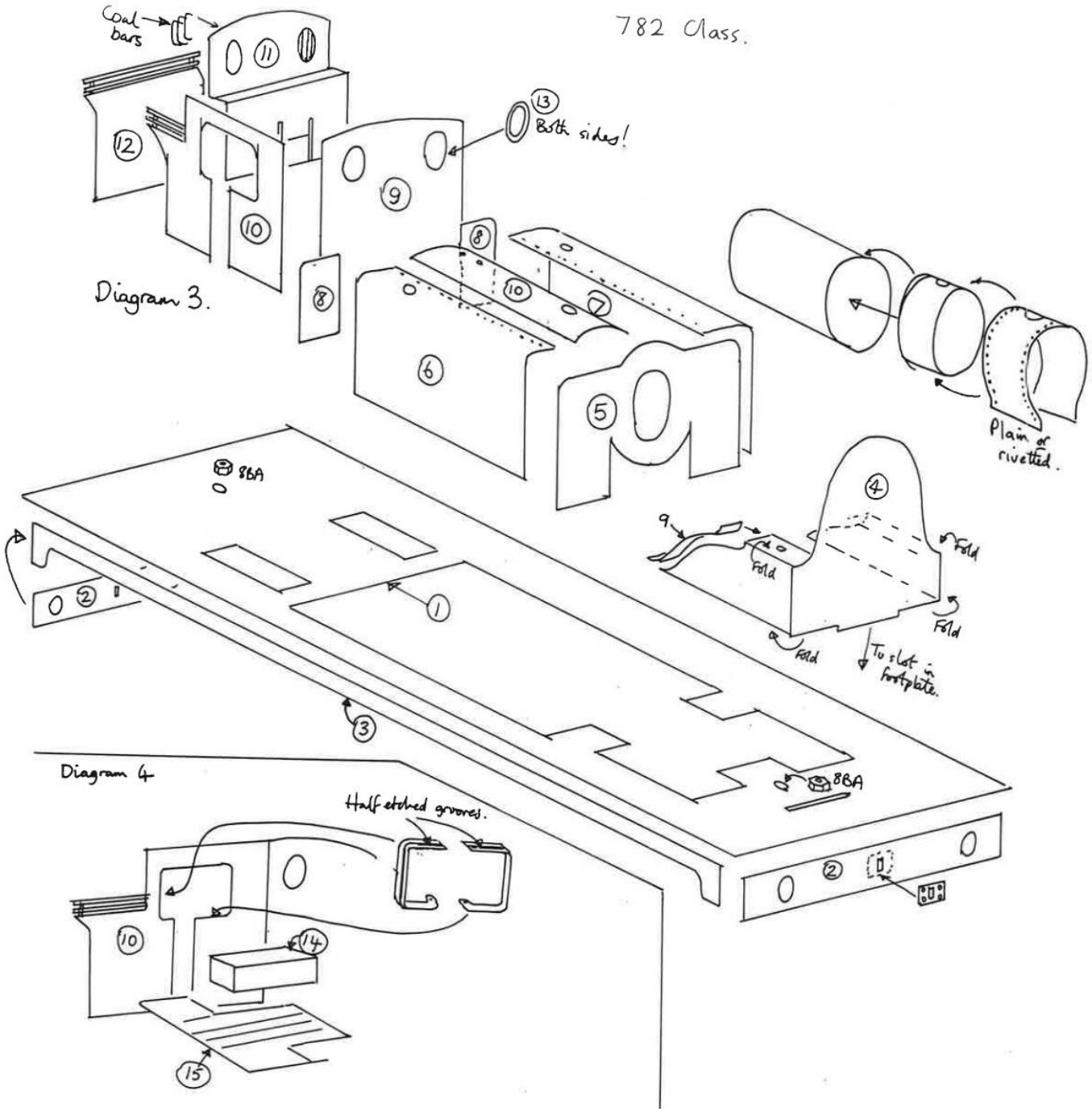
We hope you enjoyed building this loco kit – incidentally it carried black livery all its life. We would like to thank members of the Caledonian Railway Association for their help in production of this kit, particularly Albert Greig who lent us his own treasured 782 to ensure detail accuracy.

Any queries about Society membership will be passed on if you write to us and if you do you can tell us which other locos you would like us to produce.

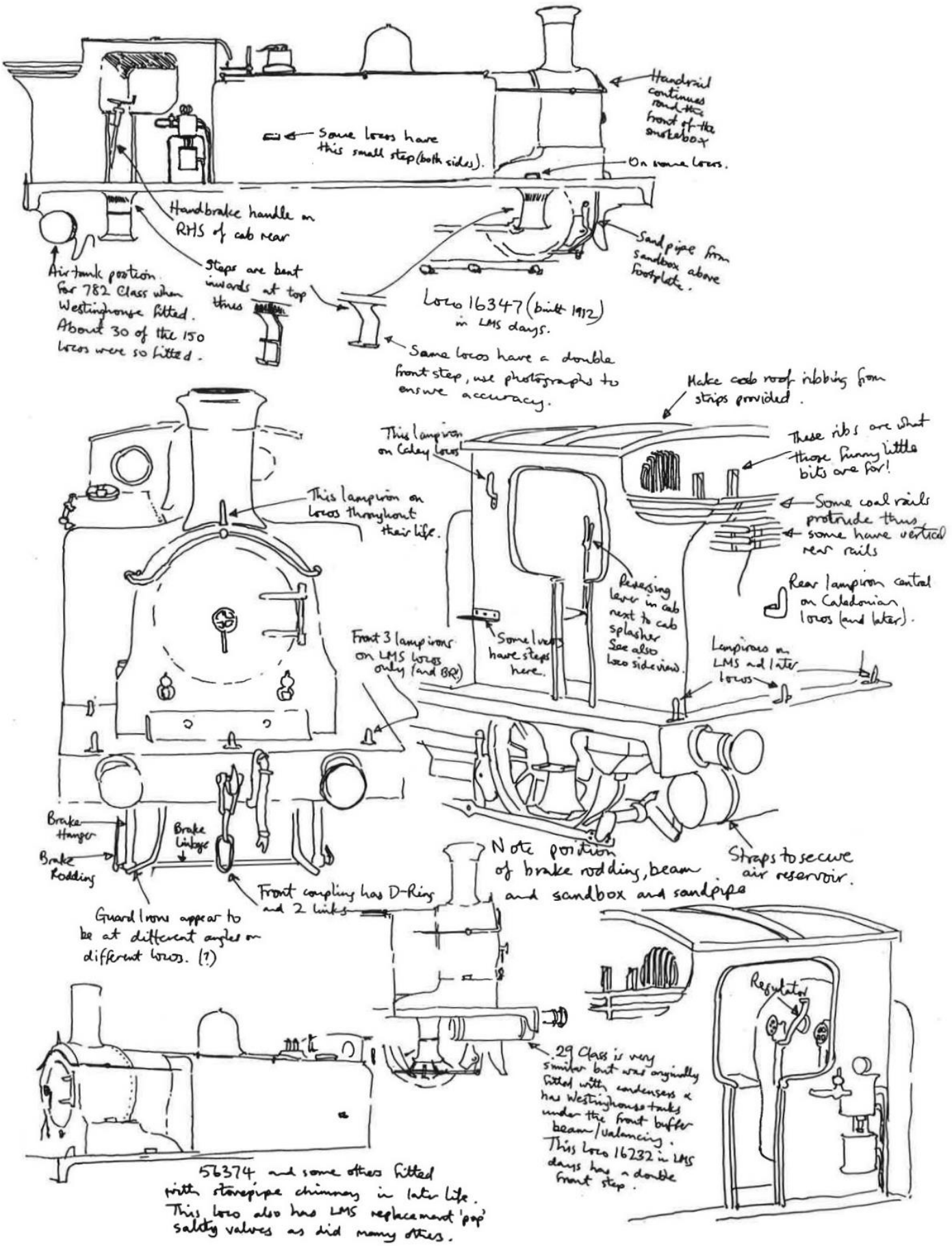
Caledonian Railway 782 Class 0-6-0T loco kit



Caledonian Railway 782 Class 0-6-0T loco kit

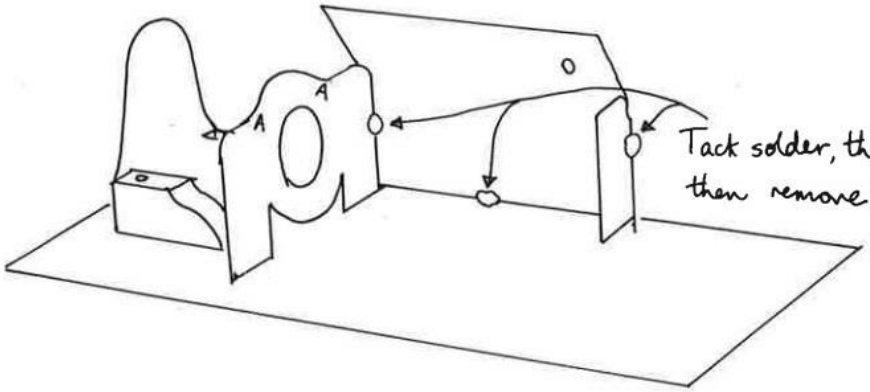


Caledonian Railway 782 Class 0-6-0T loco kit

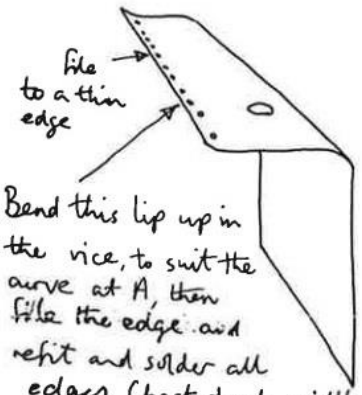


Caledonian Railway 782 Class 0-6-0T loco kit

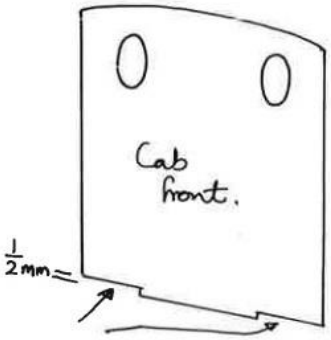
782 Further tips.



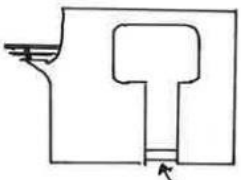
Tack solder, then bend the curve on the tanks then remove.



Bend this lip up in the vice, to suit the curve at A, then file the edge and refit and solder all edges. Check tank width at front and rear as you go.



File away so centre fits into the half-etched slot in the footplate.



File away here so that the side drops into the ½ etched slot in the footplate.