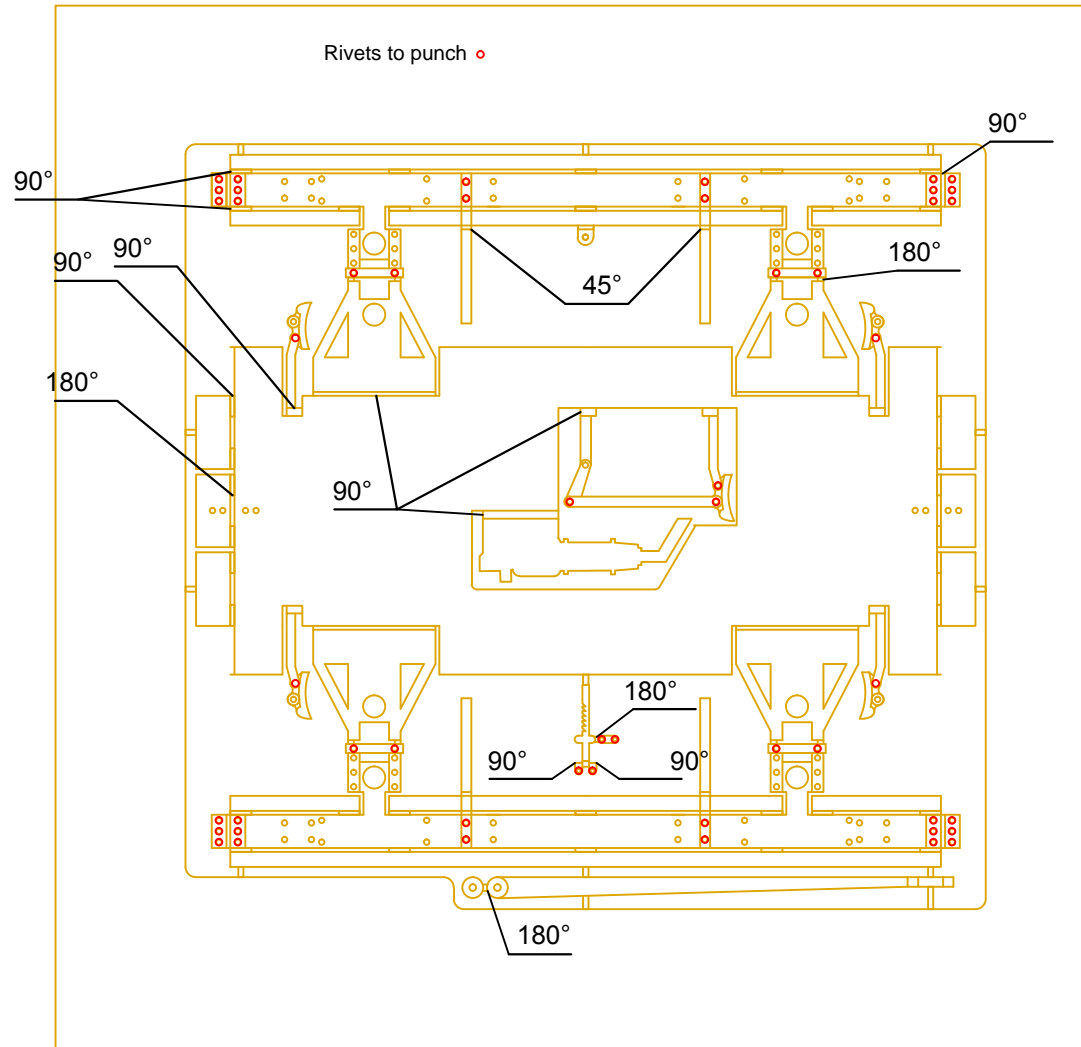


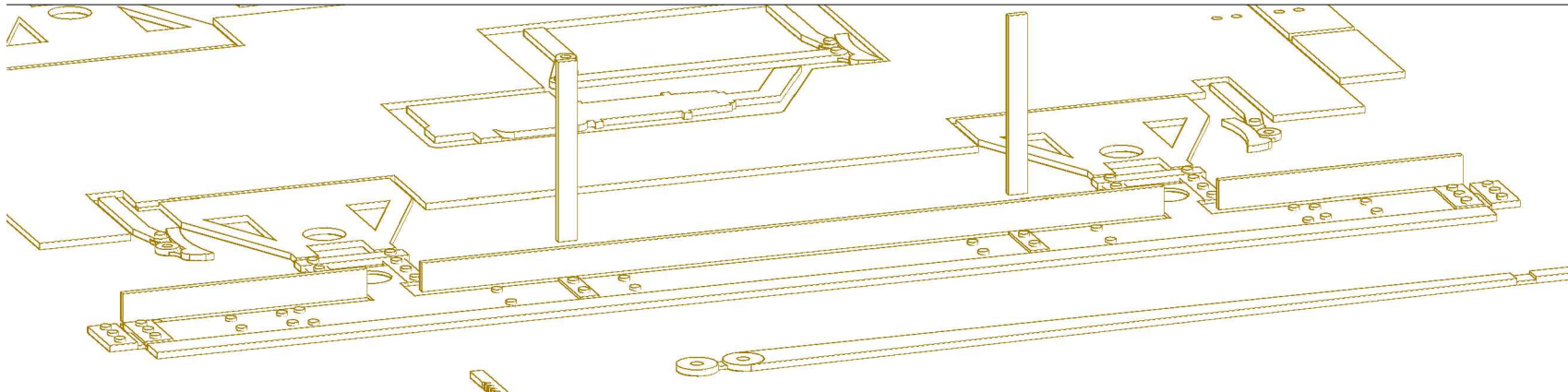
NZR 8ft6 under frame

The etch is made up of three parts, the under frame, the brake lever and ratch.

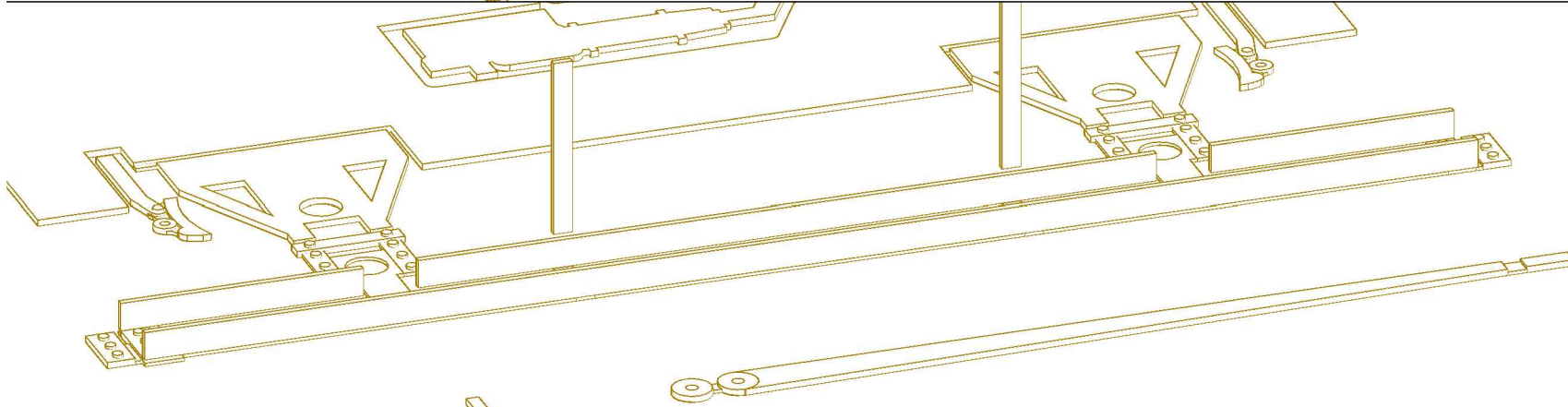


The fold types are indicated above and follow the basic rules, 90° folds are toward the etch line, 180° folds are away from the etched line

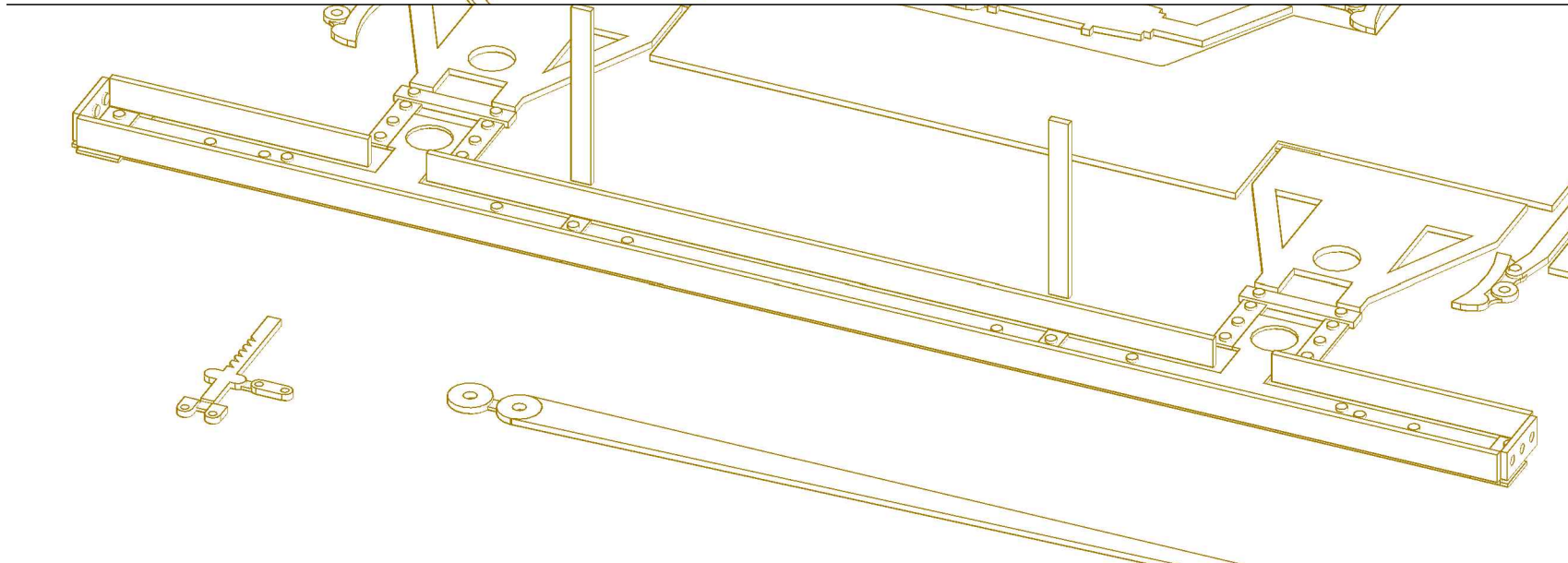
Before you begin the folding take some time to work out what folds which way and where



Step 1.
Solebars
Use a bending tool to hold the top and center of the sole bar then bend the bottom edge 90°



Then move the bending tool to the top edge and bend it 90°

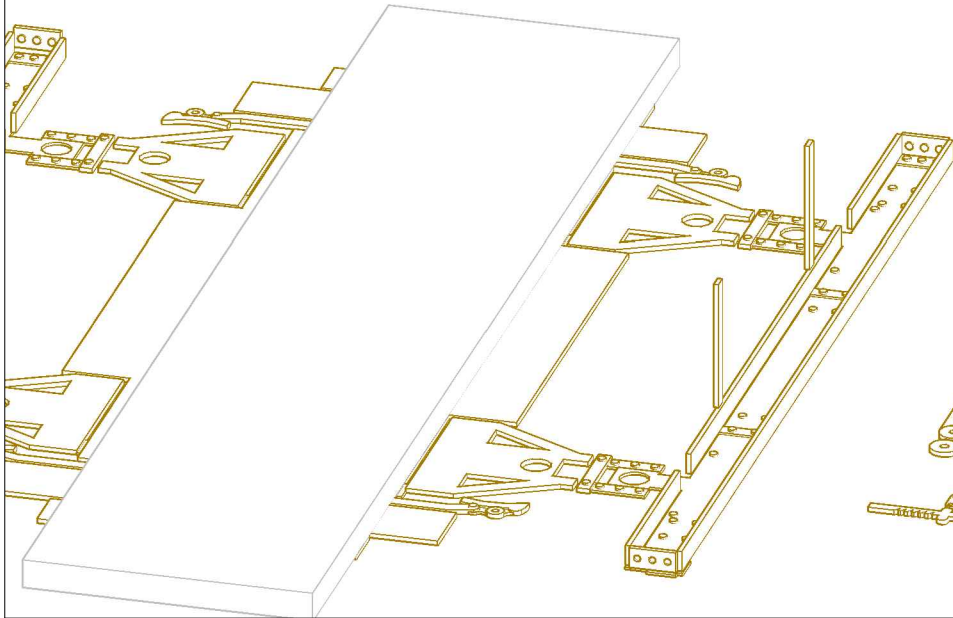


Finally bend the end brackets 90° with a pair of pliers

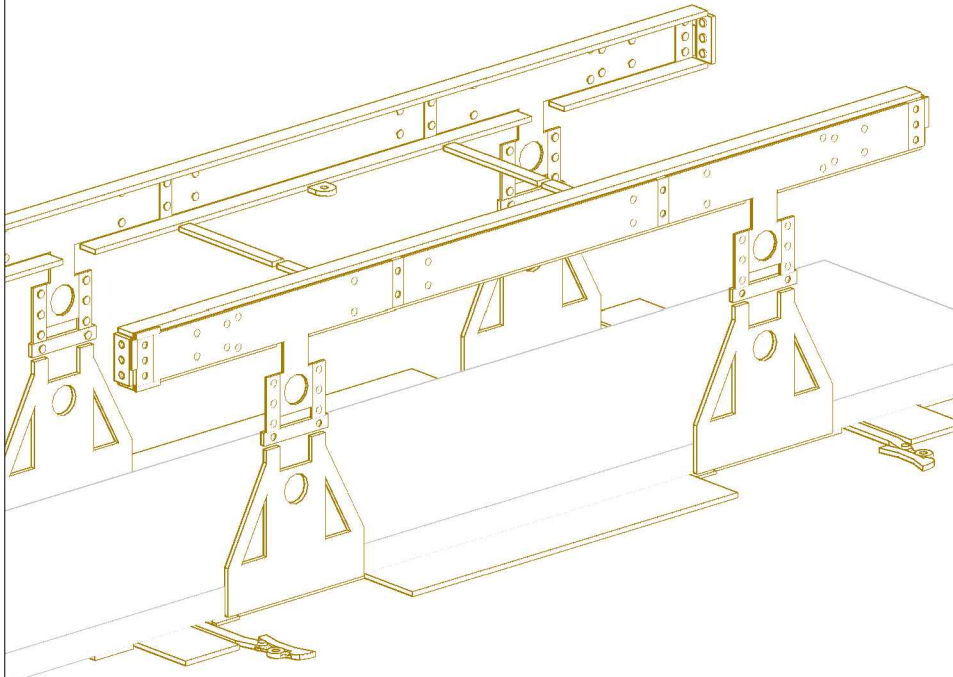
Repeat in the same manner for the other sole bar

Step 2.

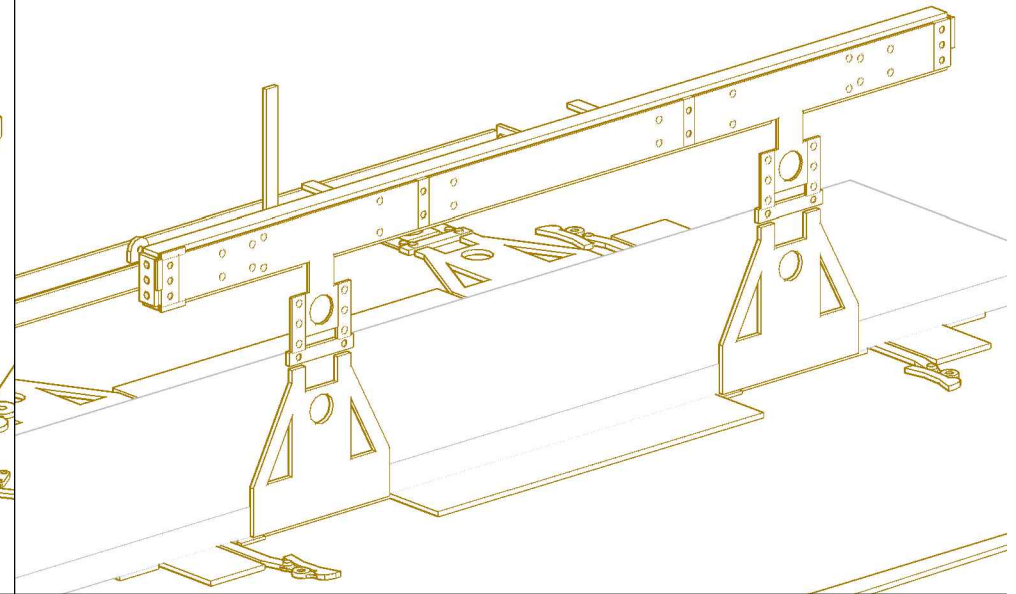
W irons. Use a 6" steel rule or similar between the W irons to hold the floor while bending the W irons.



Repeat for the other side

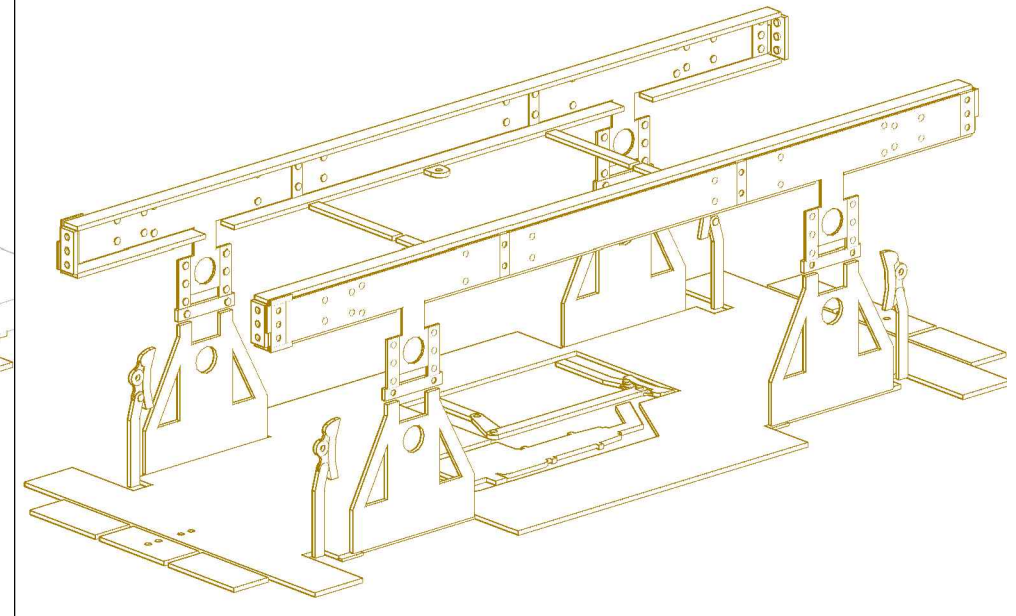


Holding the rule down on say the edge of a desk, with the edge of the rule lined up with the fold, bend both W irons and the sole bar 90°

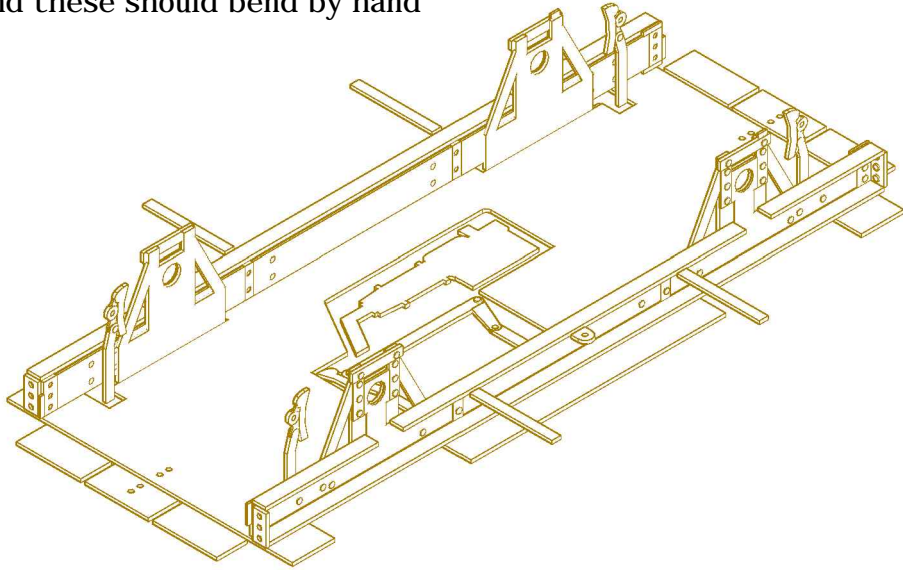


Step 3. Brakes

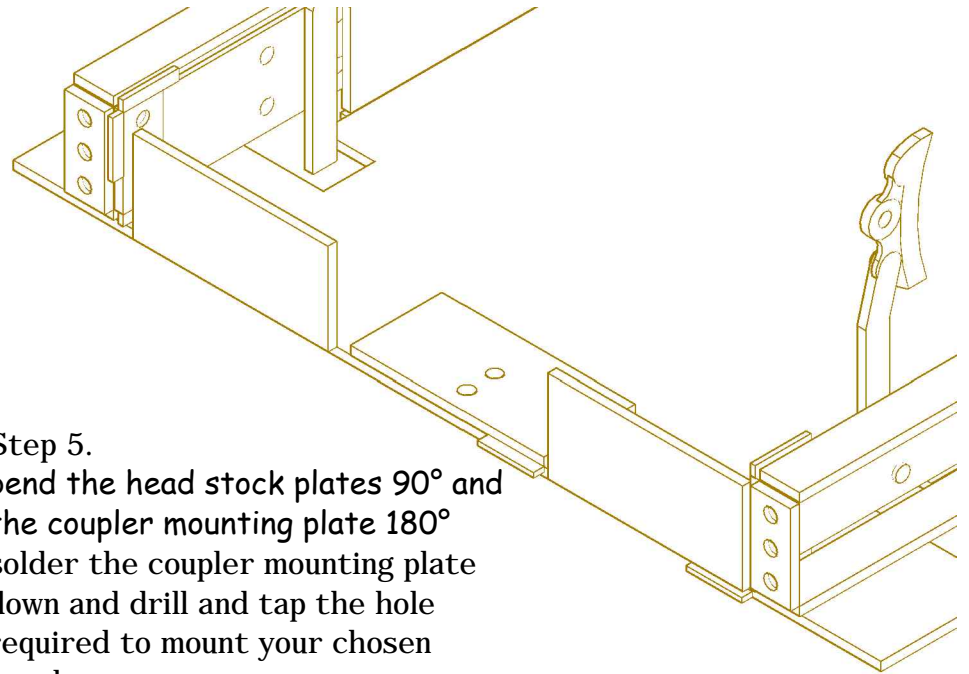
Bend all of the brakes 90°



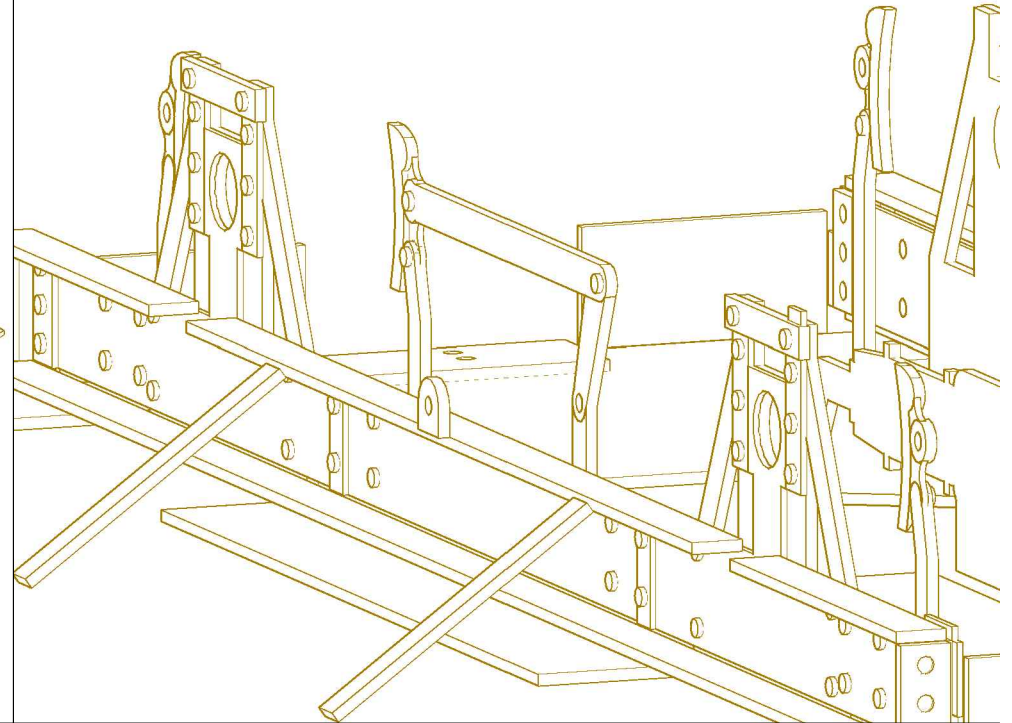
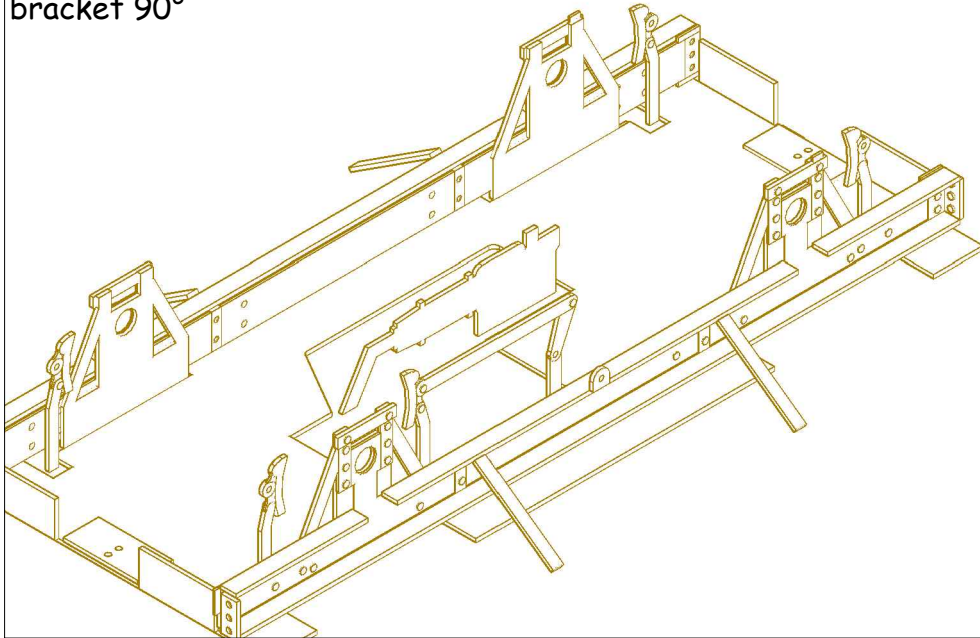
Step 4.
bend the sole bars 180° into place, this fold has been made weak and these should bend by hand

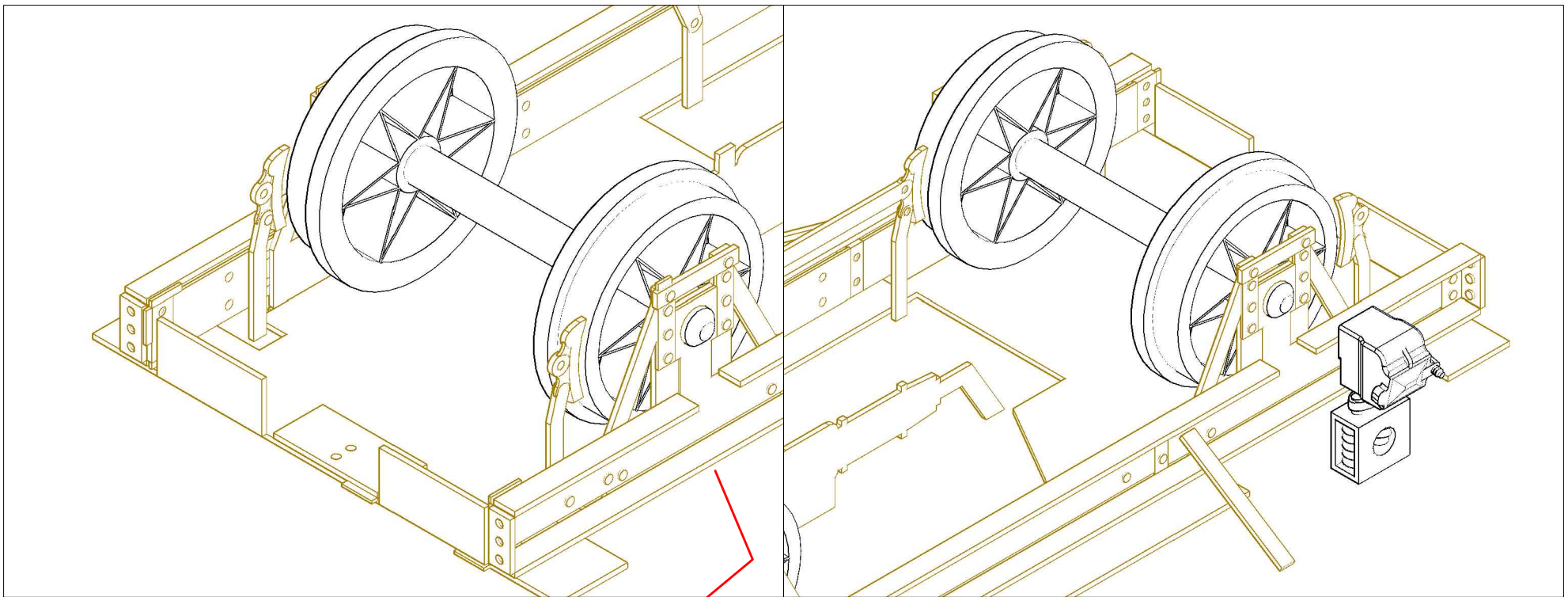


Step 5.
bend the head stock plates 90° and the coupler mounting plate 180° solder the coupler mounting plate down and drill and tap the hole required to mount your chosen coupler



Step 6.
bend the hand brake, the brake cylinder and the hand brake bracket 90°





Step7.

Insert a pin point bearing into the W irons on each side, then gently force the wheels into place

clamp the W irons tightly onto the wheels and solder the long the top of the sole bar

Re-inforce the inside all of the folds on the W irons, brakes and cylinder with a fillet of solder

Finally.

Test run on a smooth flat surface and scratch build what every bodys you want
Weight can be added under the wagon or between the under frame and the body

Step8.

Remove the axle box and spring casting from the sprue and clean up any remaining flash

Ensure the hole in the axle box is cleared of casting material and is 2mm diameter

clean the back of the axle box to bright brass and tin with solder, then sweat solder it onto the pin point bearing and the sole bar