



## Loco Body

**IMPORTANT.** Please read all of this section before proceeding. The accuracy of the alignment of cab, boiler and chassis etc are affected by the quality of build of the firebox elements. To effect checking before final soldering of the firebox, complete the construction of the boiler and smoke box together with base construction of the chassis and forward removable chassis section prior to the firebox in order that a dry run of these components can be made before all details and delicate parts are added. Locate the firebox wrapper. This is best formed at this stage whilst there are few obstructions in the cab but the cab is strong enough to withstand handling.

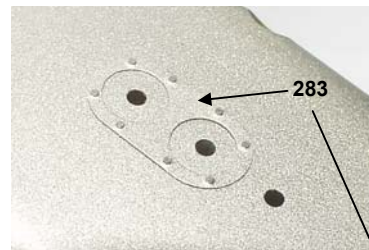
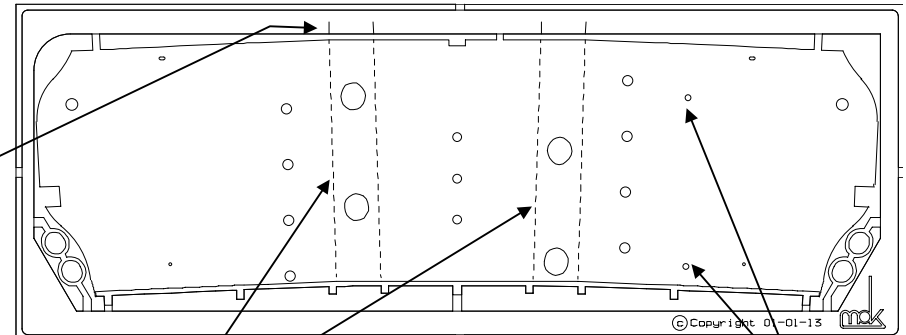
**IMPORTANT.** Before removing the wrapper from its frame, observe the bending limits marked on the frame edge. Transfer these by LIGHTLY marking the limits of the bends on the wrapper as shown in the diagram. (Use a fine tipped marking pen). Also observe the small notch in the leading edge of the wrapper, this marks the centre of the wrapper and ensures positive positioning on the casting. The notch engages with raised rectangle on the rebate of the firebox transition ring casting. Locate and clean up the firebox transition ring casting free of feeds and obtrusions particularly in the rebate around the edge. DO-NOT, remove the raised rectangle during this process.

Form the wrapper using appropriate rods and bars to exactly fit the casting and the etched overlay on the cab spectacle plate. (A 6 or 7mm bar seems to be ok for the shoulder radii and a 20mm bar the remainder.) Rolling a very slight curve particularly in the middle area before commencing forming seems to help seating. Keep checking the fit with the casting and the spectacle plate until satisfied. The whole assembly includes two cast strengtheners for the tails of the wrapper but these are added last as there is far too much to handle otherwise.

Assemble the wrapper to the cab spectacle plate and twist tabs to retain. Ensure it is seated fully all the way around and not bridging off the raised profile. Position the wrapper over the notch on the transition ring casting and begin soldering from the middle of the casting. Tack solder only to begin with until satisfied that the wrapper is (1) correctly and fully seated over the raised spigot, (2) snugged tight to the back edge of the transition ring rebate and (3) when assembled to chassis and boiler all alignments are satisfactory. Continue with tack soldering until the whole leading edge is completed.

**Note:** - The rebate in the back of the transition ring casting is slightly deeper than the wrapper. The leading firebox band snugs up to this cast edge and will hide any discrepancy.

If assembly to chassis has been successfully achieved then disassemble the boiler and chassis and complete the soldering of the firebox to the cab. If not, correct then repeat. Disassemble once again and assemble the firebox strengthening parts, tack solder and recheck with chassis and boiler that all is still aligned. There may be a slight overlap of wrapper over the strengtheners, pare back any overlap after soldering.



After the Firebox skin is soldered in place locate the Safety Valve plate 283 and carefully centre over the forward pair of holes, solder in place.

**IMPORTANT.** (On early releases) 2 holes not required, see note below. Redrill the handrail holes after forming and assembling boiler and smokebox.

