

A tale of two tenders

Different materials; different techniques; ALBERT KIERNON describes how he modified two L&Y tenders for locos on his layout...

1. Can you see the join?

More time ago than I wish to admit to, I bought a 7mm scale small boilered 0-8-0 coal engine from Fourtrack Models. I bought the locomotive parts of the kit only, plus tender castings, my intention being to build a 6-wheeled tender, not the 8-wheeled one provided in the kit.

Having not got round to doing this I was delighted to see at a Gauge 0 Guild Exhibition, that Bill O'Connell of Premier Components had an Aspinall tender in the form of a resin casting on his stand. A prototype for a proposed production model.

On chatting to him about this resin model, he told me that it had been damaged by a customer and really was no longer suitable for display. I said that the damage did not look too severe and was easily repaired and that I had need of an Aspinall tender. He brightened up considerably at this point and sold it to me for £15.

Now I thought - goody - this will mean that I no longer have to scratch build a tender for my 0-8-0. I did not know, like I'm sure everyone else does, and I now

do, that the 0-8-0 tenders were wider than the standard ones until I compared the casting to the 7mm scale drawing supplied by Peter Priestley (which may I say was invaluable in aiding the model's construction and from whence it came I remember not). It was rethink time.

Eventually, I decided that I had looked at this kit long enough. Time to grasp the nettle. So I decided to saw the resin casting in half along its length. Believe me, after the first few millimetres one relaxes and the enormity of what one is doing fades.

The bits of resin casting that are of no more use, like the water tank filler, were removed and any lumps and bumps sanded down. The two halves were rejoined at the required width using strips of styrene card glued to the resin using superglue, after giving the styrene a dash of cellulose thinners - I find that this gives a stronger styrene resin bond than superglue alone.

When all was set and strong the tender was reconstructed using styrene card. I used a biro with white ink to mark out the black styrene. Details were added using scrap brass etch or commercial castings as shown in the photograph. The

rear of the tender was built up to match using superfine Milliput.

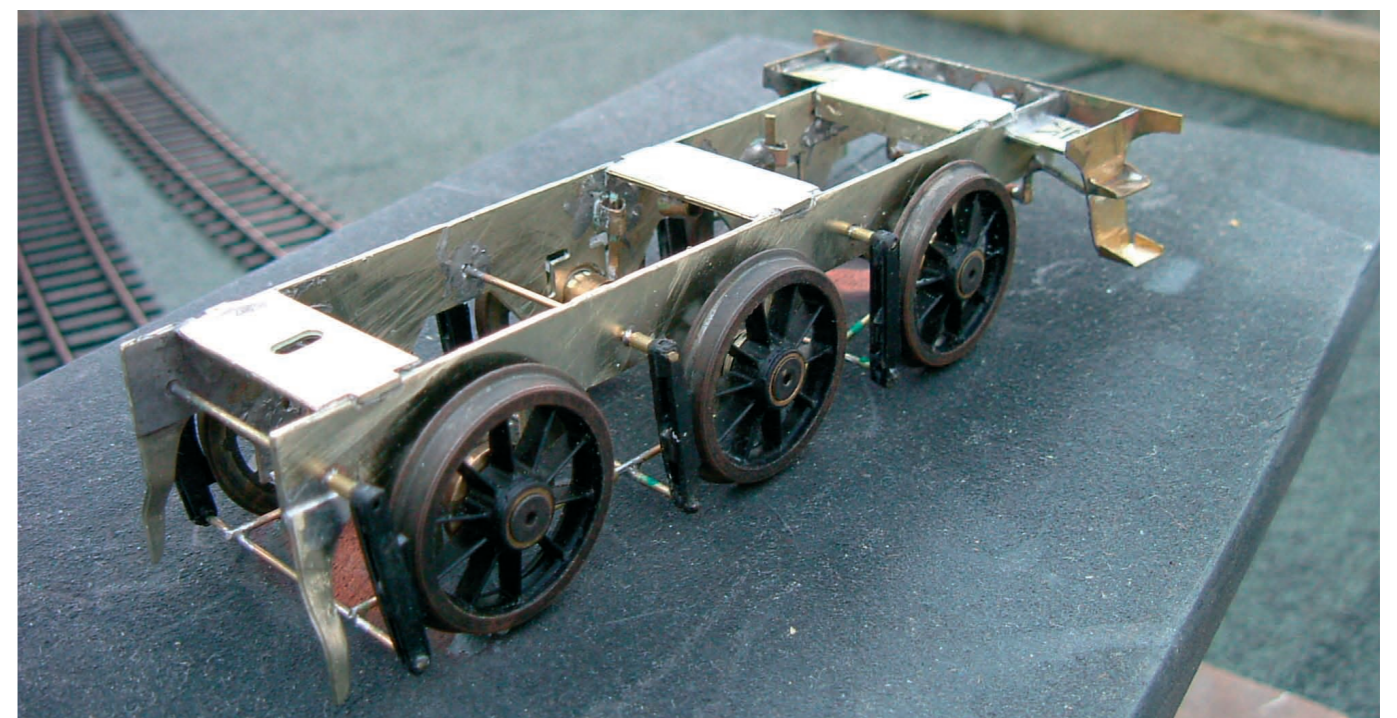
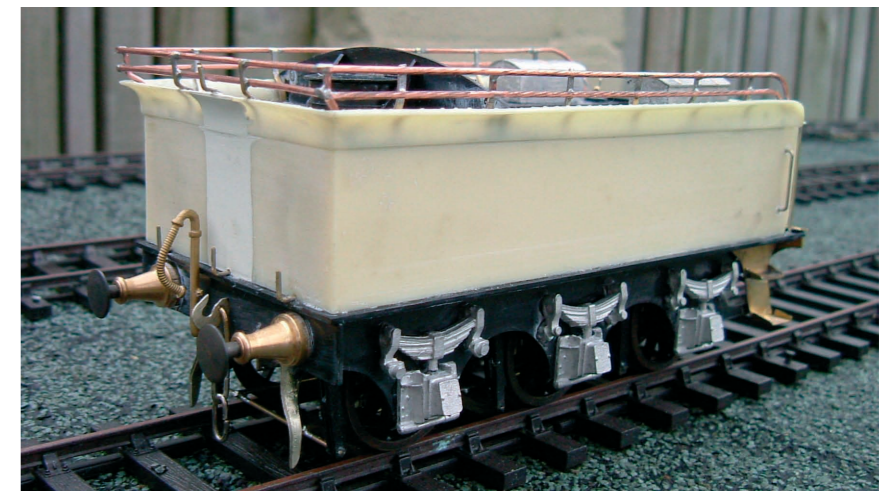
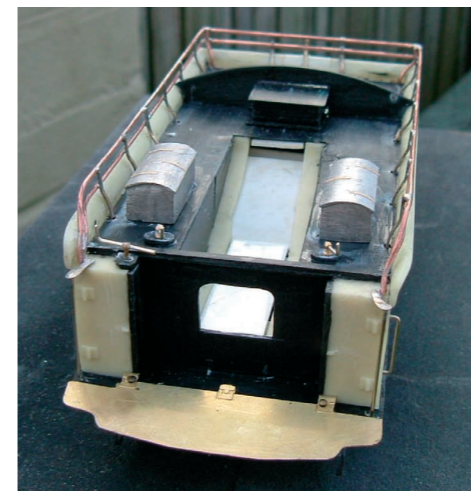
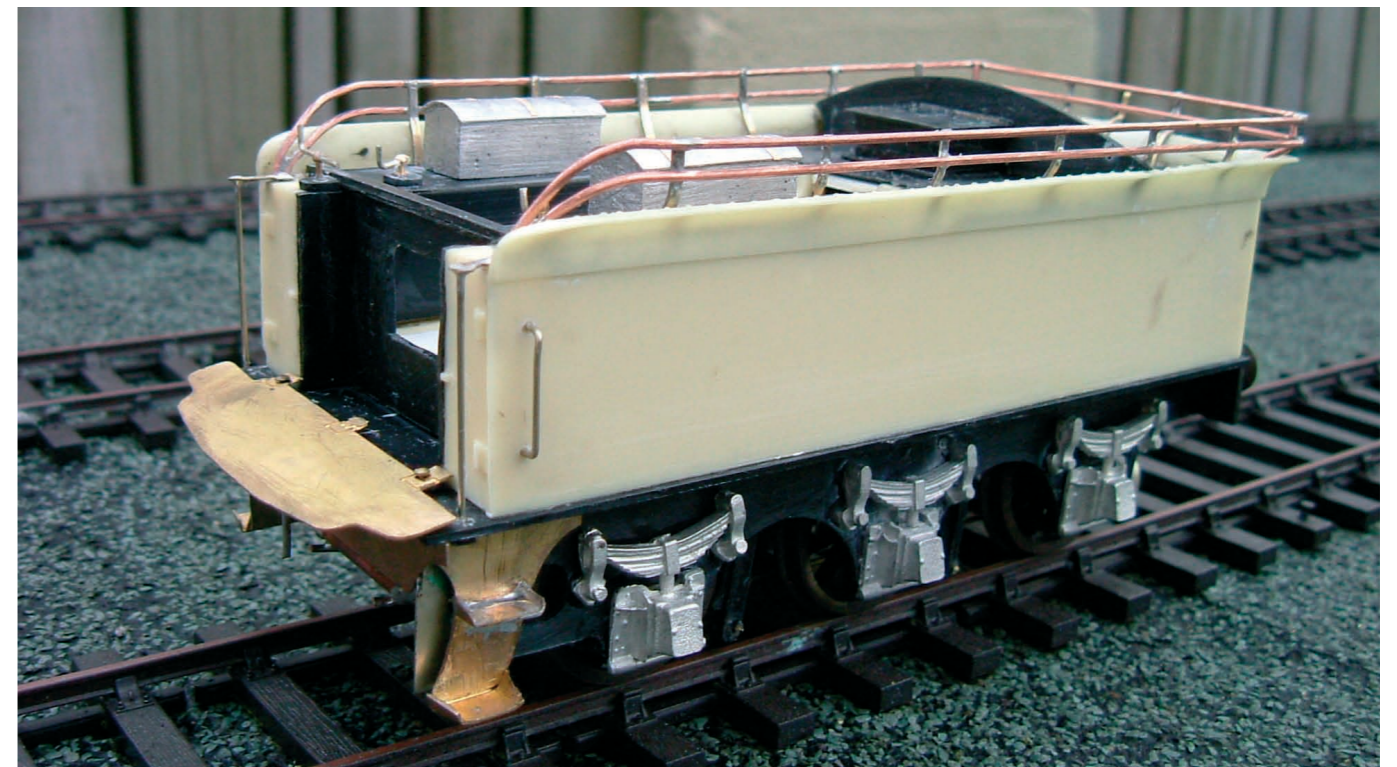
After all this work and effort I have had the opportunity to study a Fourtrack 0-8-0 kit with an 8-wheeled tender, and guess what - it appears to be entirely suitable for conversion to a smaller 6 wheeled type. Shorten two sides, shorten the tender top, shorten the spring support etchings and drill and make oval a hole in both sides, shorten the tender chassis in the position shown and you are about done!

If I was to build another would I spend a week measuring and cutting metal and styrene, or an hour with metal "nibbler" and tin snips?

Gosh! That's a tough one.

Right: The tender during construction. Our top photo shows a general view, whilst those in the centre illustrate the insert to widen the tender for use with the 0-8-0. Finally, the tender chassis, showing the arrangement of the brakegear.

Below: The completed tender attached to engine No.383.



2. A Barton Wright tender: rivetting stuff!

I have recently built a Fourtrack Models Barton Wright 0-6-0 "Ironclad".

I did not study the kit too thoroughly and like all the models I build I know nothing about them at the beginning, but at the end I become a nitpicking pain in the backside expert. You know the type "Yes, it's a lovely model, but didn't they have heavy duty buffers when they carried that livery?" or, "What a great model. Pity you chose number 618, it didn't have a rear handrail you know!"

Anyway, I built the loco and then set to work on the tender with the knowledge that the loco modelled had a fully riveted tender. I pulled out the tender sides and rear etches, which were smooth sided, turned them over to check where to punch out the rivet detail. That was smooth too! I scabbled in amongst the tissue paper looking for overlays - none! Checked the instructions - no mention of

tender rivets. Bother!

Now I really wanted rivets on the tender; I think that they give it character. I don't own a riveting machine, and if I did I would probably break it.

I didn't fancy trying to use a handpunch type riveter. I would never get the rivets sharp enough or in a straight line.

So, back to old technology. I dragged the old manual typewriter out of the bottom of the wardrobe, where it has been sitting for two decades awaiting its moment of glory.

Using the full stop on the stencil, i.e. no ink, tape setting (that's fooled anyone under 60, getting my own back for all that talking about blogs, cookies and the like). I hammered away and produced paper overlays complete with rivets. The same effect can be achieved using thin styrene sheet, but I was worried in this instance that it might bubble when stuck to the brass tender sides.

I know that the rivet spacing is wrong, but having tried to remove the paper and line it up again for the correct spacing

I found that it was not possible to keep everything in line. So I opted for wider spread rivets and kept the paper in the typewriter, using the space bar and carriage return (there, I've done it again) to achieve rivets in straight lines and at right angles.

The overlays were then glued to the tender sides using PVA glue after being carefully cut to shape. I took care not to press down too hard in order not to flatten the raised rivet detail. They were then sealed using a couple of coats of shellac varnish (yes, it's still available).

I think that the effort was worth it, what do you think?

Right: The tender, as built from the kit, was smooth sided. It was then fitted with the overlays described in the article before getting a coat of all-over black paint.

Below: The completed model with L&Y name and lining.

