

BARROWMORE

MODEL RAILWAY GROUP

"Modelling to a high standard amongst friends"



Whilst looking through some old copies of Precision (the magazine of the Protofour Society, the organisation which eventually 'merged' with the Scalefour Society) I came across several items which I thought would make bases for subjects for "Notes". Here is the first; it was contributed by 'E.B.Clark' to whom acknowledgement is made, and first appeared in issue no.4, in January 1973.

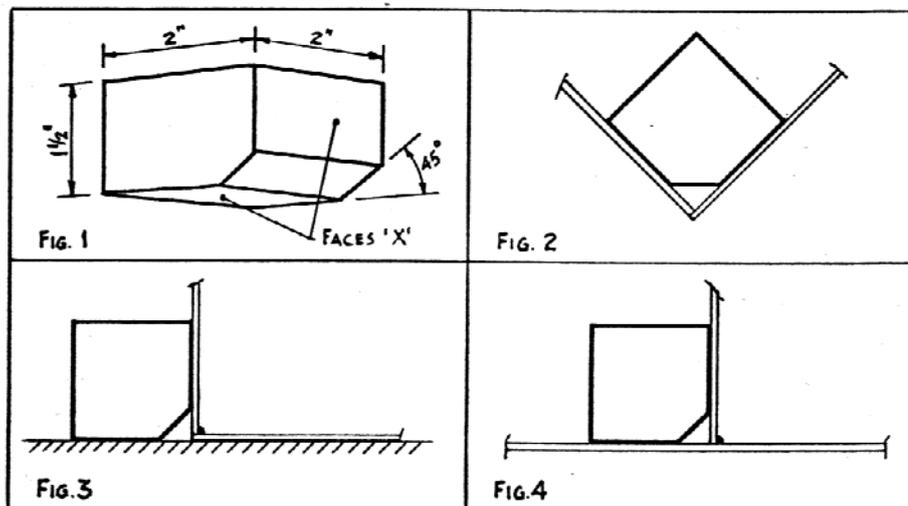
Workshop Notes: Keeping corners square

The maintenance of squareness between two plane components, e.g. a wagon side and end, whilst adhesives cure, is a constantly recurring problem. As I have neither a sufficiently steady hand nor an excess of modelling time to sit and hold the parts square, I devised the simple aid described below, which can be used in a number of ways. In addition it is cheap – mine was an off-cut from DIY carpentry.

The jig, shown in Fig.1, consists of a piece of timber, approximately 2in x 1½ in with the faces 'X' planed accurately at right angles to each other and with the corner between them chamfered off at approximately 45°. The length is immaterial but I have found 2in to be satisfactory.

In use, the components to be joined are attached to the faces 'X' of the jig by means of double-sided adhesive tape, Fig.2, and can be left as long as required. When the adhesive has cured, the assembly may be removed from the jig with aid of a thin knife blade.

I use two such jigs in order to produce two identical L-shaped units which are subsequently joined, again using the jig, to produce a wagon body. Naturally enough, the jig lends itself to mass-production, simply by increasing the number of wooden blocks in use. N.B.: if plastic parts are being joined with liquid adhesives, support the assembly with the joint downwards, Fig.2, to prevent the adhesive from running into the wood.



The jig has also been used successfully for solder construction of white metal wagon kits, Fig.3. Here the block and one side of the vehicle are attached to a flat, rigid surface with double-sided adhesive tape and the end of the vehicle likewise held onto the block. Soldering is carried out from inside the corner, where generally an excess of solder is unimportant. Fig.4 shows a loco motive footplate as the flat surface with a cab front being erected thereon. No doubt readers will devise other applications for themselves.