



CONVERTING RTR COACHES USING COMET MODELS SIDES

Our etched brass coach side packs can be used to produce models that are not available ready to run. In many cases the dimensions and features will be similar, and it will not prove necessary to change the bogies or underframe equipment. Roof vents might need to be re-positioned or changed for a different type, and if the layout of the new coach differs from the donor coach you could well need a new interior.

In choosing the donor coach the most important consideration is the length at the body corners. Life is easier if the underframe and bogies are the same as the intended conversion but if not, and if you are concerned about accuracy, these items are available separately from our range. It is a simple matter to change a non-corridor coach into a corridor type, but more laborious to do the reverse. If you have to alter the length in a 'cut and shut' operation, then the underframe and roof will need amending as well as the interior, and the bogies will no longer be at correct centres. At which point the time and cost involved could well reach the stage where the better option is to build a full kit.

LMS

The ex-Airfix 57' corridor brake thirds, 57' non-corridor and 60' corridor composites are the most suitable for LMS Period II and Stanier types. The ex-Mainline 57' coaches have matchboard ends so they are especially suitable for contemporary Period I panelled stock. Note that LMS brake ended coaches had windows in the brake ends and it is much easier to use a brake ended donor coach for a brake end conversion rather than having to cut windows into a plain end. The ex-Mainline full brake is a good basis for 50' brakes and kitchen cars. There is a 68' diner in the Hornby range which covers several of the restaurant and sleeping cars.

GWR

The Hornby 57' bow ended coaches are suitable, also the ex -Mainline 60' Sunshine Stock. The ex-Airfix B set shell will suit any 60' bow ended vehicle, though some need different bogies. There are no suitable donor coaches for the early 70's stock or for Hawksworth coaches.

LNER

Note that the old Hornby Gresley teak coaches were too short and the Triang Thompsons were based on BR Mk1s and thus not suitable. The current Hornby Gresleys are an excellent basis for our range of gangwayed Gresley stock, as are the Bachmann Thompsons. There are no suitable donor coaches for Gresley and Thompson non-gangwayed stock.

SR

Some have used BR Mk1 coaches for Bulleid stock but note that there are variations in length between the manufacturers. Also the Mk1 underframe was significantly different from the Bulleid design so a lot of work is needed here, not to mention new bogies and changes to the interior. Far better to use the Bachmann Bulleids.

BR

BR Mk1s can be based on Lima, Triang or ex-Mainline, though the most accurate on length and height to the cantrail are the Bachmann ones. These conversions are the simplest and most successful to carry out.

Pullman

Our 1928 Metro Camell Pullman car sides are intended to be used on the Hornby scale length models.

METHODOLOGY

Having disassembled the coach, any raised detail should be filed off to present a smooth surface for the new sides. It is easier by far to work with a five sided box of sides, roof and ends so if the donor coach has a separate roof, it should now be permanently attached.

Any solid floor should be removed but take care to rearrange the fixings for the body shell to its underframe. It is simpler to remove all the window area but for a narrow pillar at each end. When the new side is in place it will stiffen the shell.

You should cut away sufficient of the sides above and below the window line to allow the glazing to be fixed to the brass. On brake coaches with end windows the end should be filed flush and a new brass or styrene sheet end fixed on before attaching the new sides.

The brass sides should be presented to the plastic shell to ensure that there is no intrusion of the original side into the window spaces. A contact adhesive such as Evostik should be applied to both the shell and the brass side and the side attached immediately. If the normal process is used, ie. allowing the adhesive to 'tack off' the plastic shell will soften. Also in this condition there is a little more time for adjustments. The shell should be left for 24 hours before proceeding.

Now the finishing touches can be applied such as repositioning the roof, end and underframe details as necessary and building or modifying the interior.

In addition to the sides we can supply separate ends for brake coaches, end, roof and underframe details for a single vehicle or as 'bulk' packs. Bogies and Romford 00 wheels are also available, as are interior packs containing seat mouldings, etched tables and seat ends or corridor partitions, styrene sheet for the floor and compartment partitions and glazing strip.

CD catalogue 1.50

12 page price list 50p

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