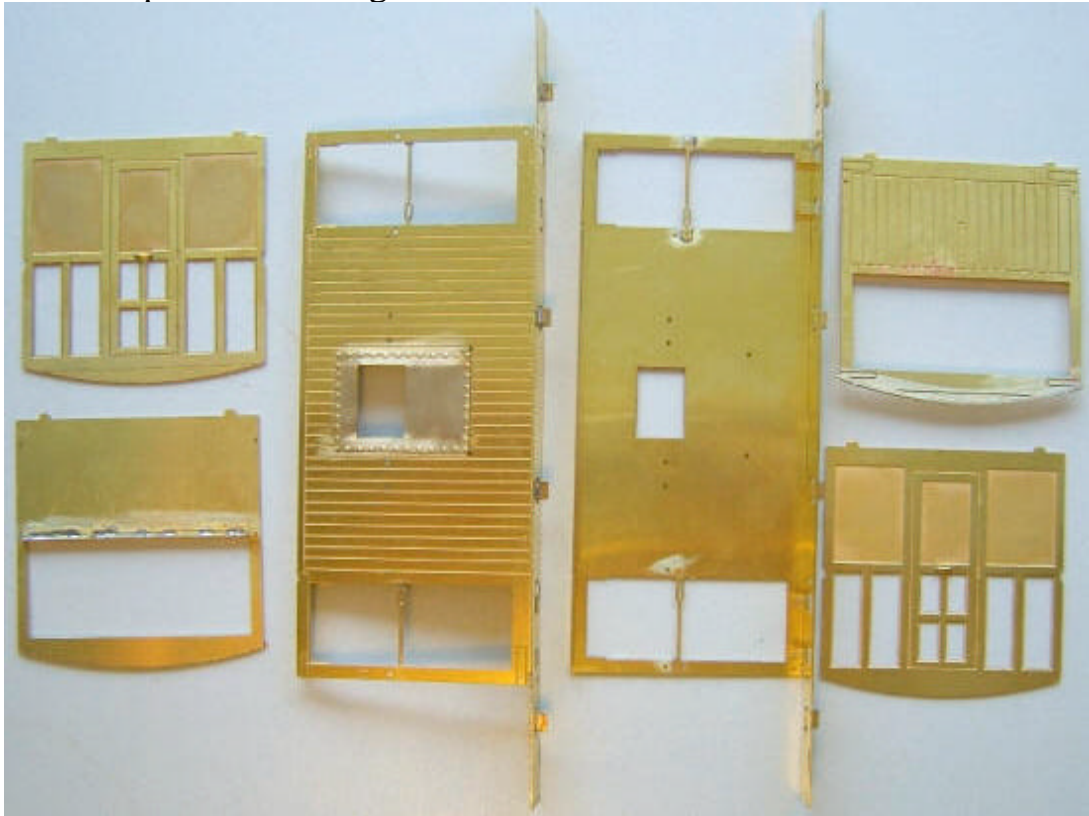


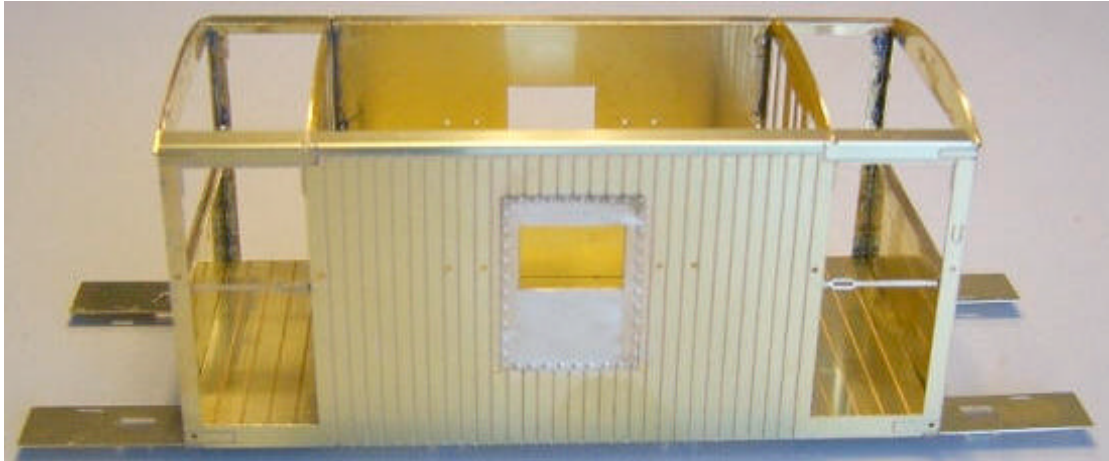
BR STANDARD 20T BRAKE VAN

The Connoisseur Pocket Money range of kits includes this rather nice model of a standard BR Brake Van. Construction is straight forward with excellent instructions and photographs to help the builder. For anyone with a modicum of experience in etched brass, this should present no problems.

As usual I got as much as possible done "in the flat" before bending up the sides prior to building the basic box.



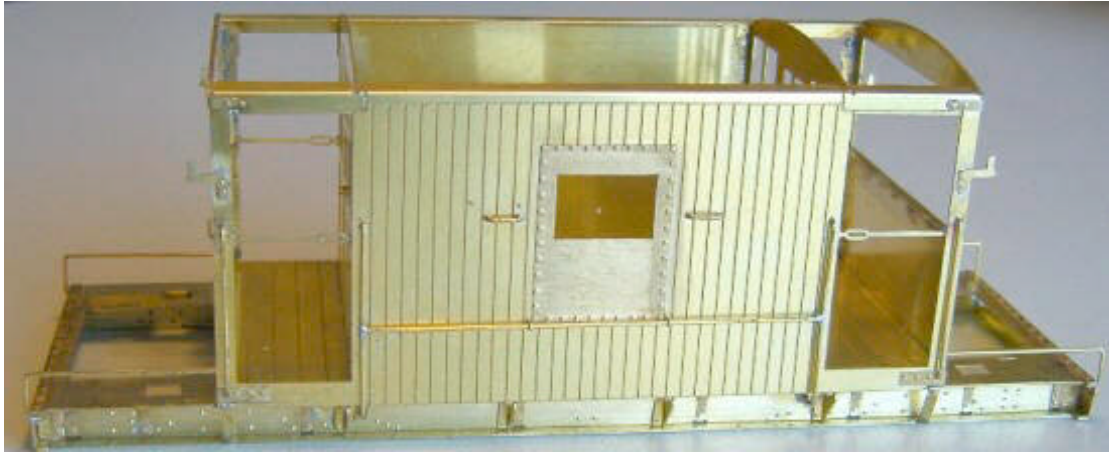
The tabs and slots all fit and so it goes together well. Do remember to file the cusps of all parts that join together or are visible in the finished van. This will ensure that the parts will fit properly and that visible edges look prototypically square.



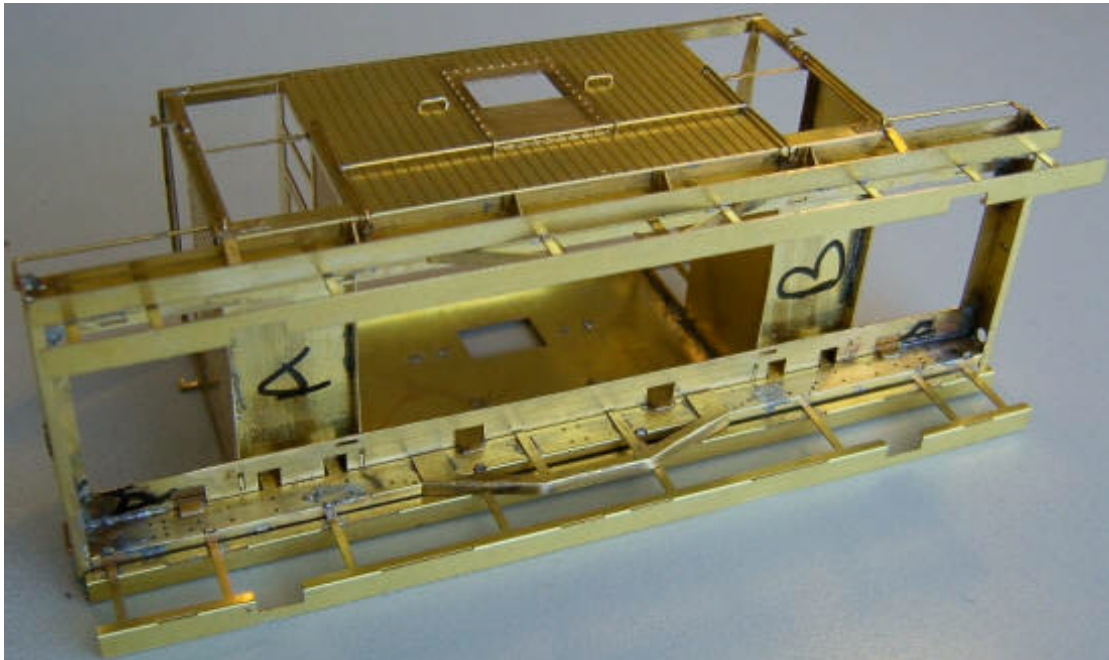
Once the body is tacked together and checked for square, it is easy to seam up the joins for the sides and double ends. It then makes a strong box on which to fit the sole bars, steps and axle guards. This vehicle will be compensated using WEP units so the axle guards will simply be cosmetic.



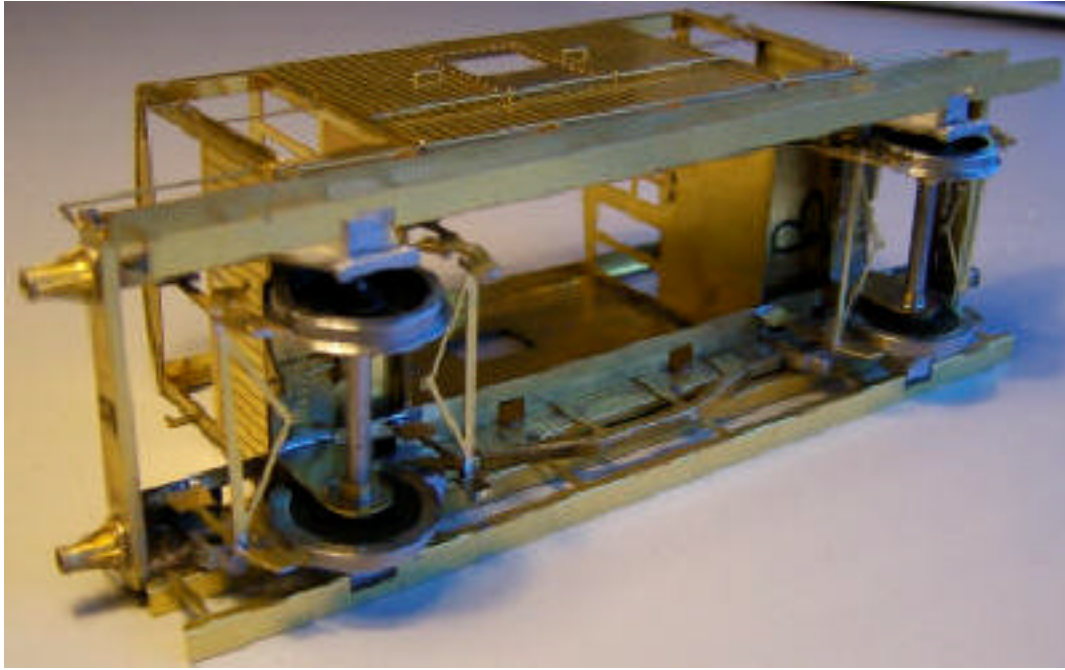
To the basic box can now be added the sole bars, buffer beams and all the sundry parts that go to give the vehicle its character. The sole bars need rivets pushing through and, once soldered on (there are fold down projections from the body to locate it accurately) the strapping, angle plates and supports can all be fitted. There are quite a lot of them and some parts have rivets to push out but the parts fit well and have witness marks to ensure accuracy of placement.



The steps have a very neat and strong method of fitting into slots etched into the sole bars. It is important though to file down all the cusps and run solder fillets into the bend lines.



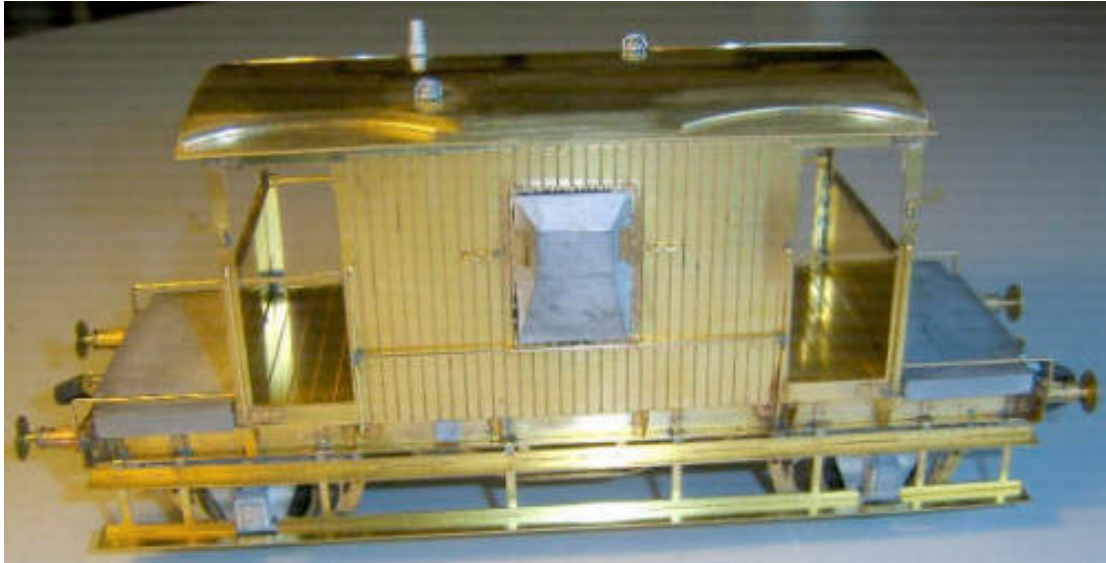
Axle guards fitted and compensated wheel sets (from WEP) fitted with some shots of the details of how it was done. Some 2mm thick brass stock was soldered across the centre line to the underside and each unit then soldered to it.



A little care is needed to ensure it is square. Notice the replacement lost wax brass buffers housings too.



Here is the completed van waiting to go to the paint shop. The roof is fitted with phosphor bronze strip clips inside as per the GWR Toad. Extras fitted were WEP compensation units, couplings and Gladiator lost wax buffers. These are simply the preference of the customer and builder and not a criticism of the kit.



A nice kit to build, it goes together well without problems and allows of easy modification. Not beyond the abilities of anyone who has built an etched kit.