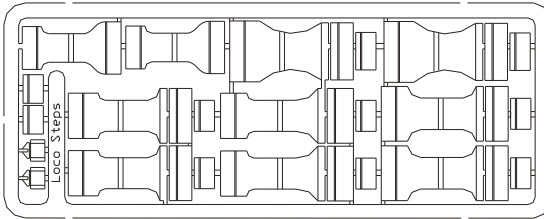


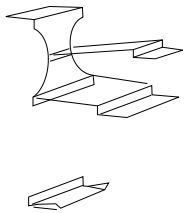
Footsteps for Selected
LMS & LNWR
Locomotives.

LPS1

*AMBIS Moving
Engineering Modelling closer to the prototype
in operation and appearance.*



This etching was produced to allow the some existing locomotive kits mainly of white metal to have their footsteps replaced by a finer product which would allow the coupling rods to rotate. Their general construction is outlined in the diagram below.



Please note that it was during LMSR days that the footsteps treads were given bent up corners as a result no doubt of one or more unfortunate accidents as this small modification is said to be a Health & Safety issue.

The steps were drawn to suit the LNWR Coal tank front footsteps, and cab or footplate steps for the MR/LMS 0-6-0, and 0-4-4T engines. The top fold over line represents the underneath of a thin footplate and this may have to be modified to suit locomotives with a footplate as deep as the side valence on locomotives.

AMBIS Engineering
Prop: Alan Austin
80 Westgate Street, Shouldham,
Kings Lynn, Norfolk, PE33 0BH
Mail Order, Exhibitions ONLY.

Coupling Rods for
BR 0-6-0 Diesels
03/04/07/08/09

LCC1

AMBIS Moving
Engineering Modelling closer to the prototype
in operation and appearance.

The three section coupling rods are supplied as a four part construction to enable jointed rods to be made such as would suit flexible chassis such as the Bachmann 08 or 09 locomotives.

The four section rods are for the 03/04 chassis and the chuckier rods for the 07 and other Ruston locomotives.

These rods may be assembled jointed with the outer layers surrounding the inner layers, though you could assemble them solid if you wish,

Once a set of rods has been assembled the crankpin holes may be cleaned out with a cutting broach, but use of power drills and twist drills are likely to result in damage to this product.

It is assumed crankpin bushes will be about 1/16th inch in diameter. Widen the hole until the bush will rotate in the hole then file down the crankpin until it is just proud of the coupling rod face.

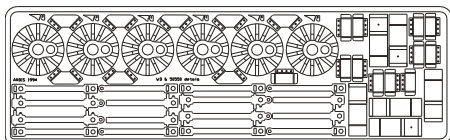
Fettle the edges of the coupling rod with a fine file once assembled.

Assembly is best done with a "non solderable" material in the crankpin hole - such as 1/16th aluminium rod or a disposable wood cocktail stick.

AMBIS Engineering
Prop: Alan Austin
80 Westgate Street, Shouldham, Kings
Lynn, Norfolk, PE33 0BH
Mail Order, Exhibitions ONLY.

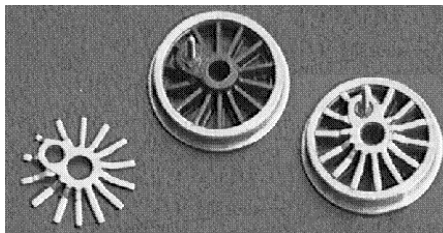
Detailing parts for
WD/Austerity and
50550 Class
Locomotives.

LCP1



This etching was produced to create an overlay for enhancing the appearance of the Mike Sharman wheels created for the WD Austerity, LNER J94 engines with 4 feet 3 inch wheels. The prototype cast centre to the wheel has a very distinctive boss and almost flat faced spokes to the wheels. The etching should be removed from the sheet and shaped with the help of the half etched portions of the spoke. Make sure that electrical insulation is maintained before fitting these wheels. It is suggested that an impact adhesive or an epoxy resin glue should be used to fix these overlays to the wheels.

Included on the etch are a set of steps etchings. These would be useful for the NB Models J94 kit (in white metal) or the kitmaster/Airfix/Dapol plastic kit. Please ensure that your intended locomotive has either 4 or 6 footsteps before fitting. The centre pair of steps - if appropriate do not have a tie rod to fix them in place - (see hole in etching) as this would foul the coupling rods - the etchings were produced with holes in each footstep - we have no evidence if the centre steps would have a blank hole in the steps for this non-existent tie rod.



Also included are the buffer beam braces fitted between main frames and buffer beam. Please check the number of braces required - at each corner either one or two were fitted. It is likely they were fitted in the prototype on to the buffer beam by using the bolts used to fix the buffers in place.

The fourth item supplied are the very small brackets fitted to the main frames to hold up the footplate.

The fifth item are coupling rods for the 50550 series which preceeded the WD design. The main differences were - coupling rods, the shape of the mainframes and the bunker which sloped inwards towards the footplate - the WD type overhangs the footplate - and the wheel size - only 4 feet diameter and of more traditional profile. The coupling rods are made of four pieces between each coupling rod pin. This allows the joint to be of a more substantial thickness than usually possible with jointed coupling rods - even so the total thickness will only be 3 inches - i.e. 040" or 1mm.



AMBIS Moving
Engineering Modelling closer to the prototype
in operation and appearance.

AMBIS Engineering
Prop: Alan Austin
80 Westgate Street, Shouldham,
Kings Lynn, Norfolk, PE33 0BH
Mail Order, Exhibitions ONLY.