

SM53D TTA Brake Yokes for 4 wagons (P4/EM)

Please note that the folds can be performed with smooth faced pliers. The 100 degree folds have the half etch on the inside

Safety warning.

This kit is suitable for adults only. There are small and/or sharp components. The castings and recommended solders contain lead. Observe appropriate hygiene precautions; do not eat or handle food without first washing hands. The tools and materials recommended also require the care in handling; protection for the eyes and face (dust mask) must be applied when soldering and using a mini-drill.

Parts List

1:- Brake Yoke Fret

Not Supplied

0.5mm \varnothing brass wire



1. Release one of the long-etched parts from the fret.

Bend the ends and the centre so they are approximately the correct shape.



2. Release one of the short-etched parts from the fret.

Thread the two parts onto a length of 0.5mm \varnothing wire as shown. Ensure the correct orientation of the short part so that the etched slots interlock. Also make sure the yoke is at 90° to the wire at the ends.

Solder the parts square using the minimum amount of solder.

Remove any excess solder from the outside of the yoke if necessary. This will hold the brake shoes to far apart if left.

Remove any residual half etch tabs.



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3. Remove the brake shoe mouldings from the underframe. So far these have come off easily as they are moulded in 'slippery' material. Remove any moulding lines on the underside of the moulding and the brake shoe faces.

Remove the bolt head detail where the brake yokes are to be located on the brake shoes with a sharp scalpel. Make a mark with a sharp instrument like a compass point and drill a hole 0.5mm \varnothing to accept the brass wire.

It is important to drill as close on the brake bolt head detail as possible to provide clearance between the yoke and the wheel flange. This applies especially if working in EM Gauge.

Test the yoke in the holes just drilled, it should be at 90° to each other. If not 'tweak' as required.

Repeat with the remaining three mouldings.

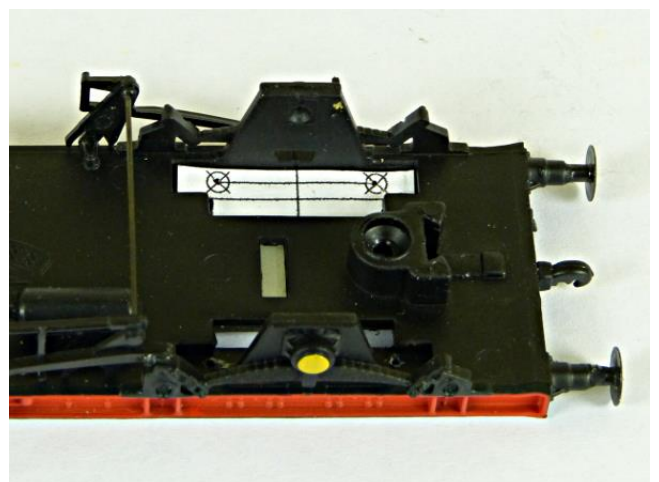
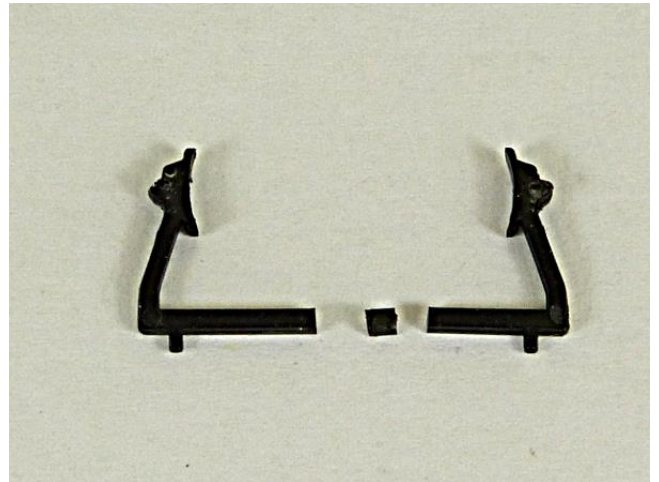
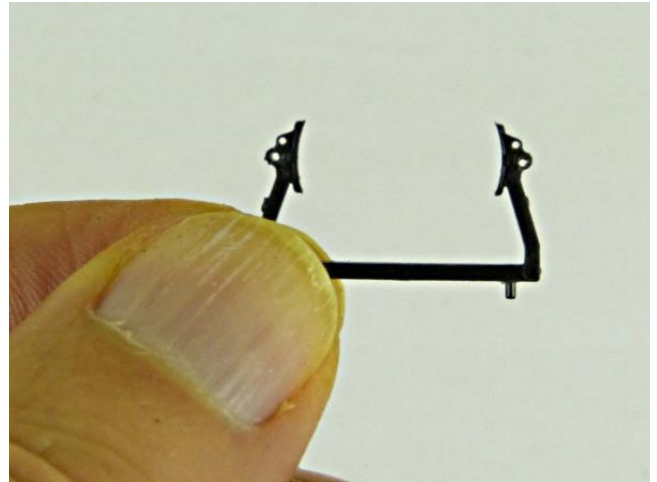
4. If using 12mm \varnothing wheels, remove approximately 2mm from the centre of the brake shoe moulding.

5. Remove the mounts for the NEM couplings at this point if not required.

Cut out one of the templates from the download that is available online and place into the recess for the brake shoes.

Line the template up using the centre line as guide with the centre of the W iron.

Mark the positions of the holes with a sharp instrument and use a 0.8mm \varnothing drill to make each hole.

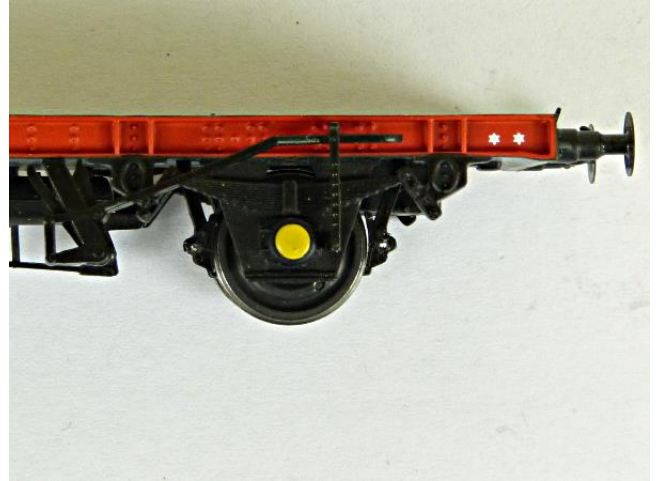


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6. The brake shoes can now be fitted using CA glue into the new holes. Ensure that they are vertical.

Fit the replacement 12mm \varnothing wheelset and check that it rotates freely. Adjust if necessary.

Repeat for the remaining three positions.



7. Trim the wire at the end of the brake yokes to approximately 2.5mm and de-burr if necessary.

Thread the wire through the holes created previously in the brake shoes. When happy with the position fix in place with CA glue.



8. Representations of safety loops can now be added using 0.5mm \varnothing brass wire if required.

An image of those on a Pickering Type C underframe are shown for reference. Pickering Type A and B underframes were different.

Please note other manufacturers had different arrangements.

Please consult photographs of your chosen wagons.



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