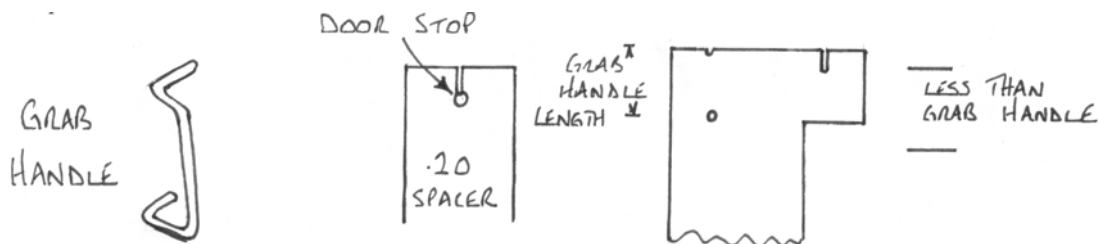


## Tales from Barlow Works

### Project Gresley

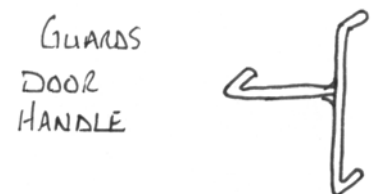
#### Part Twelve:- Finishing – door handles, grab handles, door stops, glazing and handrails

With the coach now painted and varnished it is time to add all the finishing touches to complete the coach. It may be a good idea to run suitably sized drills through all the pre-drilled holes in the sides as they may have become blocked during the painting and varnishing process. If the door handles have been removed then replacement turned brass ones can be fitted and held in place with a touch of superglue. Also I removed the door stops and replaced them with PECO track pins held in place temporarily with a spacer of .20 scrap plasticard and touched on the inside with a cocktail stick with a dab of superglue to hold in place.



To make sure all the door grab handles are the same a jig is required. It is made from 1/8 thick brass as in the diagram and performs two functions to make the grab handle. The hole and the groove on the upper edge must be the exact distance of the grab handle and the cut out on the right needs to be less than the length of the grab handle so the finished handle can be removed. To use, mount the jig in the vice then take a length of 0.7mm brass rod and bend a 90degree bend on the end for about 10mm. Place this bend through the bottom hole and holding the wire against the jig bend the other end into the groove so another 90 degree bend is formed. Remove from the jig and place this length of rod into the slot and bend over at the rear. Cut to length about 4mm from the bend and reverse the grab handle in the slot to form the other bend then also cut to length. Using this method you can produce as many grab handles as you require and they should all be the same. To fix use the .20 scrap plasticard to hold the grab handle away from the side and fix in place with a dab of superglue.

The guards handrails were different and would be best made by bending to shape and cutting to size and then sticking into a piece of balsa or a piece of wood with pre-drilled holes to hold the handrail in place while it is being soldered together. A touch of brass paint should hide the solder and the handrail can again be fixed in place with superglue using the .20 scrap plasticard spacer.



Next the glazing can be fitted. Cut the glazing to size to fit into the rebate on the inside of the coach and glue in place. The best glue for this is the runny glue sold by Revell and Humbrol with the long metal nozzle. The MEK that we have been using so far could easily get onto the glazing surface and ruin it. Place a drop of glue in the corners and fix the glazing in place. The toilet windows were frosted glass and the best way to do this is to spray a small section of glazing matt white before fitting, with the painted side on the inside. If you painted your coach roof with matt white car primer you can also use it for the frosted glazing. Finally cut the corridor handrails to length and fit into the grooves we melted into the coach side earlier, again holding in place with a touch of superglue on a cocktail stick.

That should be the coach now completed and it will hopefully look the part. The price of the kits means that the completed coaches can be produced at very reasonable cost and I hope these instructions will encourage you to go on and make more.