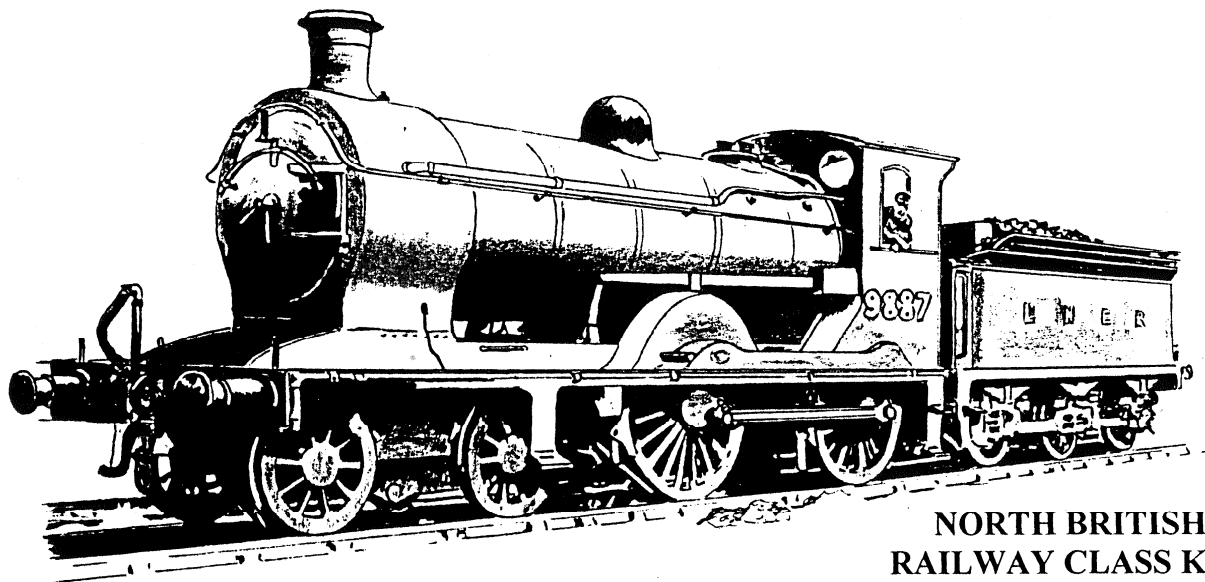


CONNOISSEUR MODELS

Claymore Kits LNER Class D32, North British Railway Class K



**NORTH BRITISH
RAILWAY CLASS K**

George Dawson of Majestic models originally produced this kit. When George reached the age at which you get a senior citizens railcard and start reminiscing about Churchill's speeches. He decided to sell his range of loco kits and concentrate on the more gentle pursuit of producing wagon kits. Knowing that George's kits had a very good reputation and a selection of NBR locos would complement my range nicely. I was very keen to purchase and produce them.

I have deliberately made very few changes to this kit and have reproduced George's instructions without alteration. There is some basic slot and tab construction to help with the location of parts. But the final squaring up of parts and crispness of construction is reliant upon the skills of the modeller. There are a number of parts that require curved bends. The distinctive half round beading and coal rails on the tender are made by fitting half round wire. None of these things are difficult but do require a degree of confidence and familiarity with etched kit construction. Because of this I would not recommend this kit to a novice modeller. The modeller who has built a couple of etched wagons and a simple tank loco kit should find that this kit provides a very pleasant challenge to their modelling skills and produce a very satisfactory finished locomotive.

Parts Required To Complete

2 Sets 6'0", 20 Spoke Driving Wheels (Slater's Catalogue Numbers 7872NE)
2 Sets 3'6", 10 Spoke Bogie Wheels (Slater's Catalogue Numbers 7842)
3 Sets 4'0", 12 Spoke Tender Wheels (Slater's Catalogue Numbers 7848)
Plunger Pickups if desired (Slater's Catalogue Number 7157).
Available From Slater's Plastikard, Old Road, Darley Dale, Matlock,
DE4 2ER, Telephone 01629 734053.
Mashima 1833 Motor and 40/1 Gear Set. Available from myself.

**Connoisseur Models, 1 Newton Cottages, Nr Weobley, Herefordshire,
HR4 8QX, Telephone 01544 318263, Proprietor Jim McGeown**

NBR CLASS "K" - REID 6' 0" ENGINES. LNER CLASS D32.

A short history.

It was decided, in 1905, a new 4-4-0 locomotive should be built to handle the considerable amount of perishable traffic, previously employing 0-6-0's. The loco. was described both as "Intermediate goods" and "Intermediate passenger" as they were actually mixed traffic engines. Twelve were built at Cowlairs works, numbered 882 - 893 and, although no more were built, the design became the basis of all later 4-4-0's. All twelve came under LNER ownership and between 1923 and 1926 all had new superheated boilers fitted. Ten of them survived nationalisation but only one, 62451, received its new number and smokebox number plate.

When built, these engines were all dual fitted but the Westinghouse equipment was removed in 1935/36 and steam brake fitted to engine and tender. It was at this time the clasp brakes were also removed.

Although wingplates were fitted new, Mr. Chalmers began removing these before grouping and all had gone by 1924. (Wingplates are not provided in this kit).

Most of these engines were allocated to Eastfield when new but were soon moved to St. Margaret's where they performed well on express goods traffic and went, at times, below the border to Newcastle. In later years two engines, 9887 & 9888 were stationed at Blaydon and, according to the RCTS book, ran a local service over the Border Counties line but were known to run between Newcastle (via Washington and Bishop Auckland) and Darlington on the 5.53am and from Darlington to Newcastle (via Birtley) on the 8.35am. They were also noted on empty stock trains in, the late afternoon, from Newcastle to Blackhill and, again, Blackhill to Newcastle via Pelton.

As always, I strongly recommend you check details from the RCTS publication, "Locomotives of the LNER", part 4, where you will find more than I have time to write with my one finger typing!

For those who do not have the RCTS book, read on :-

Before making a start, here are a few things to watch out for regarding variations. First of all, it is important to decide which particular prototype and year you wish to model then, the choice is yours!

Superheating was started during 1923 and all 12 loco's. had the new superheated boilers by 1926.

During superheating, Wakefield 8-feed mechanical lubricators were fitted to all but two engines, Nos.9884 & 9891, which had Detroit hydrostatic lubricators.

Originally, all were dual fitted but between 1935 and 1936 the Westinghouse equipment was dispensed with.

Also between 1935 and 1936 the clasp brakes were taken off and steam brakes substituted.

Smokebox door handrails were fitted at the time of superheating.

Steam heating apparatus was fitted when built but these engines did not get connectors at the front end until the 1930's, No. 9882 being the odd one out, its connector was fitted in 1943.

Between 1925 and 1930 the original steam reverser was taken off and a screw reverser substituted, this, like the D29, being of GCR origins.

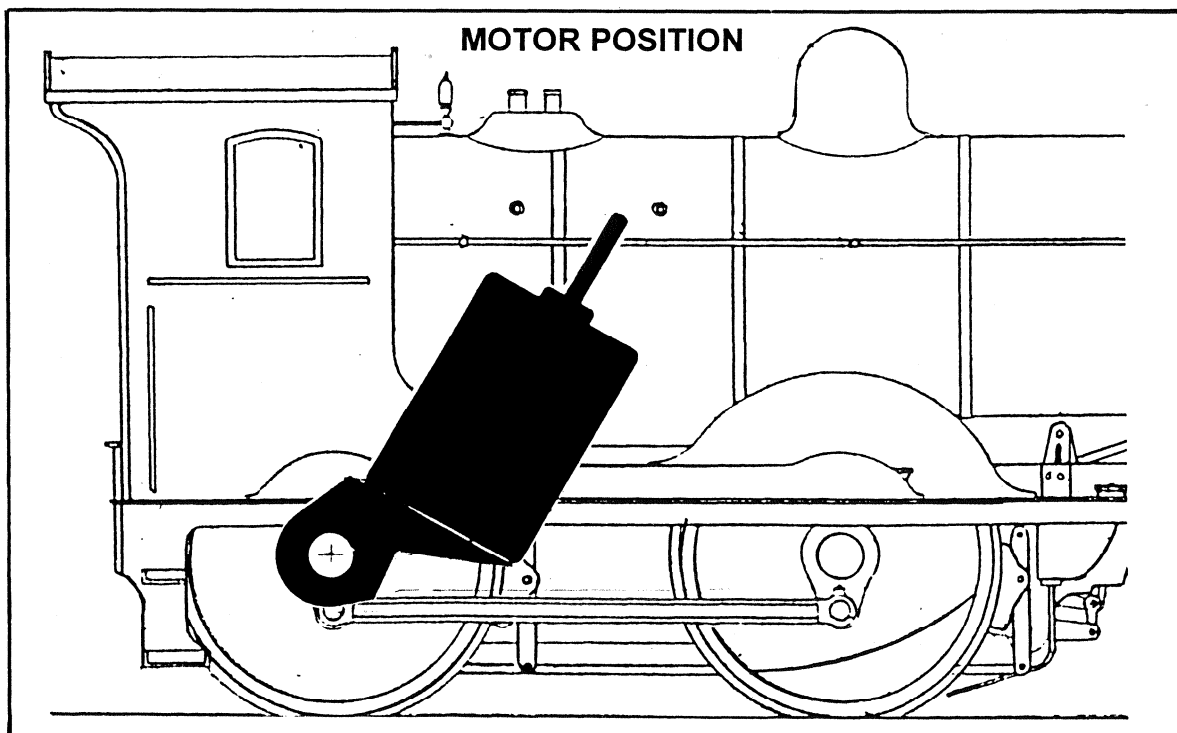
Nos. 9884 and 9891 were given two small snifting valves behind the chimney during superheating, eventually all engines were given the same but in 1942 - 43, all were fitted with the single Gresley type. (The small snifting valves are NOT supplied with this kit although the Gresley is).

Apart from the small snifters, any of the above variations can be made from this kit.

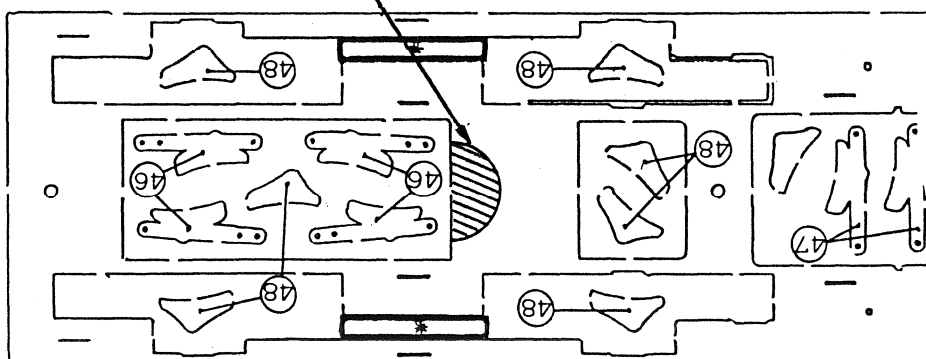
MOTOR MOUNTING

George originally designed this kit to use a motor and gearbox combination available from Ron Chaplin, 22 Hind House Croft, Sheffield, S4 8LS, Tel 0114 2421841. Ron's motor/gearboxes are very good but are not cheap and so I would recommend that you use a Mashima 1833 and standard 40/1 gears. I have provided a mounting plate for this and you will find it with the tender etchings. This is designed to be soldered solid between the chassis sideframes.

There is not much space in the firebox to accommodate the motor and it is important that the motor is set at the right angle, as clearances are tight. I would recommend building a basic chassis and then build up the footplate with the cab front and sides on it. Also make up the boiler with the firebox front and back formers fitted but don't solder boiler into footplate. Fit the driving axle through chassis and motor mount so that the motor and mount will rotate about it. You will then be able to fit the footplate with cab to the chassis and offer the firebox into place to check that it will clear the motor. Also check that the cab floor will fit OK. Once happy with the motor position solder the motor mount solid between the frames.



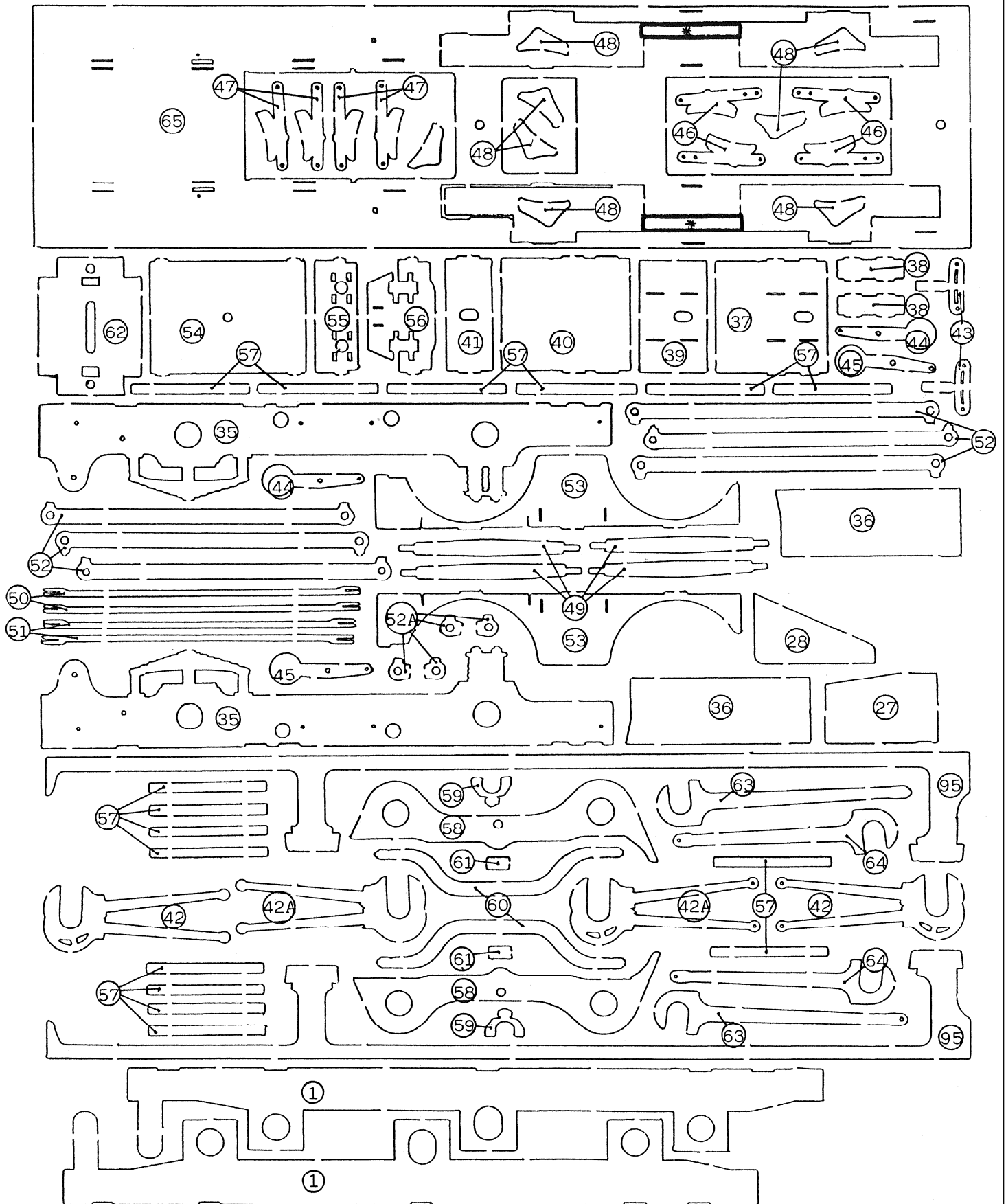
You may also find it helpful to remove a little from the footplate to make separating the body from the chassis easier.



Jim McGeown

**Connoisseur Models, 1 Newton Cottages, Nr Weobley
Herefordshire, HR4 8QX. Telephone 01544 318263**

LNER Class D32, Etched Nickel Silver, Parts Identification
For packing this sheet will be cut into three sections and individually wrapped



CHASSIS ASSEMBLY.

As usual, the "best laid plans" and all that comes into action yet again! Because the weights between the frames are at the bottom, this left a large gap at the top so I decided on as much valve gear as I could possibly get in, albeit mock. Eccentric rods, connecting rods, slide bars and cross heads were to be the order of the day and, although it goes together and looks the part, there are a couple of things to watch out for which must be altered :-

56. Motion Bracket. The small slots in the bottom need cutting through to the edge, because with closed slots, when in position, it is hopeless trying to fit the chassis especially with.....

63 & 64. Connecting rods. The way I have designed the chassis means this can be removed whilst leaving front frames and bogie in situ. The idea was to leave the rods swinging loose from the cross heads and resting on the wire between the main frames when the chassis was fitted but easily retractable when it was necessary to take out the chassis. Unfortunately, I forgot the frame spacer (41), this makes it impossible to get the rods in or out, shaped as they are, this means they will need a fair bit of filing so they can pass between 41 and the carrying wire. I suppose the obvious is to leave out the rods but I do urge you to try before coming to this conclusion. See also sketches on page 15.

I duly apologise for the above and hope it doesn't detract too much from building the kit. And so.....

35. Main Frames. Remove from etch.

36. Ash Pan Sides. Bend to shape at lines and solder behind frames at dotted lines.

37. Rear Top Spacer. Bend to right angle.

38. Drawbar Spacers. Solder into slots in 37.

39. Rear Lower Spacer. Solder onto other tabs of 38.

On a dead flat surface and with the frames upside down, solder the completed section between the frames, tabs fitting into the appropriate slots in the top edges of the frames. The bent/front should keep the frames upright and square.

40. Central Spacer. Bend to right angle and fit into the next slots, the bent section facing forward.

41. Chassis Retaining Spacer. Solder into the two remaining slots towards the front end of the frames *OR*, if you think it may be easier, hold in position and secure a piece of 1.2mm wire as a con. rod carrier, between the frames. This will hold the frames together near the front and may help in fitting the valve rods and weights but don't forget to fit the spacer afterward. Regardless of which way around you fit these, the wire needs to go in anyway.

42. Outside Eccentric Rods.

42A. Inside Eccentric Rods. Laminate to 42.

43. Eccentric Rod Brackets.

44. Inside Counter Weight.

45. Outer Counter Weight. Laminate to 44.

Temporarily insert bearings and one axle in the front holes. Hook both 42/42A's over the axle so the con. rod carrying wire goes through the fork. Cut a length of 0.9mm wire about 1 1/2" long, thread this through the lower hole in one side, attach both counter weights (44/45) with the half etched sections facing out, through the centre holes. Secure the wire but NOT the weights. Now cut another piece of 0.9mm wire, thread this through the front hole of one weight, then the bottom hole of the eccentric rod and attach both brackets (43) so they point forward, on into the second rod and through the second weight. Now comes the awkward bit, all this has to be kept together whilst you finish off. The important part is that the brackets need to be just 3mm apart to fit into the slots in the motion bracket. You can, of course, use a short piece of tube between them but this is not supplied, I find 6 tight coils of 0.45mm wire does the same though neither is essential but it does help. Insert a piece of 0.9mm wire through the top hole in the rod, through the brackets and into the second rod. With the eccentric rods just resting on the axle, the angles should be correct and the whole can be made solid, just make sure the completed unit is central. I naturally assume you have two pairs of hands!!!

CHASSIS ASSEMBLY Cont'd.

46. Clasp Brakes. See page 20.

47. Ordinary Brakes.

48. Brake Bocks. *Note that these are left and right handed.* Solder to 46 if you need them and/or 47.

If you intend fitting clasp brakes, cut 4 lengths of 0.9mm wire about 2" long, if not - just 2 lengths. Solder, with equal overhang, into the holes in the frames, with clasp brakes - all 4 pairs, with ordinary brakes - the 1st. & 3rd. pairs.

49. Brake Cross Beams.

Temporarily insert axles and add wheels, use spacing washers if necessary to keep wheels as far apart as possible, this will help in getting the correct spacing on the brakes.

Hang one pair of brakes at a time, using a cross beam to get the correct width. *Note that the clasp brakes need the correct hangers (46) with 2 holes at the bottom of the hanger, to be secured BETWEEN the driving wheels.* Line up with the wheels and solder in position. Again, a 3mm piece of tubing between hanger and frame helps.

50. Brake Pull Rods. Use these between 2nd. & 4th. brakes on clasp type or between the two on ordinary brakes.

51. Brake Pull Rods. Use these between 1st. & 3rd. on clasp brakes.

52. Coupling Rods. Laminate all three together making sure the one with the "oil filler cap" is the middle one. Obviously, the half etched one is the outside.

52A. Coupling Rod Bosses. Solder one to each end of the rods.

The main chassis can now be put aside for the time being.

53. Front Frames. Push out the rivets from the back.

54. Bogie Carrier. Bend to form "U" and solder, between the frames, in the slots *near* the top. Make certain the frames remain parallel.

55. Slide Bar Carrier. Solder into the frames in the forward pair of slots *at* the top edge.

56. Motion Bracket. Cut the slots through as mentioned on page 13. Solder into the rear slots at the top edge, note that these are angled.

57. Slide Bars. (16 off) Solder two of these together to give eight slide bars. Solder into the slots in the slide bar carrier (55) and the motion bracket (56). The lower, outside, ones will need holding in the correct position at the motion bracket to make sure they don't wander inward (this could foul the cross head, later).

BEFORE GOING ANY FURTHER - Solder an 8BA x 1/2" screw into the hole in the base of the bogie carrier (54). You can now check if the ends of the eccentric rod brackets (43) will slide into the motion bracket slots, a slight "tweaking" will ensure they do, if necessary. Next - to the bogie.

58. Bogie Side Frames.

59. Mock Spring Holder. Solder centrally to 58, evenly around the hole.

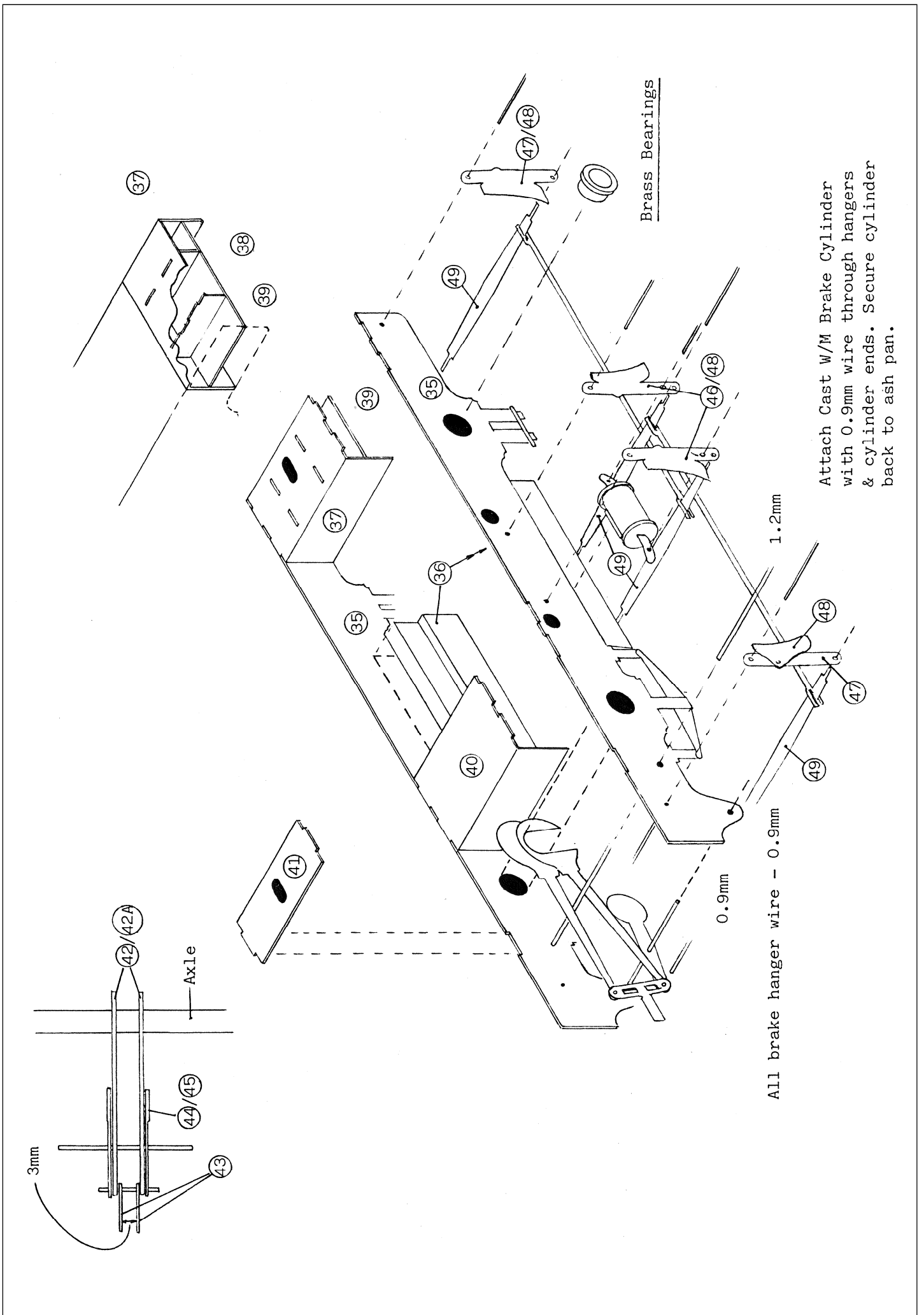
60. Equalising Beam.

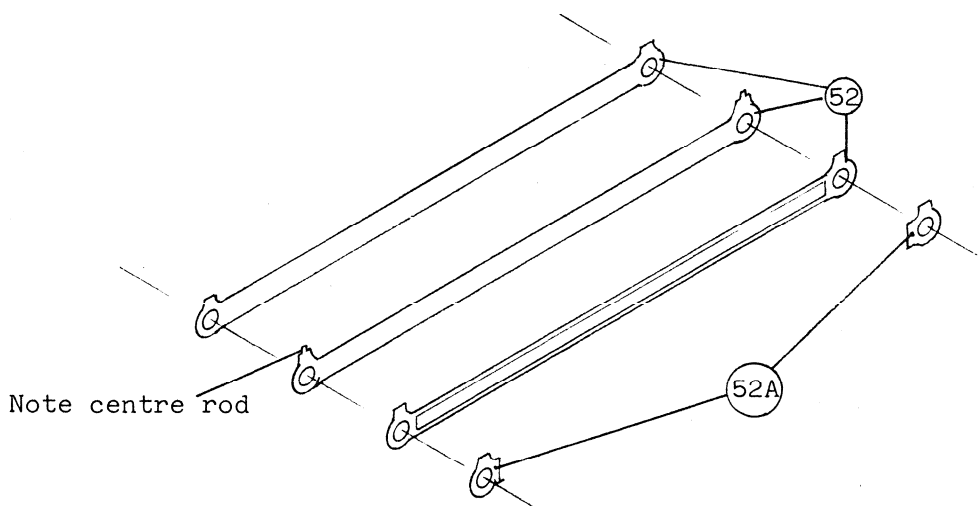
61. No Name For This! Solder between the lines on 60 to simulate the bend where it goes over the spring bolt. Bend the ends of the equalising beam to right angles. Insert an 8BA x 1/4" screw into the bogie frames then fix the beam over this, into the slots in the frames, no need to solder the screw - it can't come out. Check a bearing against the holes and open out as necessary, insert the bearings *FROM THE INSIDE* and solder.

62. Bogie Spacer. Bend to form a box and place each end over the screws in the side frames and add a nut to each. Check that the wheels will not short out on the equalising beams.

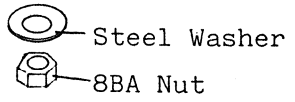
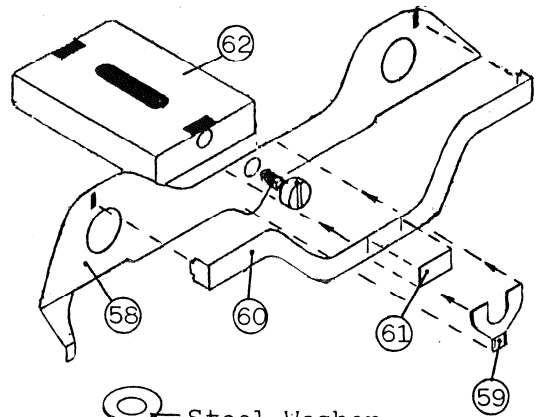
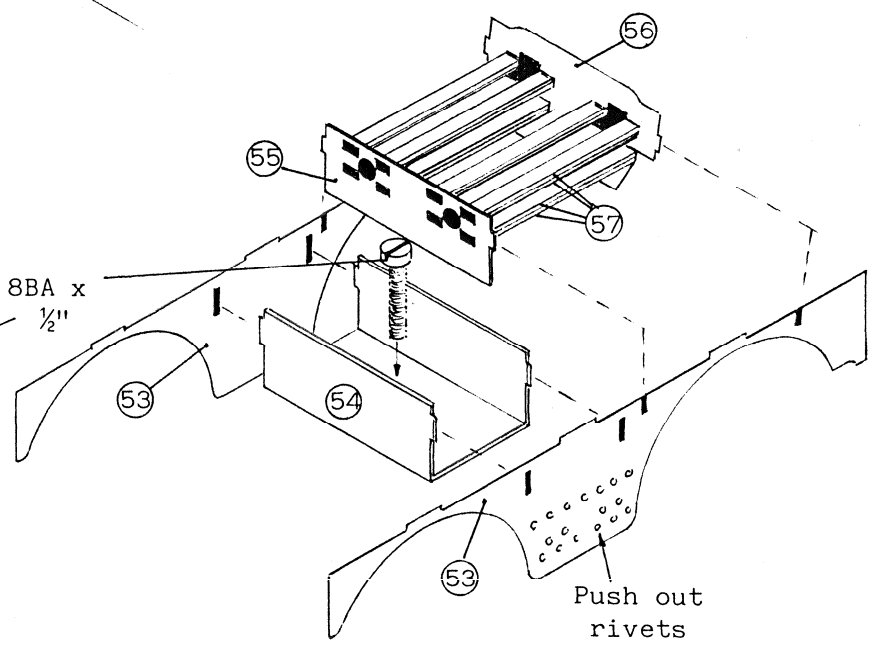
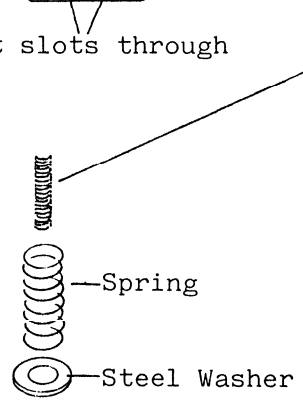
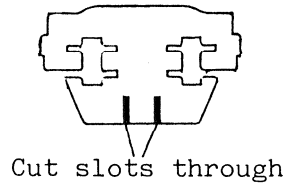
To fit the bogie to the front frames, first place a spring over the screw then a steel washer, holding these down!!! put the bogie over the screw then another washer and finally the nut, I strongly recommend a lock nut as well for running.

63. & 64. Connecting Rods. Bend the ends out and laminate two together. The cast w/m cross heads can be attached now, if you wish. Note the short cross head fits to the longer rod. Fit into the ends and insert a piece of wire. Apply solder to the RODS AND WIRE ONLY, the cross heads must remain loose.

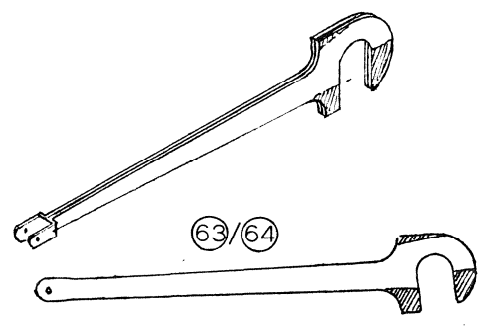




56. motion bracket



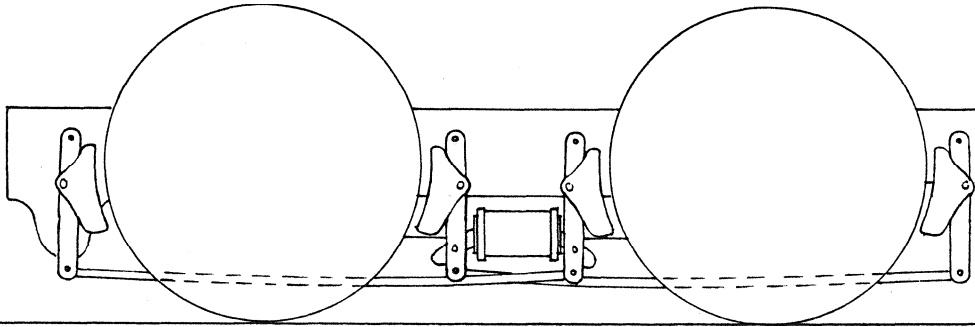
Cast W/M
Cross Head



File Away

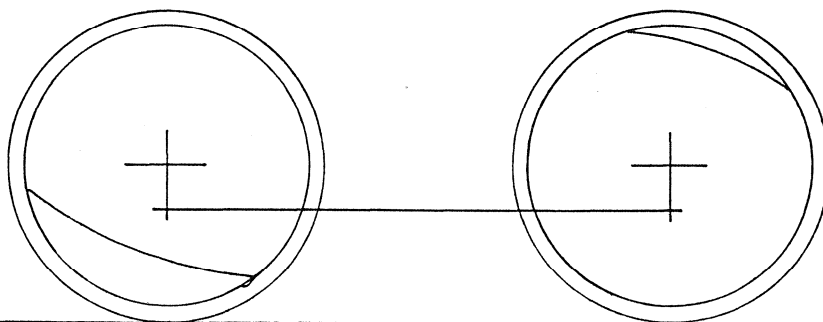
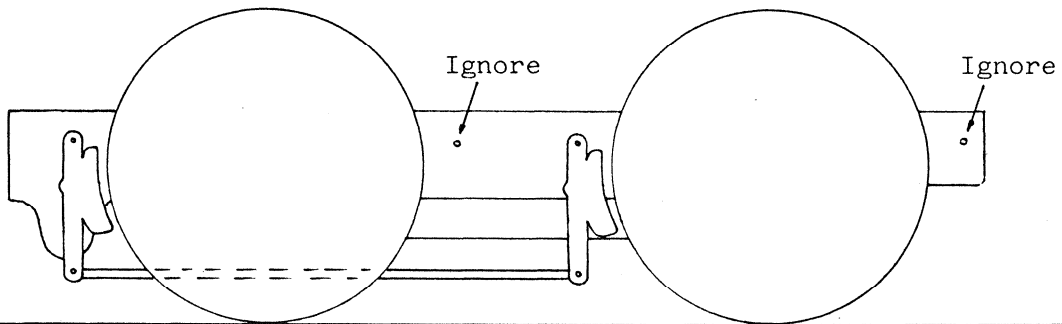
LONG CROSS HEAD TO SHORT CONNECTING ROD

CLASP BRAKES



Bend pull rods slightly to go from 1 to 3 & 2 to 4 (Sketch exaggerated)

ORDINARY BRAKES

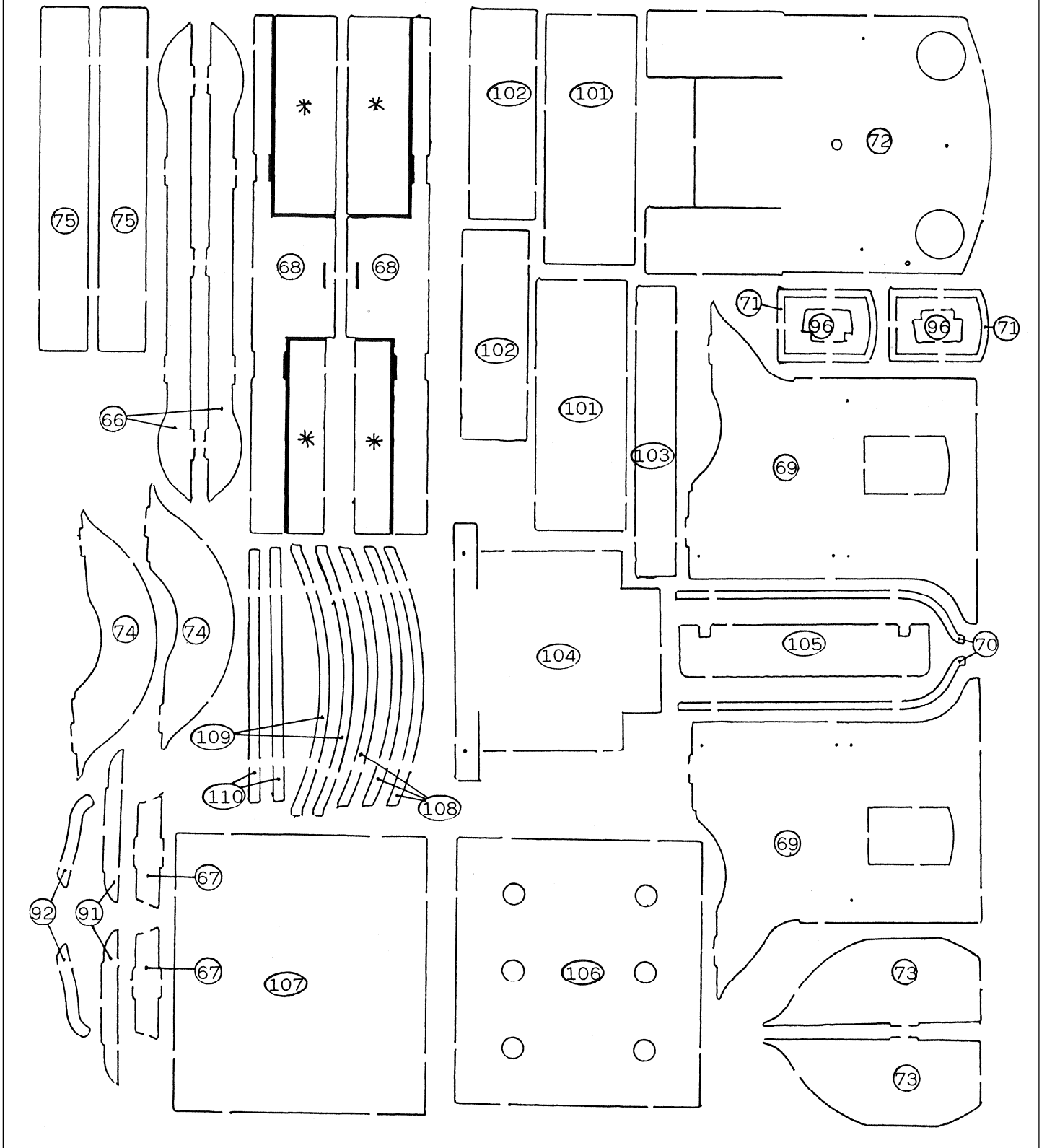


BALANCE WEIGHT POSITIONS

LNER Class D32, Etched Brass, Parts Identification

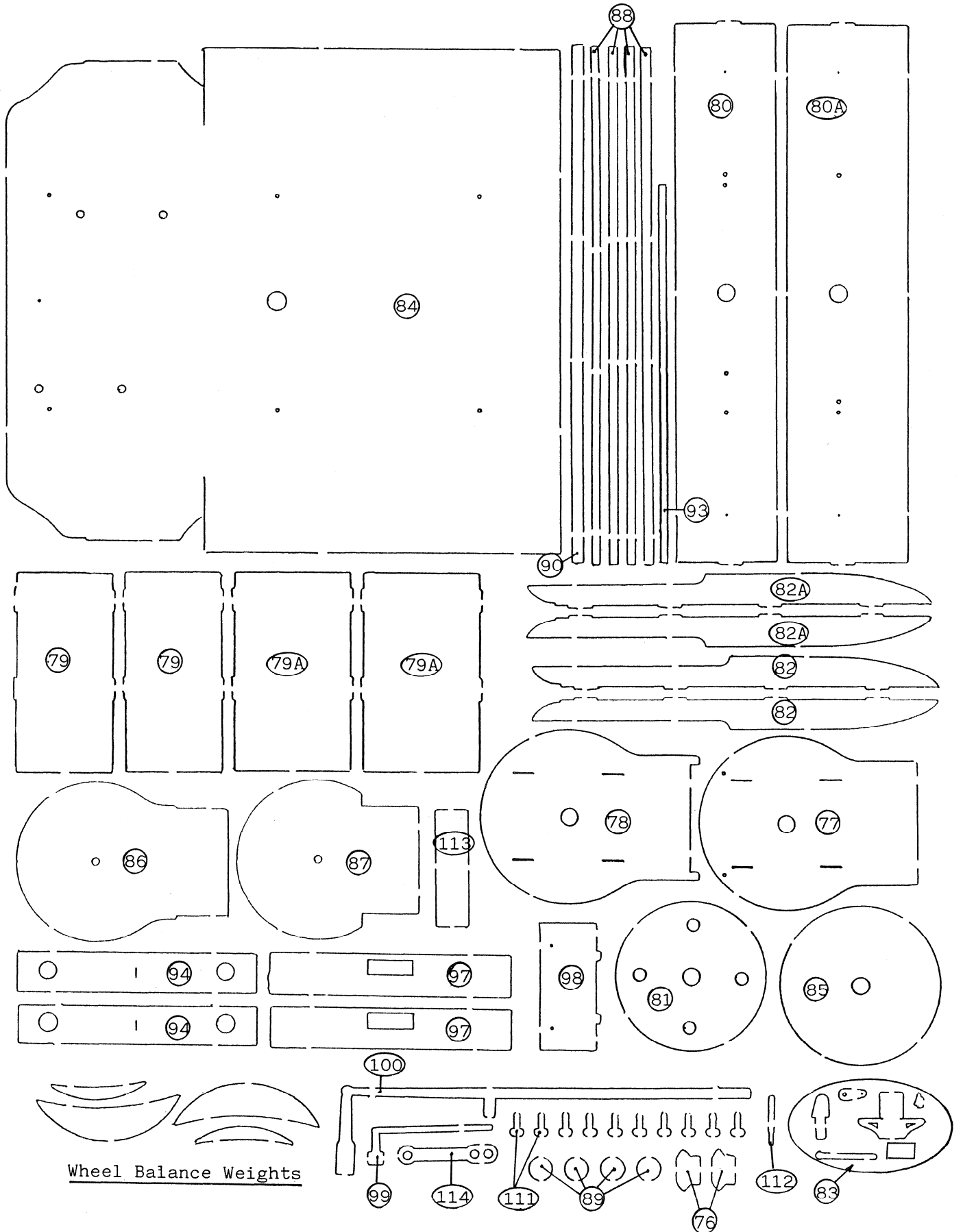
For packing this sheet will be cut into two sections and individually wrapped

Also the cab roofs will be removed, pre-curved & wrapped



LNER Class D32, Etched Brass, Parts Identification

*For packing this sheet will be cut into two sections and individually wrapped
Also the boiler, part 84, will be removed, pre-rolled & wrapped*



The “Confessional”.

Not much to say, this time, as everything happened on my first test etch which has since been retooled so I hope all is well. I will say, though, that this loco did give me a couple of headaches, the main one being the coupling rod splasher. A couple of experienced builders suggested I leave the splasher top as a whole then cut the excess away after fitting the main splasher. “O.K. for scratch building”, I thought “but in a kit?” I decided to give it a try with slots so it can be easily cut away, you will see the excess is marked with an asterisk (you will also find one in the wheel recess in the footplate). I bent my first sample to shape, leaving all the extra in but I was still undecided whether it had worked or not. However, having to retool meant building a second kit, this time I cut off the excess before hand and I felt it was easier to shape so, the choice is yours!

MAIN BODY ASSEMBLY.

As always, this sequence of operations is how I built my sample and, therefore, not necessarily the best, I have said many times, I am not cut out for kit building - my patience is very short lived. If you want to add the valances and buffer beams first then go ahead, the only right way to do anything is that which gives the correct end product!

Have you read the variations on page 3, if so.....

65. Footplate. Solder an 8BA nut, on the top, over each of the chassis fixing holes.

66. Coupling Splasher Sides. Just cut the out for now.

67. Coupling Splasher Supports. Solder into the inner slots between the wheel recesses.

68. Coupling Splasher Tops. See the “confessional”. Decided? Bend to shape using the sides as a template. Note the half etched line is for the step, later, so goes to the front, the narrow end to the rear. When you are happy with the shape, solder to the top edge of 66. Now fit the completed splasher into the appropriate slots in the footplate with the central, inner, slot over the tab on 67 and solder in position.

69. Cab Sides.

70. Cab Beading. Solder into the half etched section at the rear edge of the cab.

71. Cab Side Window Frames. Solder around the window cut outs.

Using 0.7mm wire, form handrails and fit into the pre etched holes in the cab sides, it will be necessary to file flush at the back so make sure they are well soldered.

72. Cab Front. Bend the bottom, central, section at the half etched line to form a right angle pointing back into the cab. Form the splasher tops using the front edge of the cab sides as a template. Note the top half fits between the sides but the splasher ends fit over the sides. Test first then secure front and sides together. Note where the tabs fit and solder the cab over the coupling splasher.

73. Main Splasher Backs. Solder to the inner edge of the wheel recesses, the tab into the central slot, the flat end to the rear.

74. Main Splasher Sides.

75. Splasher Tops. Curve to shape using a splasher side as template then solder to the top edge of the side. Fit over the coupling splashers but there is no need to solder to the splasher backs.

76. Coupling Splasher Steps. Bend back and sides (I know it’s awkward) and solder to the line at the front end of the splasher, up to the main splasher side.

If you haven’t already, cut out the excess from underneath and clean up.

77. Smokebox Front Former.

78. Smokebox Rear Former.

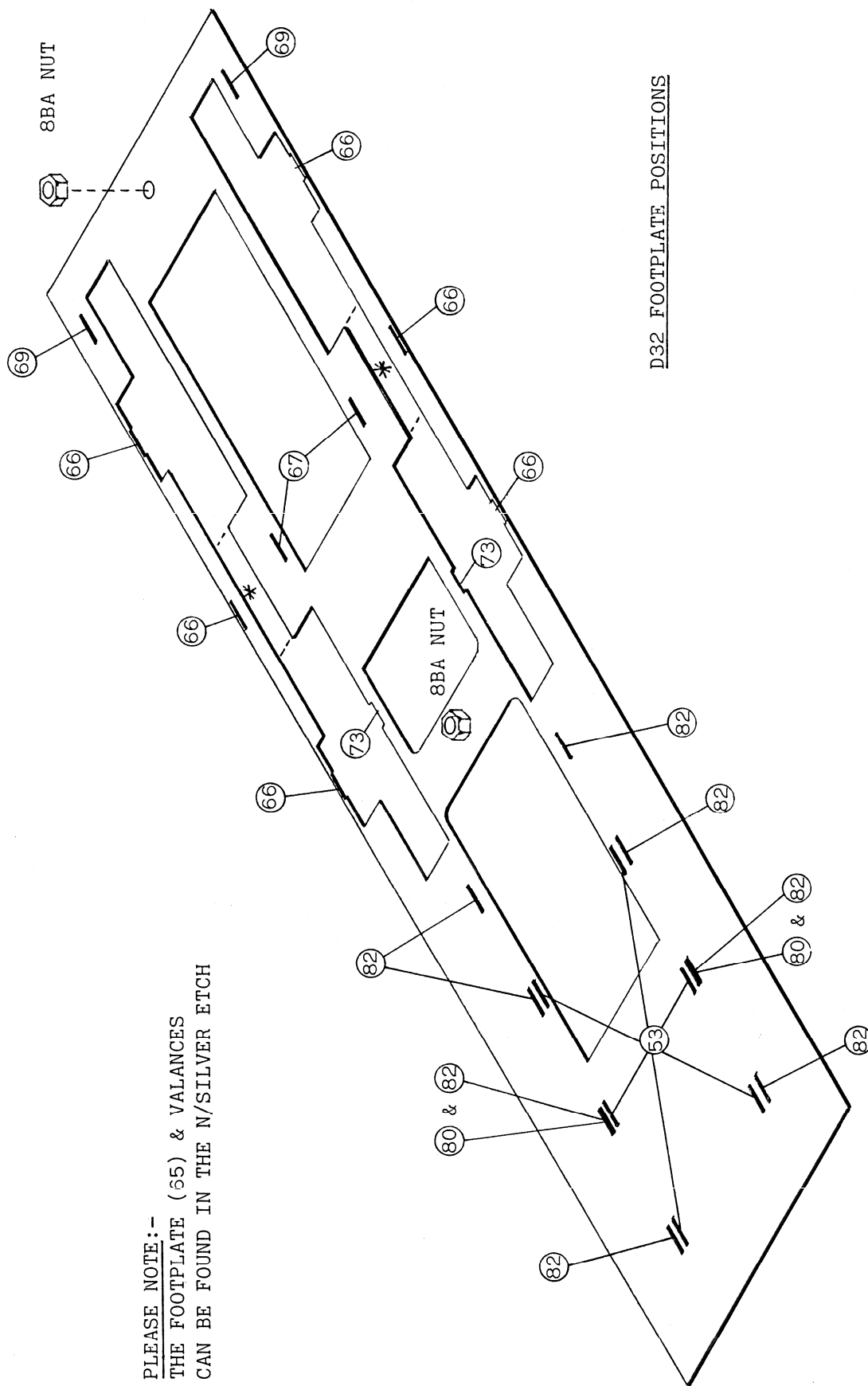
79. Smokebox Spacers. (Saturated)

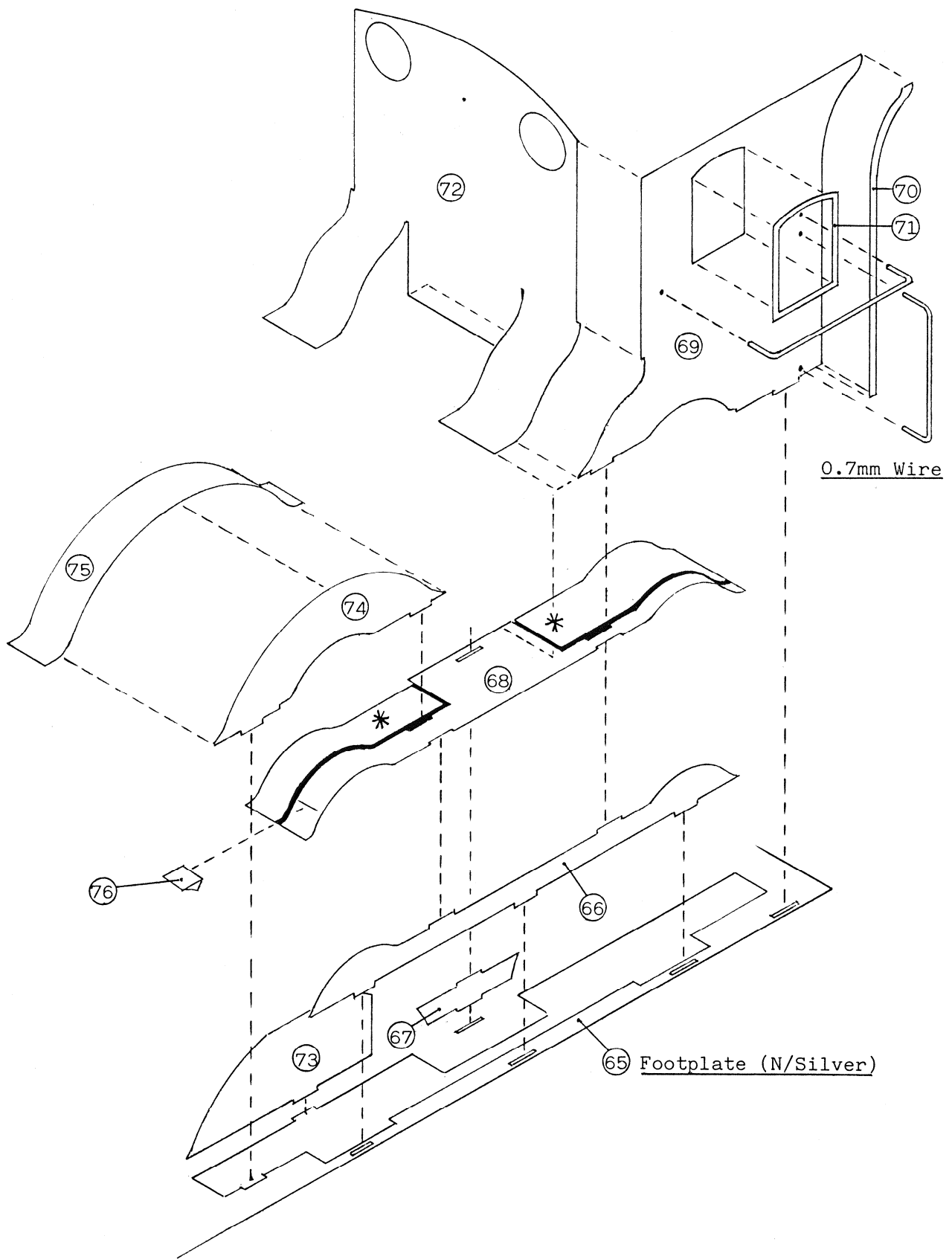
79A Smokebox Spacers. (Superheated)

80. Smokebox Wrapper. (Saturated)

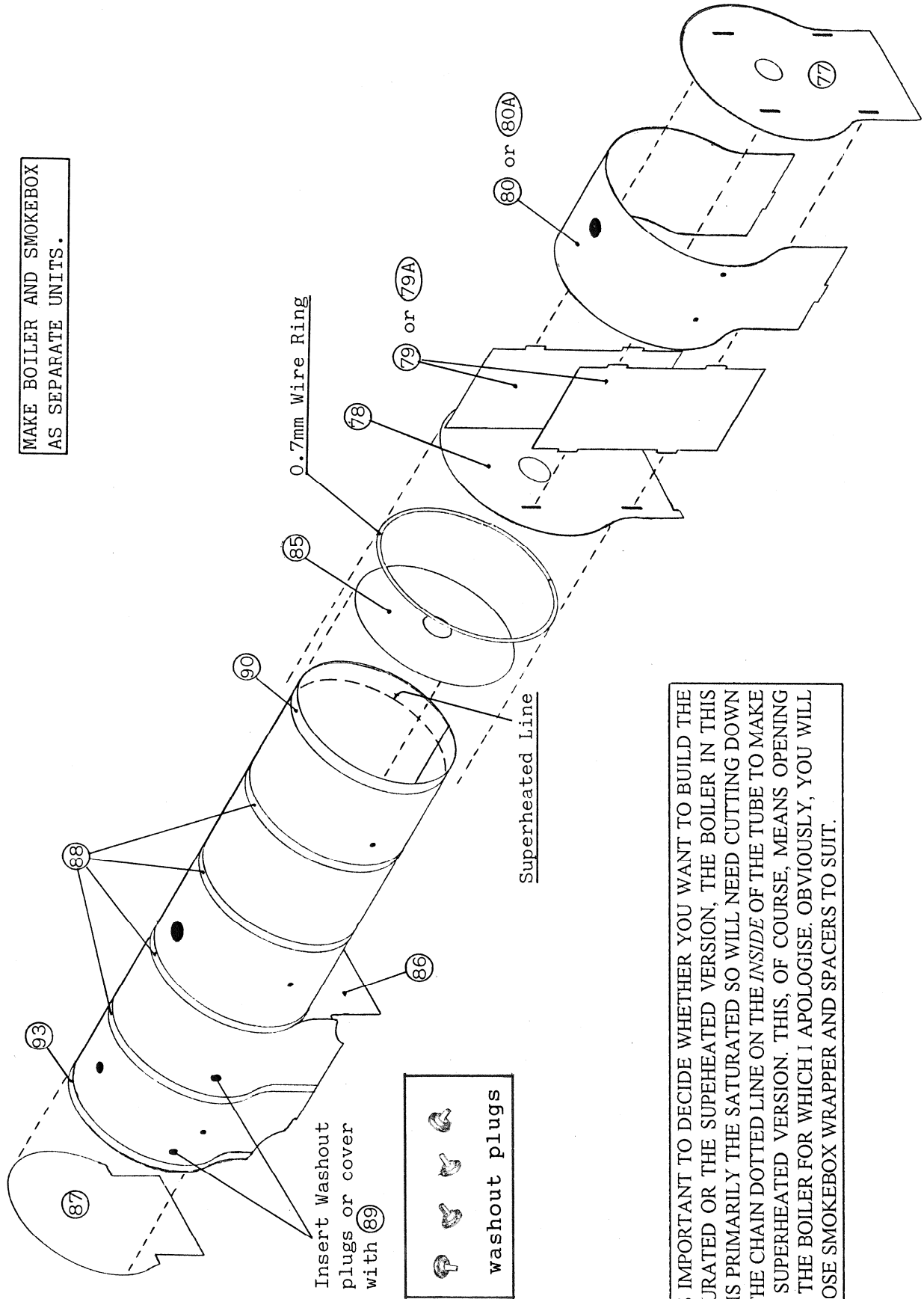
80A Smokebox Wrapper. (Superheated).

Choose your spacers and solder to the front former, tabs in the slots, make certain they are upright and parallel. Now choose your wrapper, note the word “SAT” or “SUPER” is the left hand side and outside so will therefore show but will be covered later, it is to make certain the holes are in the right positions. Form the wrapper, anneal if you think necessary, use the rear former as a template. When you are happy with the shape, solder to the front former around the spacers. Now fit





MAKE BOILER AND SMOKEBOX AS SEPARATE UNITS.



IT IS IMPORTANT TO DECIDE WHETHER YOU WANT TO BUILD THE SATURATED OR THE SUPEHEATED VERSION, THE BOILER IN THIS KIT IS PRIMARILY THE SATURATED SO WILL NEED CUTTING DOWN TO THE CHAIN DOTTED LINE ON THE *INSIDE* OF THE TUBE TO MAKE THE SUPERHEATED VERSION. THIS, OF COURSE, MEANS OPENING OUT THE BOILER FOR WHICH I APOLOGISE. OBVIOUSLY, YOU WILL CHOOSE SMOKEBOX WRAPPER AND SPACERS TO SUIT.

MAIN BODY ASSEMBLY Cont'd.

80A. Smokebox Wrapper. Continued from page 20.

the rear former into the wrapper, the slots should fall over the remaining tabs, solder tightly.

81. Smokebox Door Ring. Solder this over the front of the smokebox, keeping the holes in line and making sure the space around is even.

The completed smokebox can now be soldered into its appropriate slots in the footplate, note that these slots are wider than normal, this is for the next stage so keep the wrapper end tabs tight to the inside of the slots.

82. Frame Extensions. (Saturated).

82A. Frame Extensions. (Superheated). Push out rivets (82A only). Form grab handles from 0.7mm wire to fit the two holes, this applies to 82 and 82A.

83. Mechanical Lubricator Gear. (Superheated only). See note on page 3. Since drawing and building my sample, I decided this was too fiddly so had most of it made in lost wax brass for simplicity so, from the etchings you require the front plate of the mechanical section and the shelf for the lubricator (marked #). Bend and fit the shelf up to the grab handle on the R.H. extension, push out the rivets on the plate and fit this to the left of the shelf, its levelling marks are on the back of the extension but the plate fits on the front. Now make up the mechanical gear and secure exactly behind the plate, its arm pointing at about 2 o'clock so it will be behind the lubricator body (when fitted). Now fit the extensions into the footplate along side the smokebox.

84. Boiler. It is important you read the notes around the boiler sketch.

85. Boiler Front Former. Try the boiler front around this and if o.k., solder the seam of the boiler, use the former to keep the front end as tight as possible. Now solder in the former. The boiler should now be more rigid making the firebox re shaping a little easier.

86. Firebox Front Former.

87. Firebox Rear Former. Re shape the firebox section of the boiler using these formers as templates. Solder in the front one first keeping the ends level. Don't worry about a small gap at the front - the boiler band will cover that later. Before soldering the rear former, consider the washout plugs; if you want these they can be inserted now, whilst you can solder from the inside. Secure the rear former.

88. Boiler Bands. Fit these four into the half etched grooves in the boiler.

89. Washout Covers. If you want these and not the plugs, fit over the four holes keeping level.

Now fit the boiler. The front end speaks for itself but check the firebox. In a perfect world everything will come together but, unless your curves are exactly right, a little filing may be needed to make the firebox corners sit snugly into the bends of the cab front, remember it sits on the splashers, not between. Minor gaps will be covered by the overlays. Be certain the boiler is parallel with the footplate and there is even spacing at the smokebox. When happy with the arrangement, solder in.

90. Front Boiler Band. Solder around the boiler front, right up to the smokebox. Solder a ring of 0.7mm wire around this, again up to the smokebox to assimilate the curved rear edge. I find this easier by annealing the wire first, simply by holding it over the gas and letting it cool.

91. Rear Frame Extension. Solder up to the firebox sides, between the splashers.

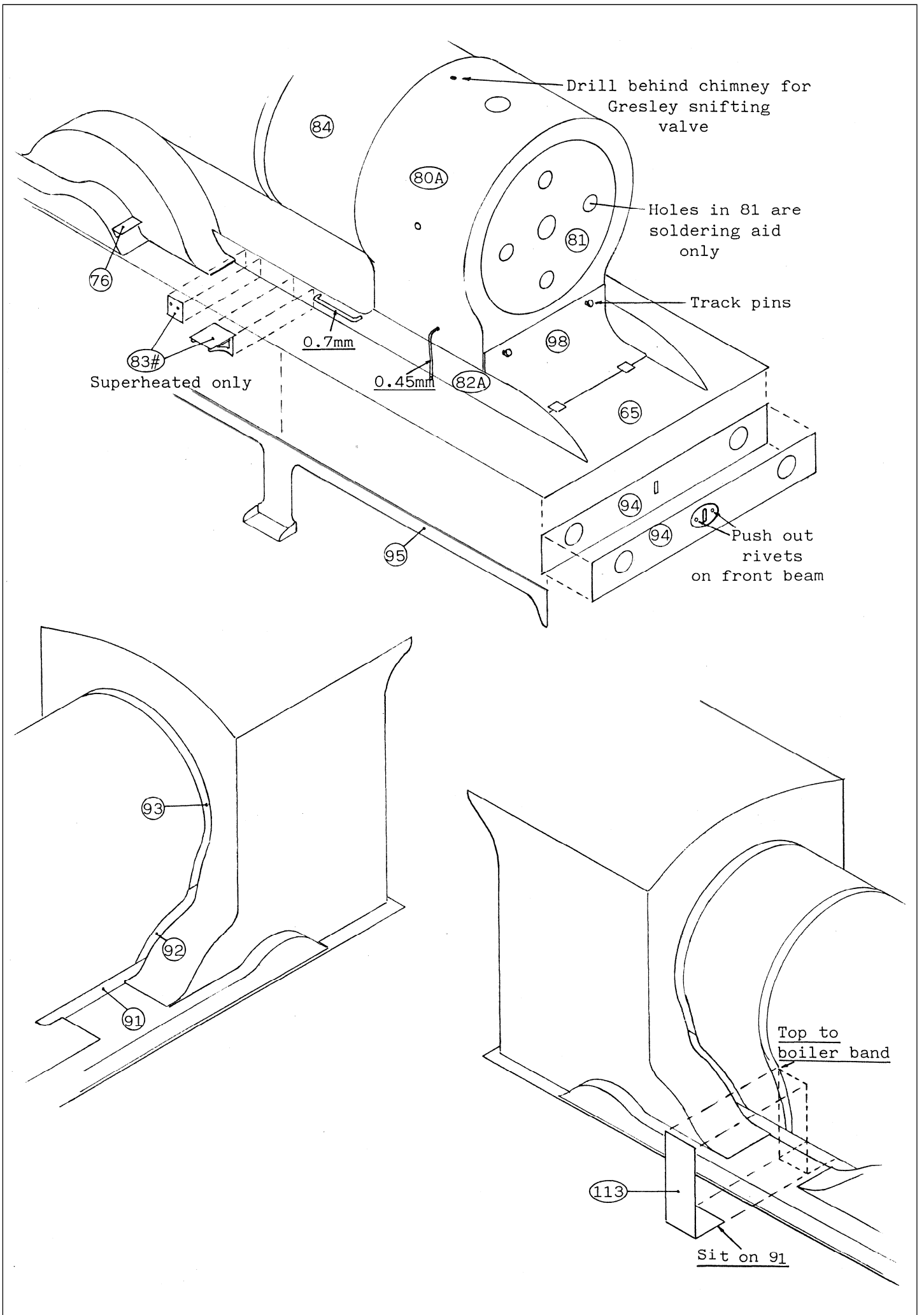
92. Boiler Band Extension. See that this curve follows that of the cab splasher and solder over it.

93. Rear Boiler Band. Fit around the rear of the firebox, up to the cab front. Trim to fit between the two extensions over the splashers.

94. Front Buffer Beams. Push out rivets at coupling plate. Solder the two together, rivets outermost, note the top! Now solder into the half etched recess on the underside of the footplate, level and square.

95. Valances. (N/S) Bend up the steps and step sides.

96. Top Steps. Bend sides and back and solder to the line above the rear step. Solder the valances under the footplate, in the recesses and up to the front buffer beam.



MAIN BODY ASSEMBLY Cont'd.

97. Rear Buffer Beams. Solder the two together and fit under the footplate, up to the valance ends.

It is now time to fit the front frames. These fit into the inner slots at the front of the footplate with front ends right up to the buffer beam.

98. Valve Cover Door. Curve over a screw driver or similar, across the middle, so it fits between the frame extensions in front of the smokebox, its top edge to the broken line on the smokebox front plate and hinges to the bottom. Drill through at the holes to take a track pin.

99. Steam Reverser. See notes on page 2. Fit to marks at the back of the L.H. frame extension and secure behind the front splasher, parallel to the footplate.

100. Screw Reverser. See notes on page 2. The front bracket will fit to the marks behind the L.H. frame extension and will require angling to fit. The central bracket fits behind the splasher top. The whole thing is only slightly angled upward to the cab, secure at the cab.

101. Cab Boxes. Bend to right angle at the line and solder into the cab around the wheel recesses.

102. Box Lids. Bend to right angle at the line and solder on top of the boxes, the angled end to the cab front, pointing upward.

103. Floor Joist. Bend the ends at the lines and secure between the cab sides, up to the box backs.

104. Cab Floor. Bend the sides down and fit between the boxes, down to the joist.

105. Fall Plate. Curve very slightly lengthways. Cut a length of 0.7mm wire and solder to the front edge, over the cut outs. Place a split pin through each cut out and over the wire, solder these into the holes at the rear edge of the floor so the fall plate remains loose enough to travel up and down.

106. Inside Roof. Curve to fit *between* cab sides and follow the cab front curve.

107. Outside Roof. Curve to shape, fitting *over* the cab edges. Push out the rivets. Solder 106 to 107 leaving an even space all round. The 6 holes in 106 are only a soldering aid.

108. Inside Roof Bracers. Solder two into the half etched grooves on the roof underside and the third at the back edge of the inside roof.

109. Front & Rear Roof Edges. Solder to the roof so they stand proud above.

110. Roof Side Edges. Solder between the two 109's, again proud above.

111. Lamp Brackets. Bend and fit at front end of footplate (3 LNER or 5NBR).

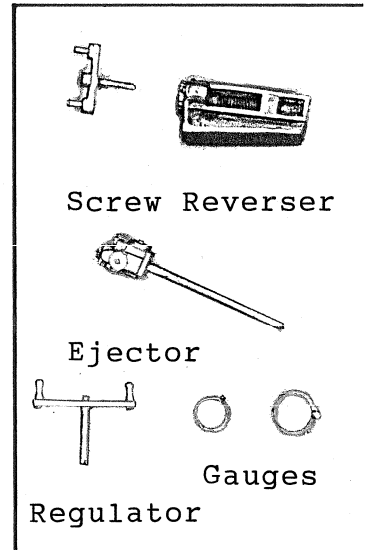
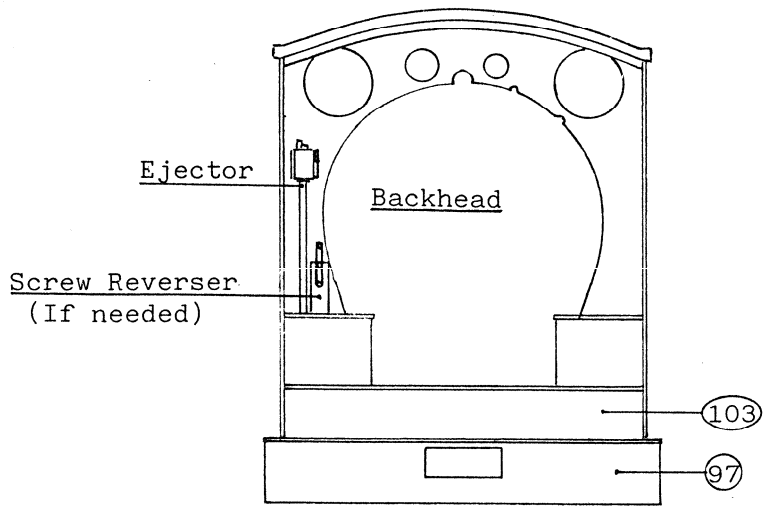
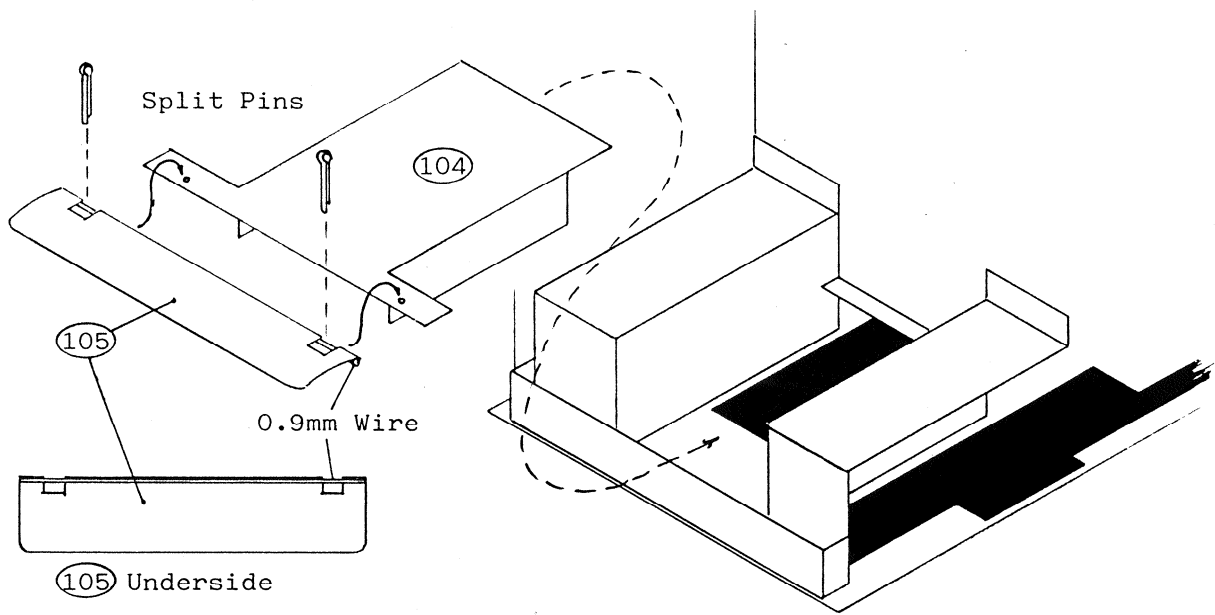
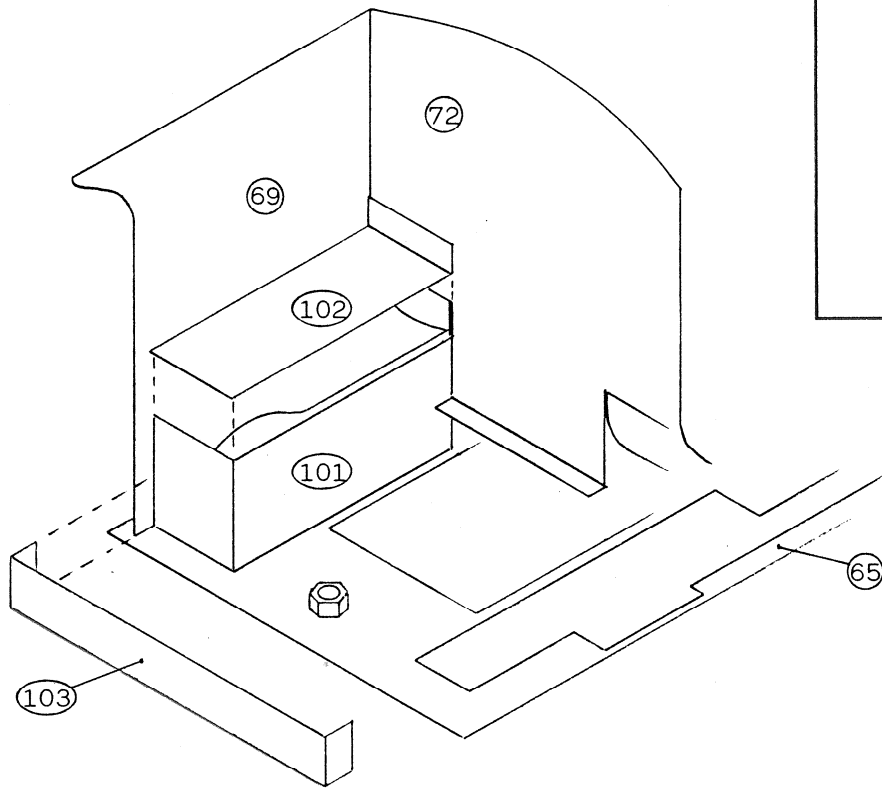
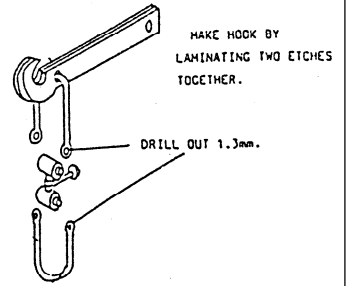
112. Smokebox Door Lamp Bracket. Bend to shape. Drill a hole at the dimple in the smokebox door and fit this lamp bracket.

113. Westinghouse Pump Carrier. Bend to right angle at the line. This rests on the rear frame extension, between the splashers and up to the central firebox boiler band.

114. Drawbar.

Unless I am mistaken, the brass work should be finished. It wasn't that bad, was it? After a good clean up we can think about the castings but it would be best to get rid of any remaining flux now.

COSMETIC SCREW COUPLING



NBR/LNER D32 4-4-0

Castings supplied with this kit.

Chimney. Only one is supplied although two alterations are recorded.

Domes. That given for the early versions was taken from the General Arrangement Drawing and is correct according to fig. 42 in the RCTS book, others photographs seem to have a broader dome than this so we have supplied one, although there is no mention of a change.

Safety Valve Bases. There are three in the kit, two round and one rectangular. The larger round one will take *three* lock up safety valves, the smaller is for two Ross Pops or two lock ups but be wary, some engines had these *side by side*.

Westinghouse Pump. Taken off in 1935, if you don't want it then ignore part 113.

Sandboxes. Don't fit these tight to the chassis, remember you may need to take the chassis out.

Vacuum Pipes. Early engines had these fitted behind the buffer beam, there are two half etched holes in the underside of 65, at the front end, for vac. pipe and Westinghouse pipe. The LNER moved the vac. pipe to the front of the beam at differing times.

Steam Heating Pipes. Not wanted at the front until the 30's.

Screw Reverser. Fits in cab on left hand box, use with part 100.

A total of 12 engines were built, all at Cowlairs and were numbered 882 - 893. After grouping these were all prefixed with a 9 becoming 9882 - 9893. In 1946 they were again renumbered, according to the LNER scheme of things and became 2443 - 2454. Ten of the engines passed into British Railways ownership, 2447 & 2452 having been withdrawn. Of these ten, only 62451 was renumbered and gained its smokebox number plate, this engine was the longest survivor and was withdrawn in March 1951 but, like the others, never obtained BR livery and still carried war time "N E" on its tender.

Liveries.

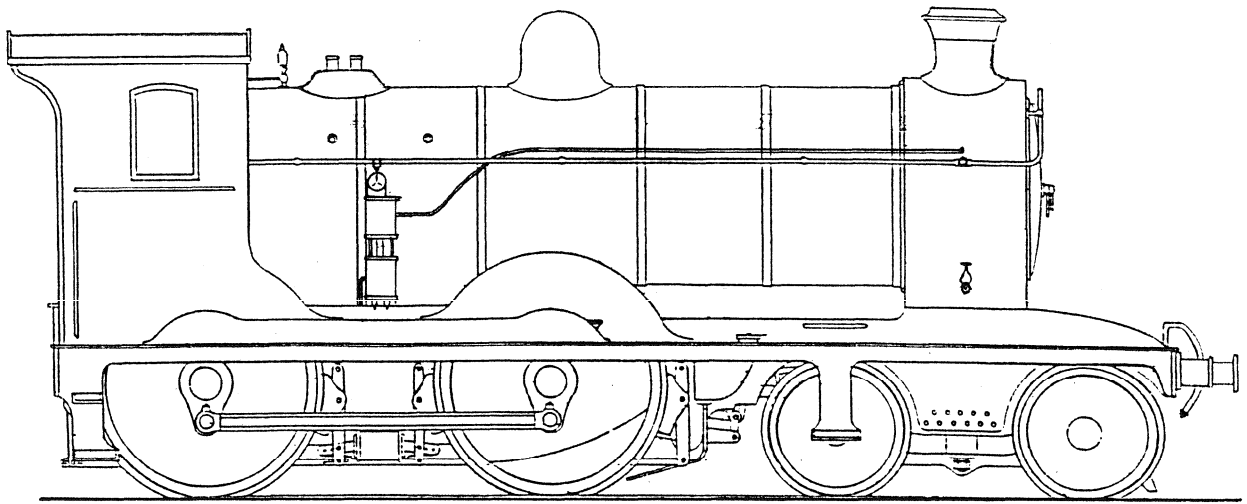
Initially, after grouping, all the D32's were turned out in black with red lining but, on passing through Cowlairs after December 1925, they were all repainted LNER green. In 1928 the LNER had second thoughts on livery and decided the green should be reserved for certain classes, consequently the D32's reverted to lined black. During the war, like many others, this became unlined black.

Transfers

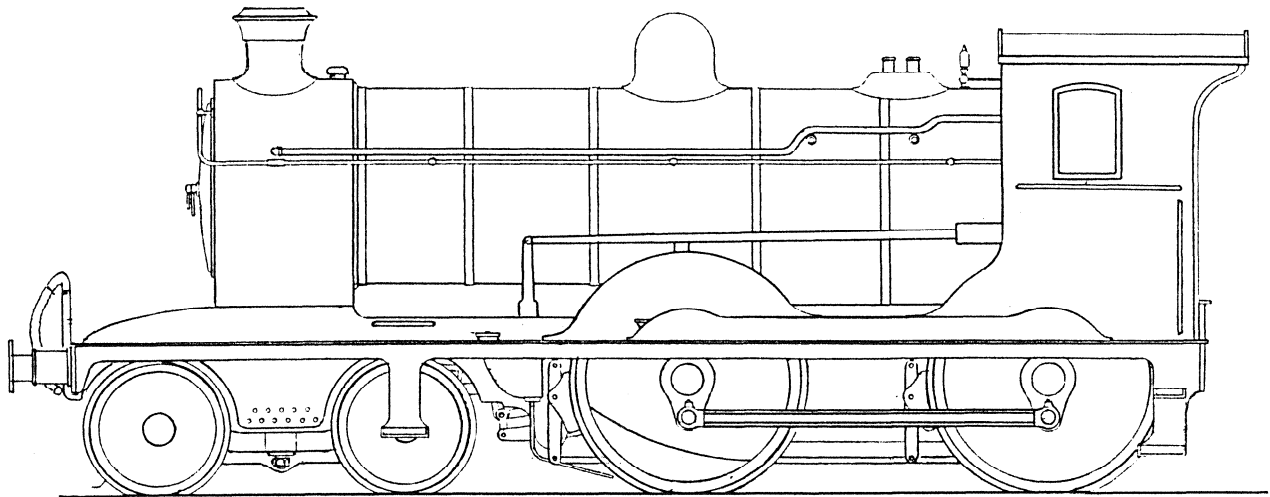
LNER Transfers for lettering are available from the Historical Model Railway Society (HMRS) www.hmrs.org.uk for order form or send to Voluntary sales officer, 8 Gilpin Green, Harpenden, Herts, AL5 5NR, SAE for list & order form. You will require sheet 4 for green locos & sheet 4A for black locos.



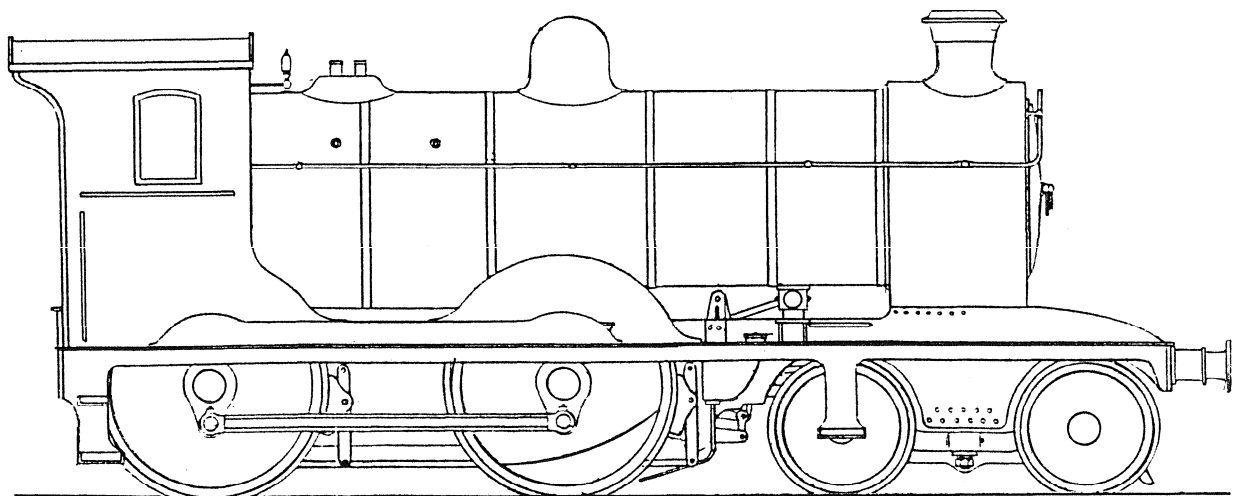
John Cockcroft's D32 that he finished in post 1928 black lined red livery (tel 0797 478 2643)



D32 SHOWING POSITION OF WESTINGHOUSE PUMP



SUPERHEATED, SHOWING STEAM PIPE & SCREW REVERSER.



MECHANICAL LUBRICATOR.

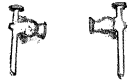
CASTINGS



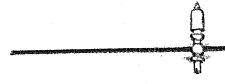
SNIFTING
VALVE



SANDBOX
FILLER
CAPS



CUP
LUBRICATORS
S/BOX SIDES



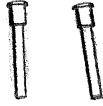
WHISTLE



S/BOX DOOR
HANDLE



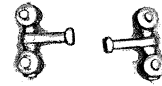
REVERSER ROD
COVER



LOCK UP
SAFETY
VALVES



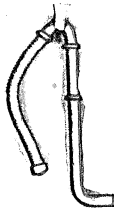
ROSS POP
SAFETY
VALVES



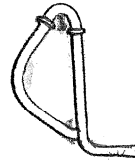
COUPLING
CENTRES



STEAM HEAT



EARLY FRONT
VACUUM PIPE



TENDER &
LATER FRONT
VACUUM PIPE



AIR BRAKE



WAKEFIELD LUBRICATOR
SOME LOCOS MAY HAVE HAD A SECOND
FITTED INTO THE CAB



CLASP BRAKE CYLINDER

A few photographs for reference are a good idea and I would recommend that you get the RCTS book. You can get it from your local library using their book order system.

The inside valve gear parts 42-45 work very well but I am not sure about the connecting rods parts 63&64. George fitted them to his sample model but when the loco is assembled you cant really see the axle end (big ends). I would cut the connecting rods short and fix the cut off ends to a couple of lengths of bent wire coming down from the footplate (at the point where the front chassis fixing nut is soldered. This will all make more sense when you get to this point of assembly.

