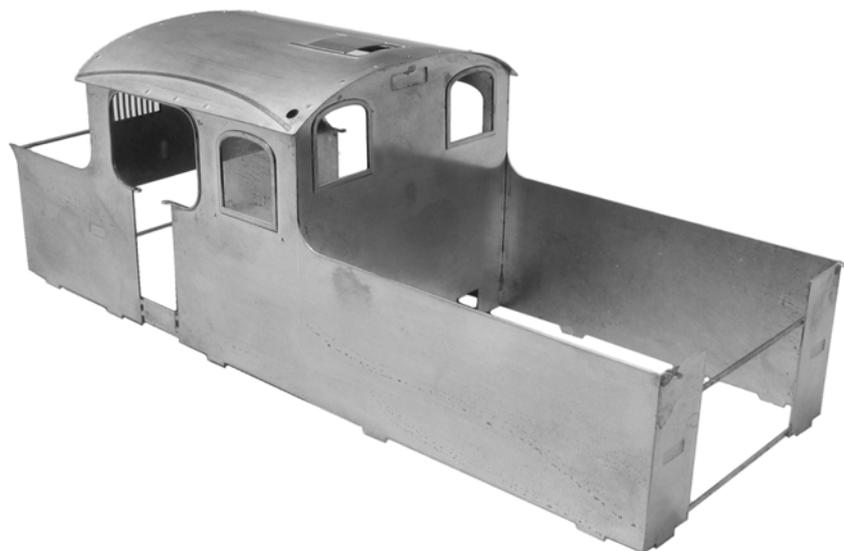


CONNOISSEUR MODELS

LNER Class F5/F6 Hybrid Conversion Components

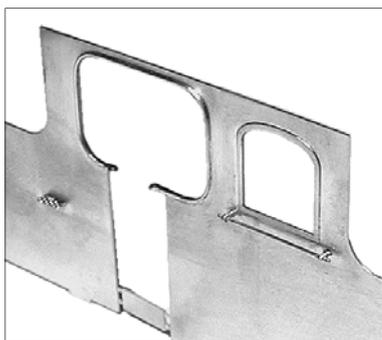
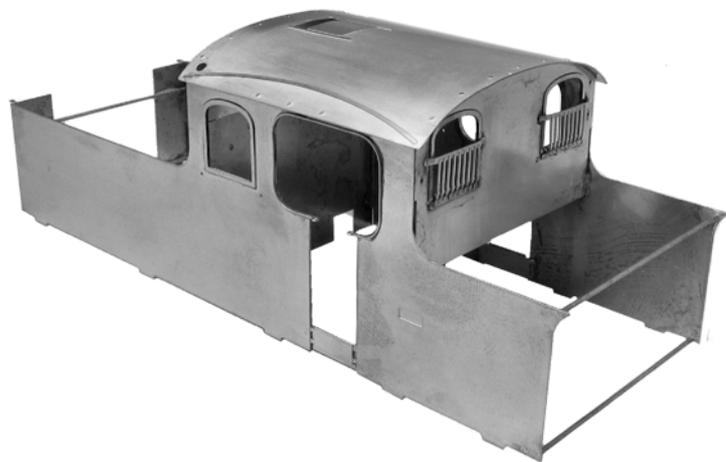
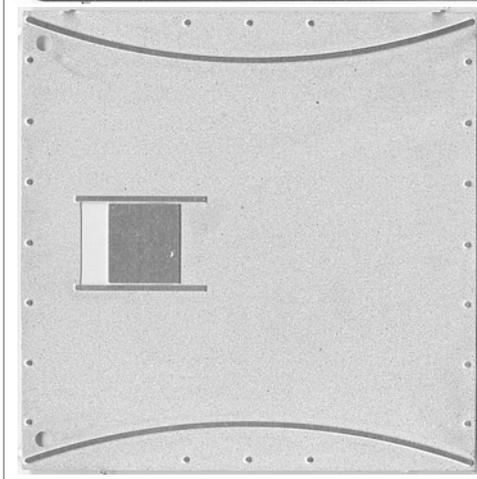
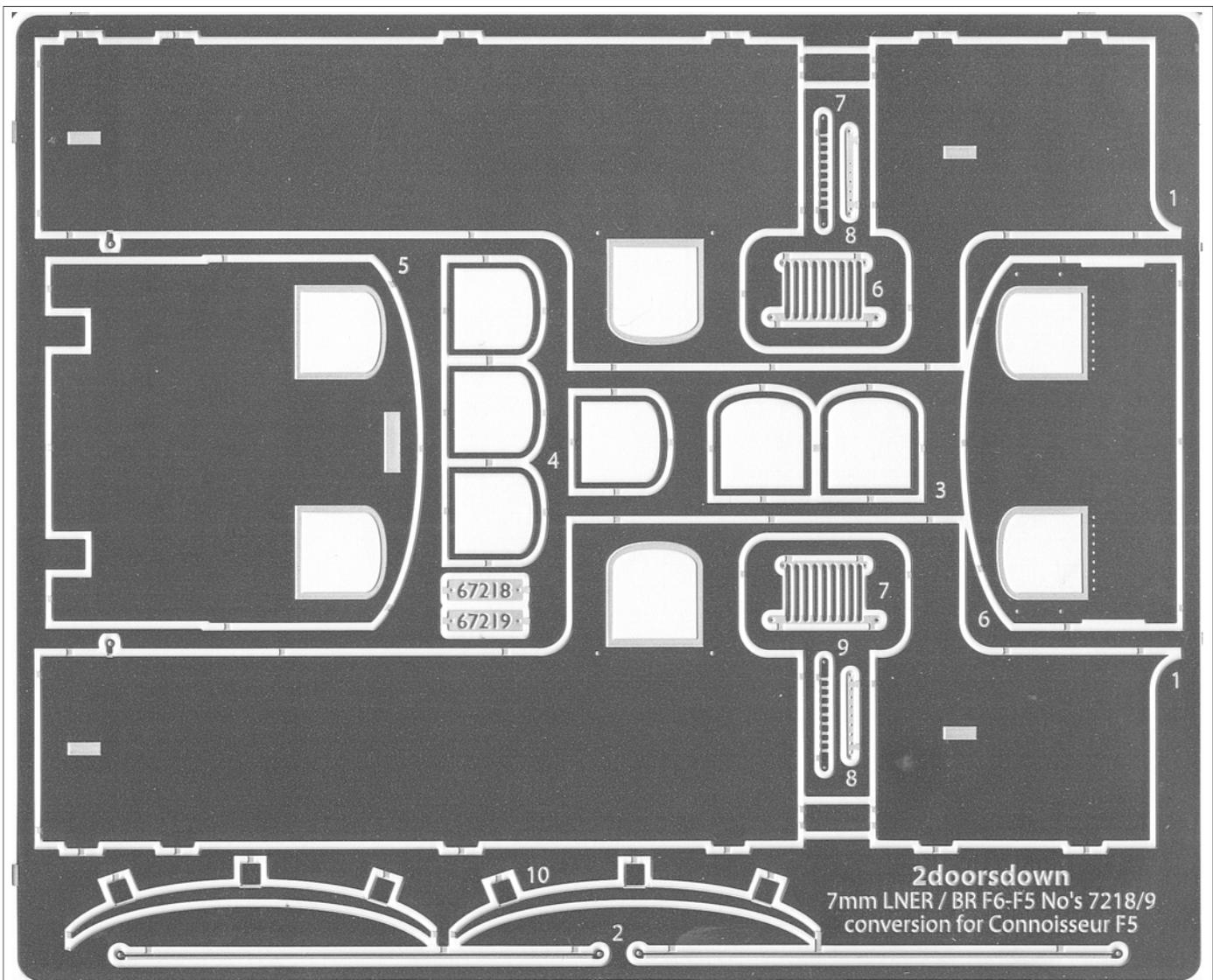


This sheet of etchings designed by my good friend Robin Arkinstall from Two Doors Down enables conversion of a Connoisseur F5 O Gauge kit to the LNER F6 hybrids numbers 7789 and 7790. These were F5's but were built with F6 windowed cabs. They were reclassified as F5's under the LNER in 1948 and numbered 67218 and 67219. They ran all over the East Anglian system being shedded at Stratford, Colchester, Parkeston, Lowestoft and Yarmouth. 67218 was fitted for push-pull working and ran on the Epping to Ongar line.



These alternative components are designed to be direct substitutions for those in the original Connoisseur F5 kit. All slots and tabs will correspond and parts should be fitted with reference to the instructions from the F5 kit.

**Designed by Robin Arkinstall from 2doorsdown
Produced by Jim McGeown, Connoisseur Models, 1 Newton Cottages,
Nr Weobley, Herefordshire, HR4 8QX, Telephone 01544 318263**

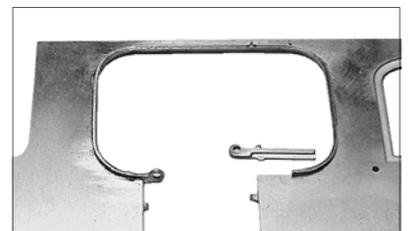


Take cab sides 1 and carefully remove items from the cab entrance. Solder bunker step (kit 10) in position in the half-etch recess and repeat the same for tank front step (kit 10).

Curve beading 2 to match cab entrance and solder the h/e to the surround, ends with handrail holes face outwards. The original kits beading will require shortening by cutting and splicing.

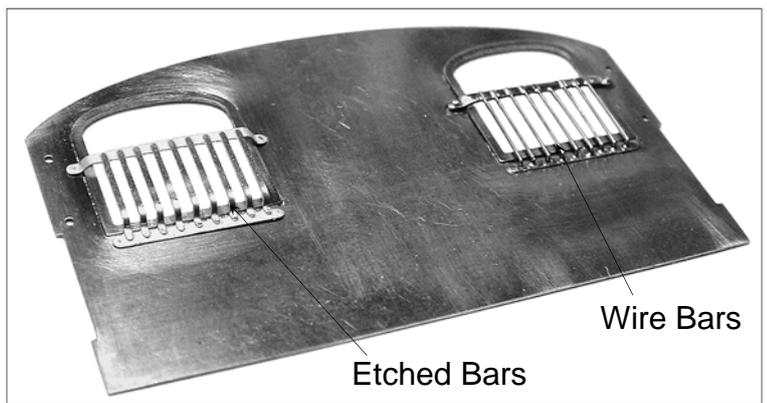
Solder cab side window 3 to h/e recesses. This h/e can be filed back to enable glazing to be flush behind the frames.

Similarly, solder window frames 4 to cab front 5. Also add vent (kit 48) to h/e recess between the windows. Note h/e holes on rear of cab front. These can be drilled through to retain handrails/piping as required.

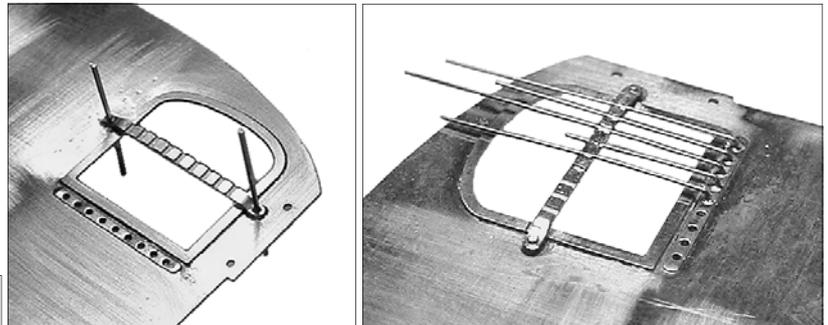


Repeat with the final pair of windows 4 for the cab rear 6. Take window grills 7 and fold and position as the photo.

Included is the option to produce scale grills using brass wire bars (0.45mm wire is included but if you are really good you could use 0.3mm).



Drill out the holes in the cab rear 0.45mm for the top bar 9 and below window for h/e bar 8. Solder bar 8 into place ensuring holes correspond and then clear holes with 0.45mm drill. Form part 9 and pin in position with 0.45mm wire.



Fold up lengths of 0.45mm wire and pass one end through 8, align on cab rear and rest the other end in h/e groove of bar 9. Carefully solder in position. Repeat for all bars then trim and clean up with file.

Fiddly but worth the effort – see above photo sequence.

Form roof and use either supports 10 or (kit 46) to enable the roof to be detachable. Tank vents can be made from suitable tube and filed as photo.

Add handrails to cab rear either side of window and cab sides beneath side windows.

This completes the five elements and they can now be incorporated in the construction of the Connoisseur F5 O Gauge kit or used as an aid for scratch building.

BR smokebox nameplates for the two hybrids are included.

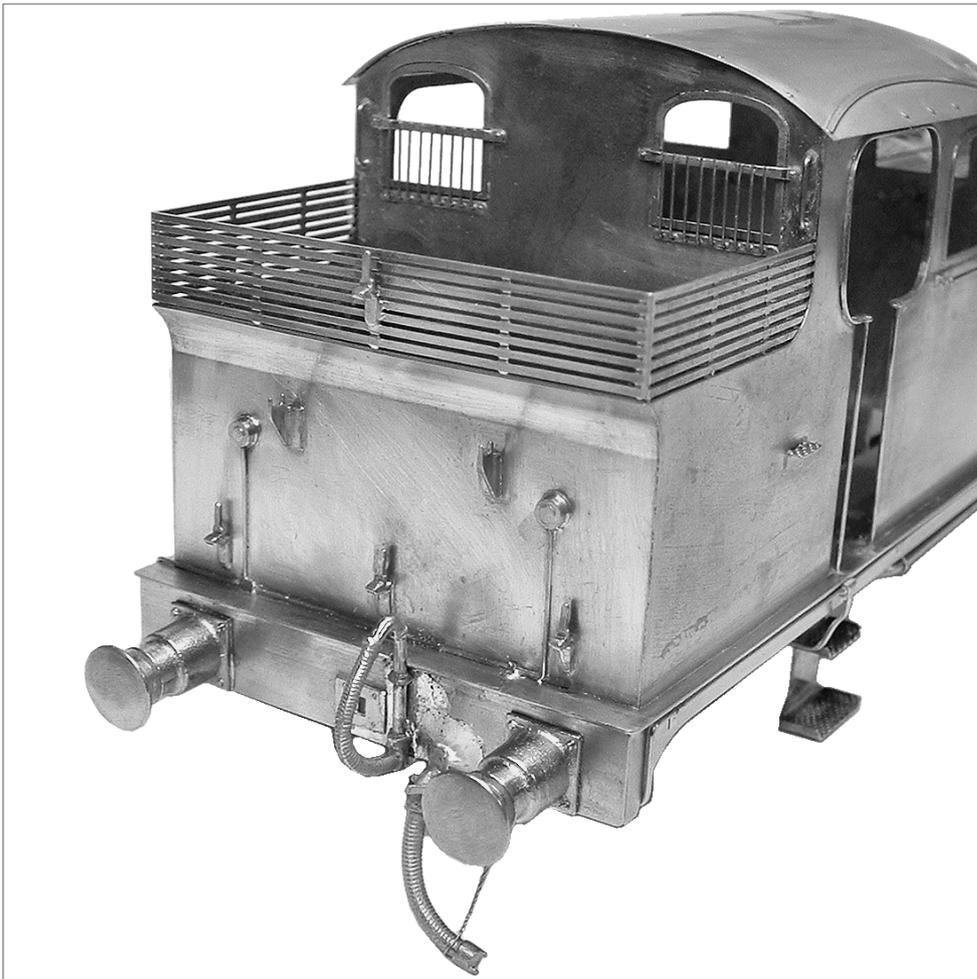
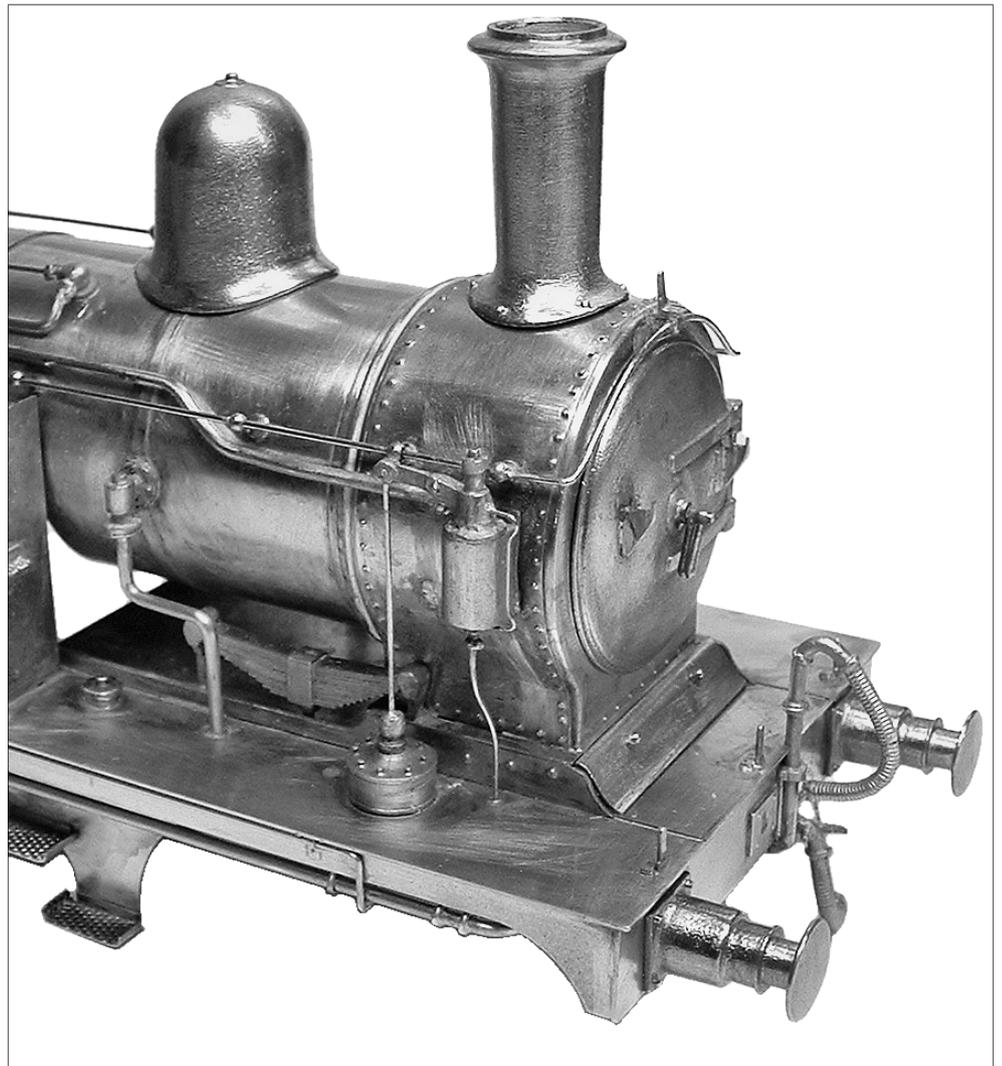


Loco number 67218 was fitted with vacuum operated control gear for push-pull working.

Robin particularly wanted this feature on his loco and these photos are of how he interpreted the fitting of this gear.

Smokebox mounted push-pull control gear assembled from Connoisseur cast brass parts.

Note pipe runs formed from wire.



Note electrical connections on bunker back for push-pull coaches.

