



# CONNOISSEUR MODELS

## LNER Class J68

### Body Assembly Instructions

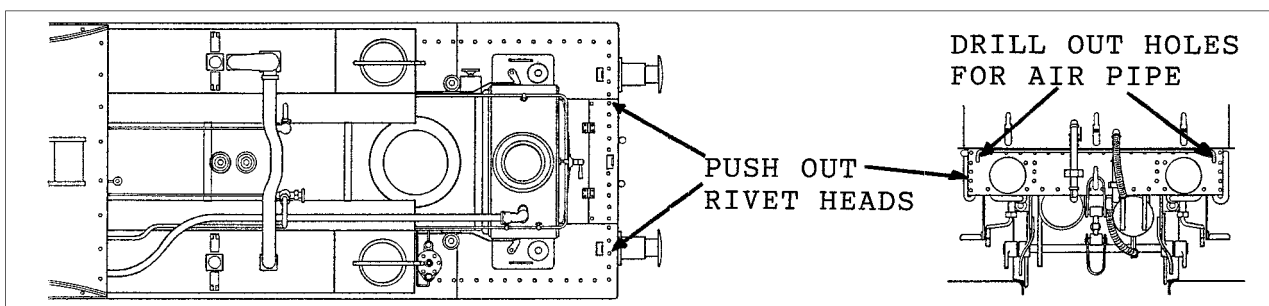
#### J68 Body Construction

- 1) Push out rivet head detail on the footplate, part 24. There are two rivet positions that you will have to mark and push out in the half etched square next to the front step position. Pushing out the rivet heads is best achieved with a rivet forming tool. Alternately, you can use a scribe, with the point rounded off slightly on an oil stone. Place the part face down onto a block of softwood. Firmly press down into the half etched hole. Work your way along the row of rivets. You may find that this distorts the parts so gently correct this by bending back with finger and thumb pressure. I have shown all the rivet heads on the main drawing. So use this to help you check that you have not missed any.

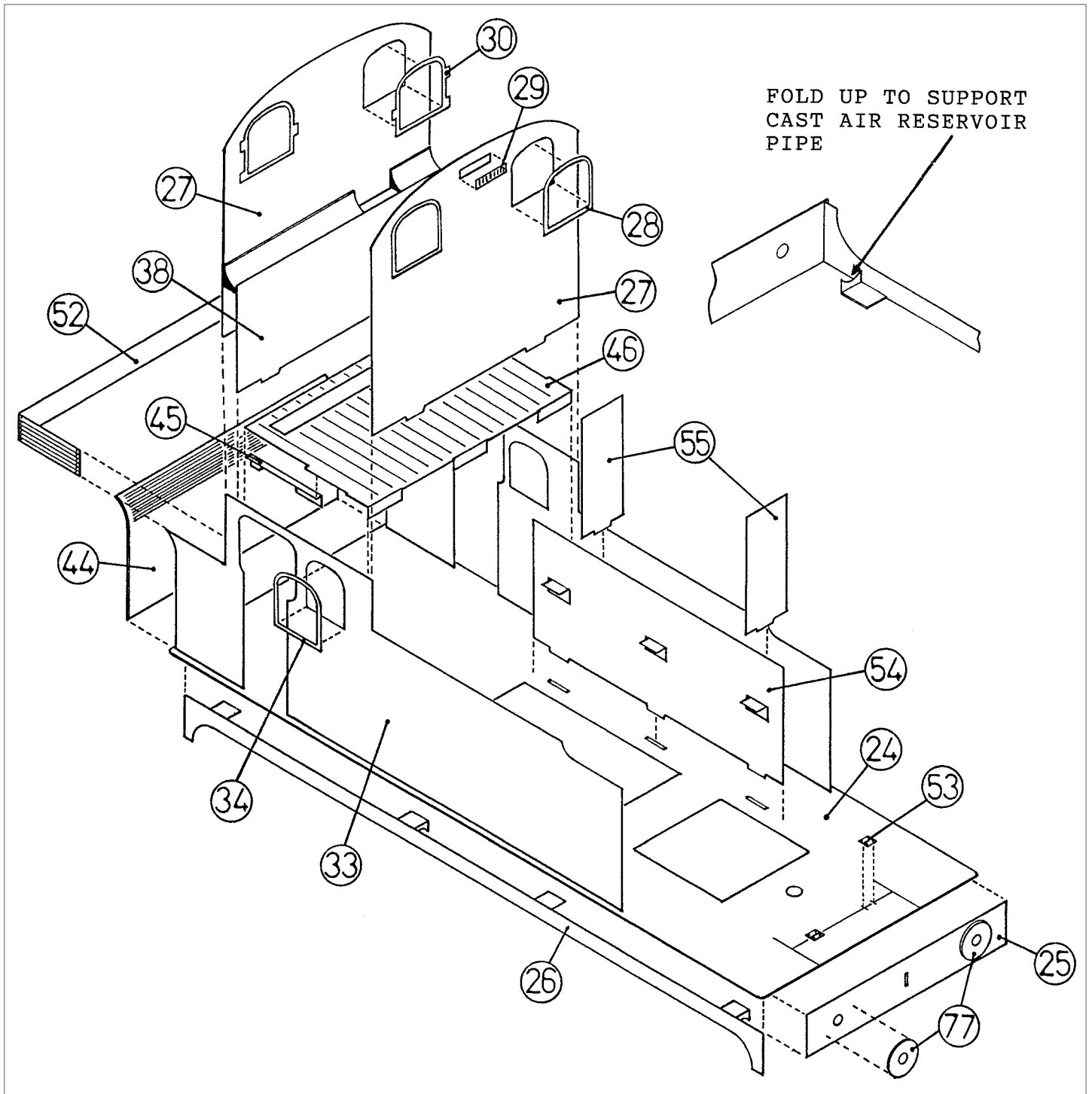
Drill out two holes in the rear buffer beam, part 25, for pipe run made from soft wire. The position of these holes is marked by two half etched holes (similar to rivet holes) on the inside face. Then push out rivet heads for both front and rear buffer beams.

Fold up tabs on valances, parts 26. These tabs locate into etched squares on the underside of the footplate but also support cast white metal pipes. On the prototype loco two 6" diameter pipes were fitted behind the valance to provide the main reservoir for the westinghouse air brake.

Now solder valance into groove on the underside of the footplate. If you tack solder at the tabs first, you should be able to adjust the valance until it sits square and straight. Then solder the valance solid into the etched groove. If you solder  $\frac{3}{4}$ " at a time and work up and down the valance. This should prevent a build up of heat that may buckle and distort the valance. Repeat for second valance and then solder buffer beams in place.



- 2) Solder two 6BA chassis fixing nuts to the top of the footplate. Clean to bright brass the six sides of a nut, then lock into position with a screw and washer. If you put a little oil onto the screw thread it will prevent the solder creeping onto the threads and locking the screw solid. I solder the nuts in place using 60/40 electrical solder to give a little extra strength. Try to get a good fillet of solder between the footplate and each of the six sides of the screw. There is nothing worse than a nut coming loose after you have finished and painted the body. Now cut a block of wood to fit between buffer beams and valances to support the body during construction.

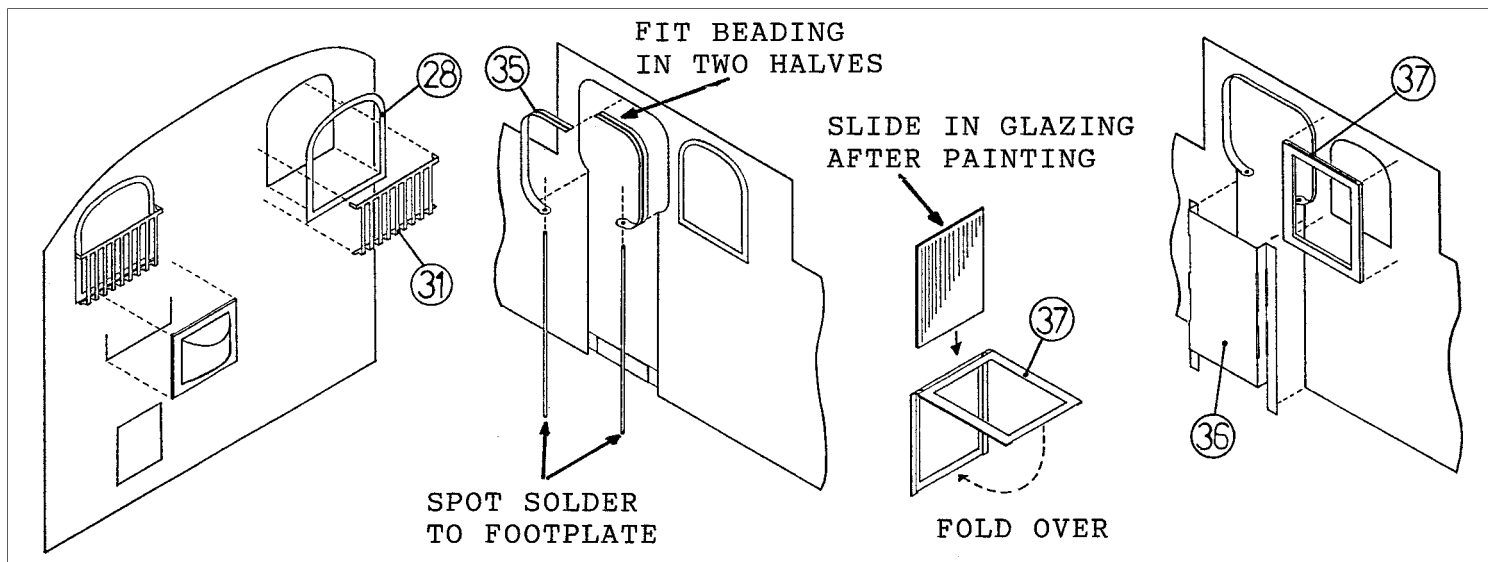


3) I now detail and form up the cab front/back, tank/cab sides and bunker front/back before assembly. Take the cab front, part 27 (five small holes) and fit window beading, parts 28. They each fit slightly better in one window than the other (hand drawn artwork) so swap them about for the best fit. Fit ventilator, part 29. You may now fit the inside window frames, parts 30 and then cut glazing to be fitted in after painting, scraping off the paint to give a brass window frame. I prefer to glue the window frames to a sheet of glazing with photomount spray adhesive. Trim around the frame and then glue in place after painting.

Take the cab back, part 27 (large square hole) and fit window beading. Fold up and fit coalbars, parts 31 and cast handbrake shield. Fit destination board holders, parts 32, onto the inside, there are etched marks to help with position.

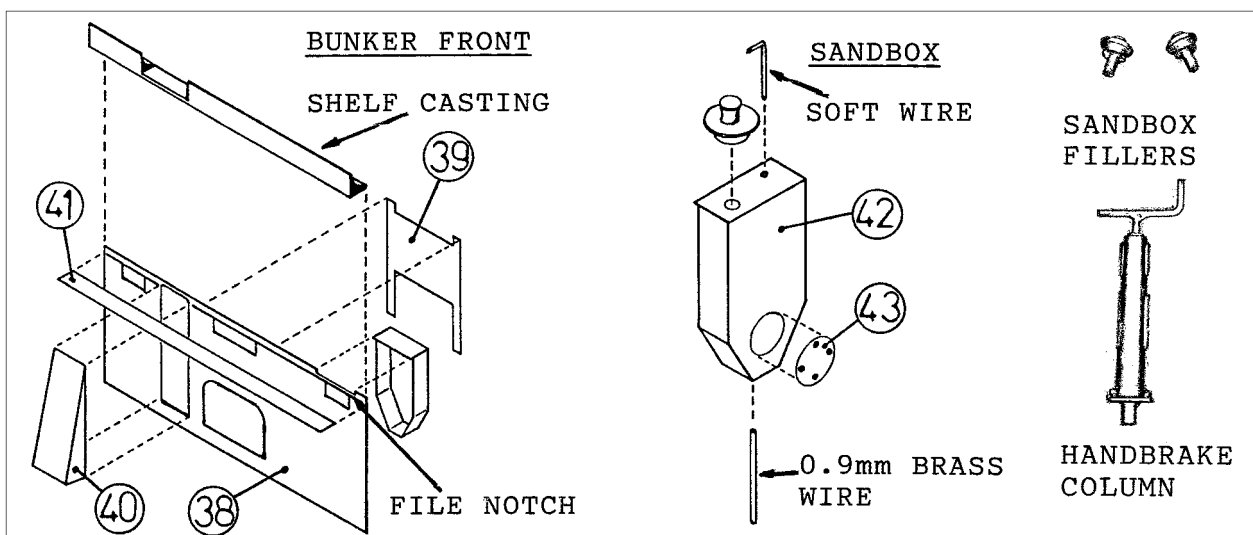
Take the cab/tank sides, parts 33, and fit window beading, parts 34. Fit cab doorway beading, parts 35. I find it best to fit it in two parts, trimming back and butt jointing half way along the top of the opening. I have provided two sections slightly longer than half length and a continues strip if you prefer to fit the beading in one length.

I formed the corners by bending around a 5.5mm drill shank first and then tack soldered (on the inside face) the beading in place. When the two halves have been adjusted to fit snugly I solder the beading solid. Fold up and fit cab doors, parts 36. You can now cut out the strengthener strip at the bottom of the doorway. Fold up and fit side window frames, parts 37. On the prototype loco these were a wooden drop light similar to a carriage door. If you carefully solder the two halves together, you should end up with a gap into which a piece of glazing can be slid after painting. If you wish to model the windows partly open (dropped) make sure that the bottom of the frame is no lower than 20mm from the top of the cab side, on the R/H side and 27mm on the L/H side. If you drop them any more than this you wont be able to fit the tanks inside the cab.

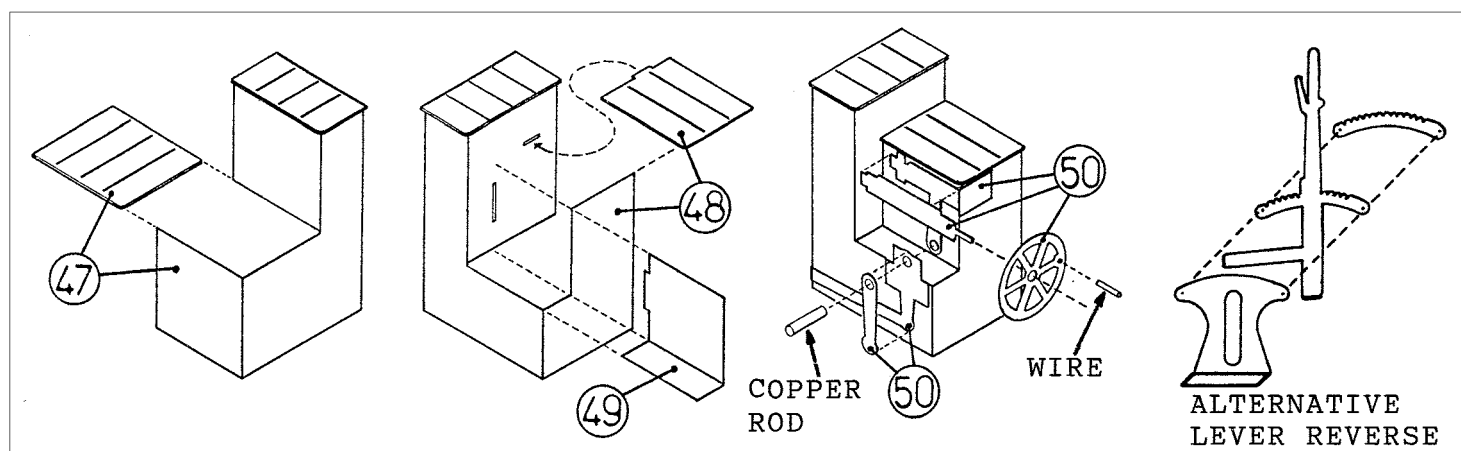


Take the bunker front, part 38, and if fitting cab sandboxes, file out the two half etched location notches. Fit coal door, part 39, the bottom of the slides are level with the bottom of the opening. Fold up and fit into the half etched locations on the rear. The handbrake column rebate, part 40. Fold up and fit shelf strip, part 41. Fold up sandboxes, parts 42, and fit access plate parts 43. Fit sandboxes to bunker front, then fit handles and pipes made from wire. Fit cast sandbox fillers. Fit curved shelf casting, you may have to file the front edge a little. The casting should be no wider than the etched shelf strip (part 41). Fit the cast handbrake column.

Form curved top to the bunker back, part 44. I do this by gently working with fingers and thumb around a 9mm dia piece of tube. Bend A gentle radius along the whole length first. Then tighten the radius at each end to match the curve on the cab/bunker side. Then tighten the radius in the centre to match the ends. You should find the bend relief lines on the inside face helpful but be careful as these mean that you dont require much pressure to form the curve.

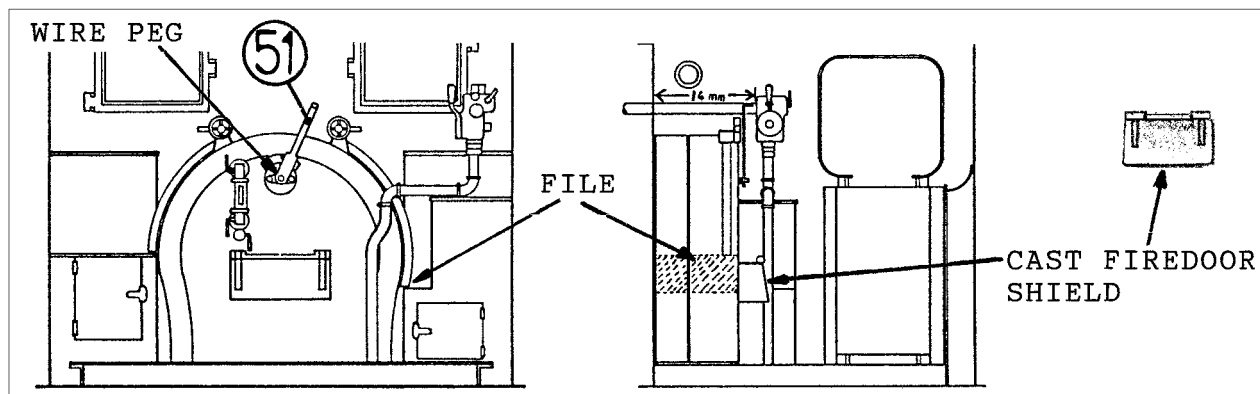


- 4) Now fit one cab/tank side into the slots in the footplate. You will find that there is a little movement in the slots and you want to push the side outwards to the footplate edge and slightly back towards the rear buffer beam. Spot solder in about three places, it is a good idea to check with the bunker back and a tank front just to make sure it is in the correct position. Now place the cab front and second side into their slots. This is to check that the cab front is not too wide (you may have to dress the etching cusp off each side to get a perfect fit, remember to do the same for the cab back). Now tack solder the cab front and second side in place (check with a square that the sides are opposite each other). Offer in place the cab back and bunker back just to check that you are happy with the way they will fit (this is to check that the bunker sides are not tapering in slightly) remove when happy. Now solder solid to the footplate the sides and cab front. Also the corner joint between sides and cab front (keep checking with the square as you do this). Now offer the bunker front and cab back in place to check that you will be happy with the fit. Clearances are a bit tight and I found that I had to dress with a file, the sides of the bunker front, to allow it to sit between the edges of the cab doors. Because we can't get the bunker front in place once the cab back is fitted we must now fit the cab interior.

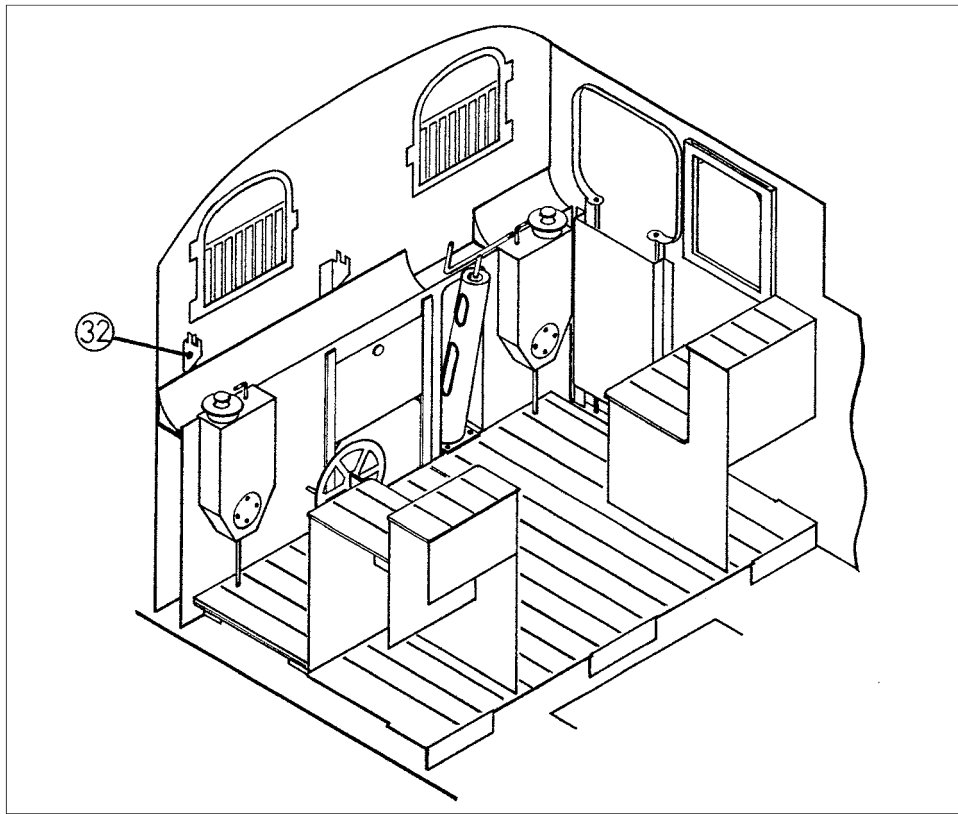


- 5) Fold up and fit, parts 45, to the underside of the cab floor, part 46. Then fold up cab floor and tack solder in place. Check that the bunker front still fits and then solder cab floor solidly into place. Fold up and fit L/H tank/locker, part 47. You may find it helpful to pin the planked locker top upside down, to the corner of a block of wood. Then solder the tank/locker to it. Now make up R/H tank/locker, parts 48 and 49, in a similar way. Now make up and fit screw reversing gear, parts 50. I think that the diagram explains better than words how to do this. There is parts for an alternative lever reverse that was fitted to some locos and this fits into the slot in the cab floor. Now fit R/H tank/locker into cab.

Its also a good idea to make up the backhead now as it will need filing to fit between the tanks. Solder the backhead front to the spacer, if you use plenty of low melt solder you can file and scrape back to blend the joint in. Now file the sides and file off the pipe work at the bottom until the backhead slips down between the tanks from the top. Now fit cast firedoor shield and etched regulator, part 51.





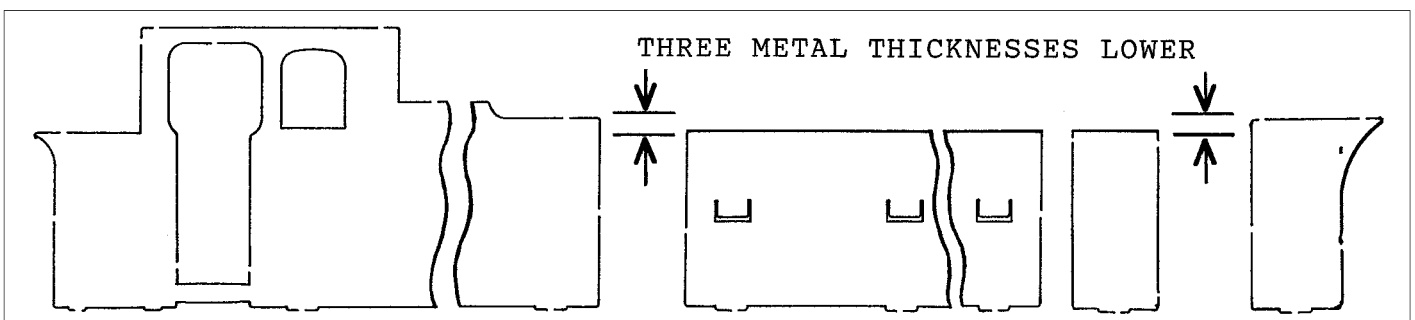


- 6) Now tack solder at the bottom tabs, the bunker front in place. Tin the inside of the cab back where the bunker front top casting will rest against (make sure the brake shield does not fall off). Then fit cab back and bunker back. Low melt solder the bunker front top casting to the cab back. Now gently dress with a file and burnish with a fibre glass brush. All the corner joints so that they blend into each other and form sharp corners.

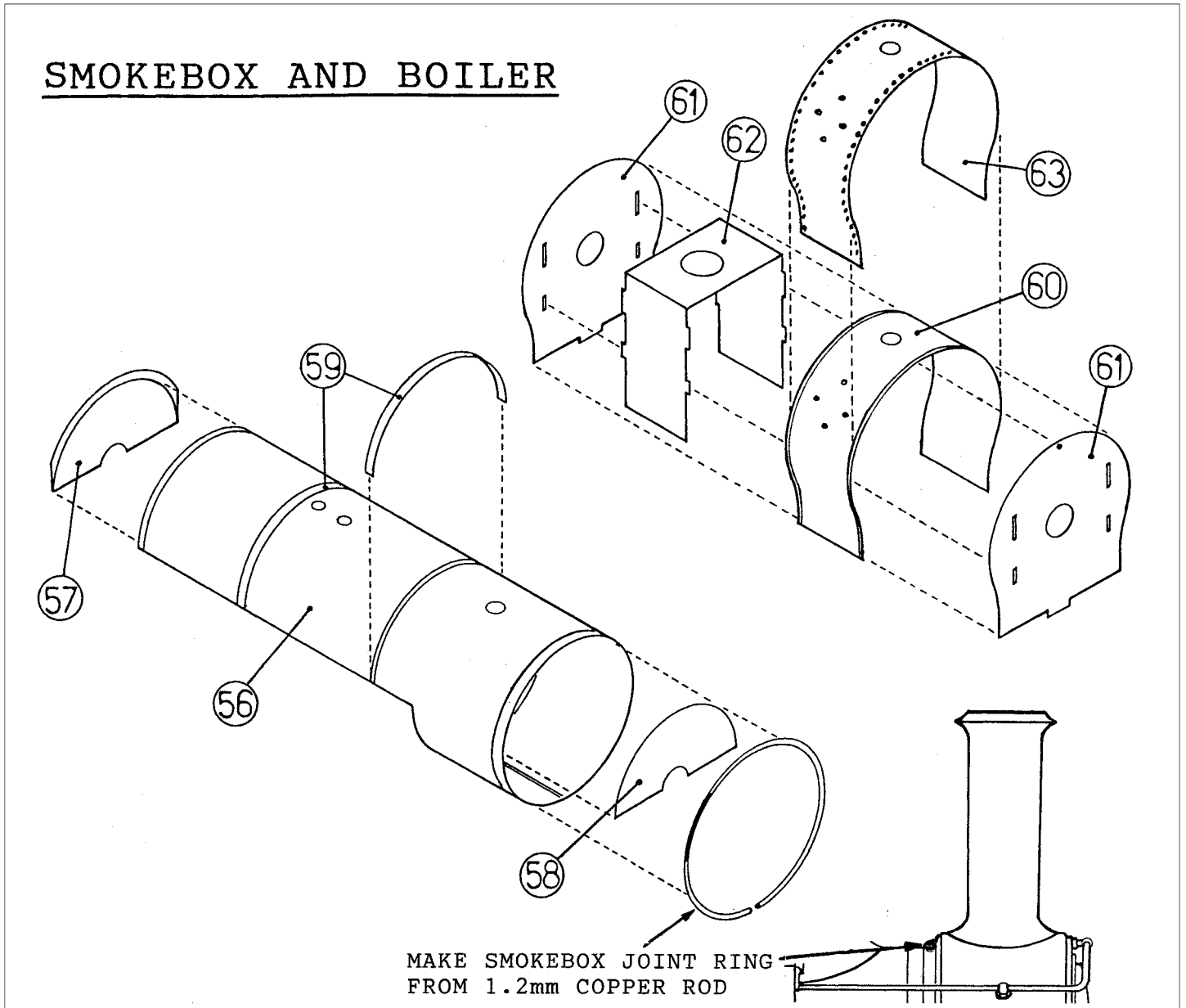
Fold up and fit coal rails, part 52. Three open rails on early locos, six closed rails on later locos. There are some bolt heads that can be pushed out with a scriber point and look nice on the brass but tend to disappear after painting. Tack solder the coal rails at the top of the bunker side on each side first. Check that they are square and sit down OK. Then solder solid, try to make all the solder joints on the inside.

Fit valve chest cover plate hinges, parts 53, to the front of the footplate. There are etched marks to help with position.

- 7) Take the inside tank sides, parts 54 and strengtheners, parts 55. check that they are three brass metal thicknesses lower than the tank sides/ tank fronts. I found that I had to gently file off the cusp on the top and bottom edges to achieve this. Bend out and reinforce with solder the three tabs that the boiler will rest upon. Fit strengtheners, parts 55, first and then inside tank sides. Make sure that the tank sides are square to the footplate as you are doing this. The inside tanks make the assembly very rigid and if the tanks are not at 90° to the foot plate you will be stuck with it. Also offer the tank fronts in place to check that they will fit tight and square, these are fitted later.



## SMOKEBOX AND BOILER



- 6) Now tack solder at the bottom tabs, the bunker front in place. Tin the inside of the cab back where the bunker front top casting will rest against (make sure the brake shield does not fall off). Then fit cab back and bunker back. Low melt solder the bunker front top casting to the cab back. Now gently dress with a file and burnish with a fibre glass brush. All the corner joints so that they blend into each other and form sharp corners.
- Fold up and fit coal rails, part 52. Three open rails on early locos, six closed rails on later locos. There are some bolt heads that can be pushed out with a scriber point and look nice on the brass but tend to disappear after painting. Tack solder the coal rails at the top of the bunker side on each side first. Check that they are square and sit down OK. Then solder solid, try to make all the solder joints on the inside.
- Fit valve chest cover plate hinges, parts 53, to the front of the footplate. There are etched marks to help with position.
- 7) Take the inside tank sides, parts 54 and strengtheners, parts 55. check that they are three brass metal thicknesses lower than the tank sides/tank fronts. I found that I had to gently file off the cusp on the top and bottom edges to achieve this. Bend out and reinforce with solder the three tabs that the boiler will rest upon. Fit strengtheners, parts 55, first and then inside tank sides. Make sure that the tank sides are square to the footplate as you are doing this. The inside tanks make the assembly very rigid and if the tanks are not at 90° to the foot plate you will be stuck with it. Also offer the tank fronts in place to check that they will fit tight and square, these are fitted later.

9) Now make up smokebox assembly, early locos had a flush riveted wrapper. Take the wrapper, part 60, and using the smokebox front, part 61, (handrail knob hole at the top) as a guide. Pre form it around a piece of 7/8" pipe etc, to match the curves of the smokebox front. The two half etched grooves along the edges should be visible on the outside face of the smokebox. There are two half etched holes on the inside face for a pipe from the westinghouse pump and condensing gear operating crank. If the loco you are modelling had these, drill out holes 0.7mm. Now drawing pin the smokebox front to a block of wood and solder the wrapper around the front (two handrail knob holes on R/H side, single handrail knob hole on L/H side). The front will act as a former helping you to press the wrapper onto it to get the correct shape. Start at the centre of the wrapper and work down to the bottom. There are two etched marks to indicate the centre of the wrapper and these should be lined up with the small mark above the handrail knob hole. I have made the wrapper just slightly longer than necessary just in case you dont get it spot on centrally. Get a generous fillet of solder all around the joint. Now remove from the block of wood and tweak the wrapper until the sides are at 90° to the front.

Now fit spacer, part 62, and solder in place. Now fit smokebox back, part 61, springing it inside the wrapper so that the edge of the wrapper is flush or just proud of the face of the smokebox back. Tack solder at the top and then check that the bottom is parallel with the bottom of the smokebox front. When happy solder the four tabs of the spacer into the slots on the smokebox back. Now solder the wrapper to the back, starting at the top work around each side of the wrapper to the bottom. Use plenty of flux so that the solder runs right down into the joint creating a generous fillet. Clean up the front and back faces filing the wrapper flush, also file the ends of the wrapper level with the bottom. File a slight radius around the front and back edges of the smokebox (this is the reason for the generous fillet of solder).

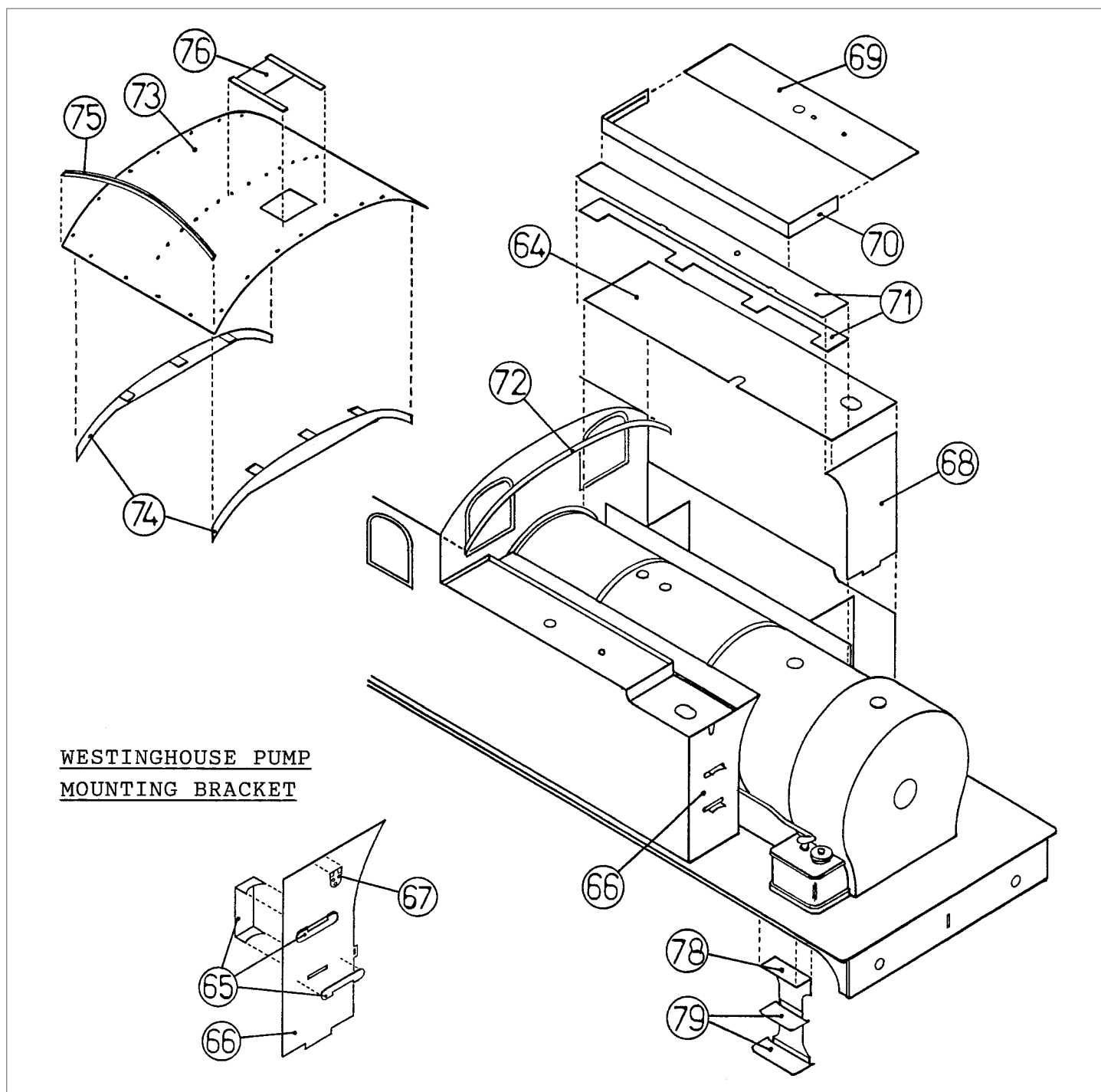
If modelling a loco with the later riveted wrapper. Fit the wrapper, part 60, with the two etched grooves on the inside face, so that they form a rebate into which the front fits. Make up assembly as described and then fit the riveted wrapper, part 63. I find it helpful to tin the underside edges of this wrapper first and then pre form it. Then solder at the top by lining up the chimney holes and work around each side to the bottom. If you use plenty of flux and a hot iron. You should find that you only need to place the iron on the edge of the wrapper and the solder will run underneath the wrapper. Solder a short section of the front and back edge at a time. This should help to keep the wrapper central as you work to the bottom. Dont worry if you get some solder onto the rivet heads. If you put some flux on and then place a dry iron onto the solder. It will spread out and make it easy to clean of with a fibre glass brush.

10) Now slip the boiler between the tanks and fit the smokebox into its slots. If you pass a drill shank or piece of tube (about 6mm dia) through the hole in the smokebox and into the front boiler former. This will help to line them up centrally. Check that everything is siting square and then tack solder the boiler to the smokebox in about three places. Now remove the assembled boiler and smokebox. Fit joint ring made from 1.2mm copper rod. Use plenty of solder so that it fills the joint between the boiler and the smokebox back to form a ¼ round section. Alternatively you can file a radius onto one edge of a length of 1mm<sup>2</sup> brass. Anneal this in a gas flame and solder this around.

Now fit the boiler and smokebox between the tanks, check that all is square and that the boiler is central. Then tack solder from the underside the boiler to the cab front, then the smokebox to the foot plate. Check that there is no twist in the body (check by eye that the front and back buffer beams are parallel). Then solder the boiler solid at each tab on the inside tank face and run a fillet of solder around the bottom of the smokebox.

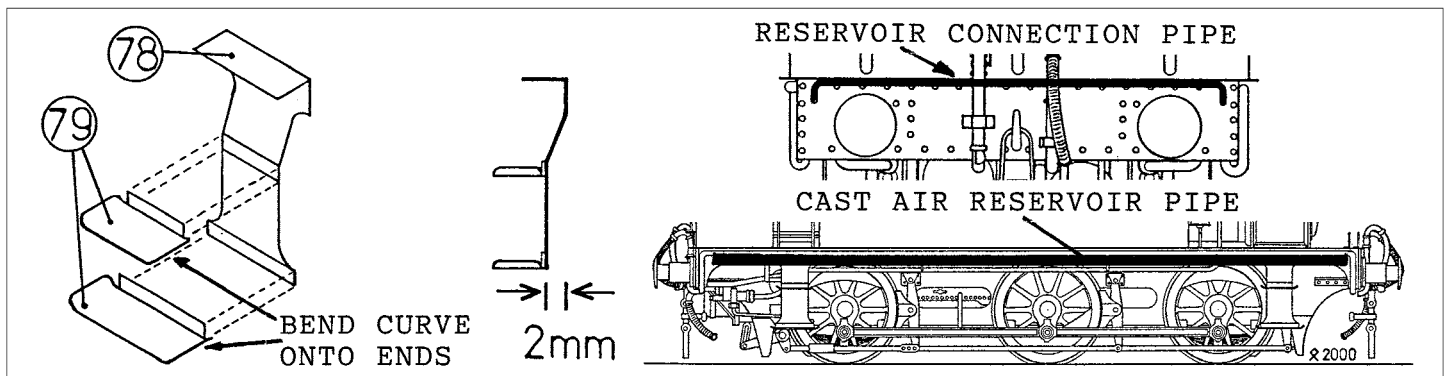
11) Now fit tank tops, parts 64. Push out three bolt heads and then fit westinghouse pump bracket, part 65, to R/H tank front, part 66. Fit tank filler latching plate, parts 67. Also fit latching plate to L/H tank front, part 68 (if your loco does not have a westinghouse pump fitted, use plain R/H tank front). Now fit tank fronts. These overlap the tank sides slightly so that you can run a fillet of solder down and then dress back with a file to form a sharp corner.

Make up and fit condensing chambers from, parts 69, top and parts 70 sides. Note that the L/H chamber has three holes in the top and the R/H only two. Make up and fit boiler cover plates, parts 71. These were to prevent tools etc falling between the tanks and boiler. Solder the two halves together and then file an angle of about 30° on the boiler edge so that it will sit down onto the curve of the boiler. also adjust the notches so that they will clear the boiler bands. Now dress with a file the tank edge until the plate sits down level. Now solder to the side of the condensing chamber and tank top. There should be a faint crack between boiler and cover plate.



- 12) Solder strip, part 72, to the top of the cab front. This is to represent one half of the L angle iron that fixed the cab roof. On the prototype loco the rear angle iron was inside the cab and this is why the rear overhang is less than the front. Pre form the cab roof, part 73, to match cab front profile by working over 7/8" pipe. Then push out bolt head detail. Fit a roof former, part 74, to front and back. So that they are hard against the inside edge of the etched groove. These will help to maintain the roof profile but because they are very thin at the ends. they will not pull the roof to the correct profile if you have not pre formed it right. Their main use is to enable the roof to remain removable until after painting when it can be stuck on with Evostick. Fit rainstrips, parts 75, and ventilation shutter, part 76.

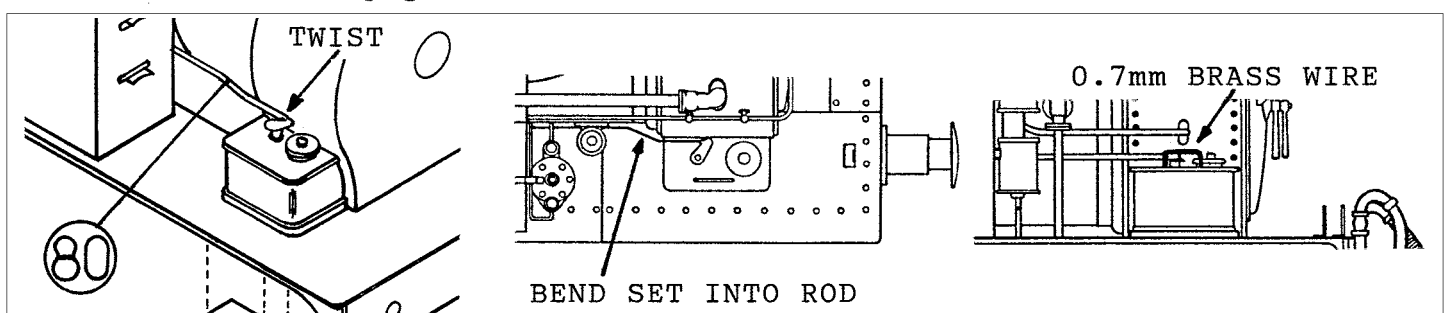
If fitting round parallel buffers to your loco. Fit packing rings, parts 77, to front buffer beam. Fit air reservoir connection pipe made from 20 SWG (0.9mm) tinned copper wire (Clamp one end of this wire in a vice and gently pull with pliers to straighten) to rear buffer beam. Then fit buffer packing rings.



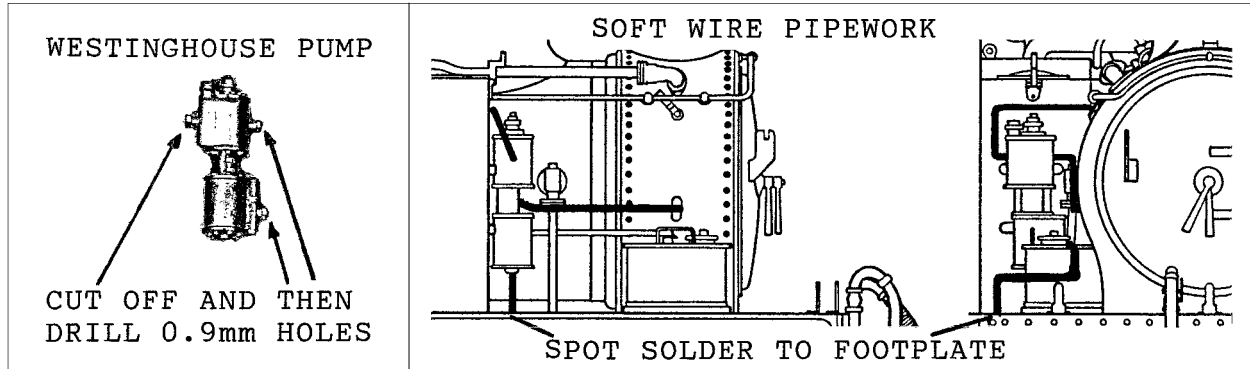
- 13) Make up footsteps from backs, parts 78, and treads, parts 79. First bend a set of 2mm into the backs. I then fix a copper clad sleeper strip with the insulated surface upwards and some card packing. To a block of wood so that it is 2mm thick and gives me a level surface to place the step back onto when soldering on the treads. Fold the back of the tread 90° and reinforce the fold with solder. Then bend a slight curve onto the ends of treads. Solder the top tread into the etched rebate on the back. I hold the step tread in place with a knife point and try to get a good fillet of solder to fill each edge of the etched rebate. I use 60/40 solder to get extra strength on the steps as they are a bit vulnerable to being bent. Solder bottom tread to back and clean off excess solder. Fold the top of the back 90° and reinforce fold with solder. Now solder steps to underside of footplate with the folded top hard against the back of the valance (note etched marks to help with location).

Now fit cast air reservoir pipes behind valances. Join the two halves of the cast pipe together with low melt solder. File and clean up the joint to blend it into one pipe. Tin the four etched mountings, then solder the pipe in place using plenty of flux and a good blob of low melt solder.

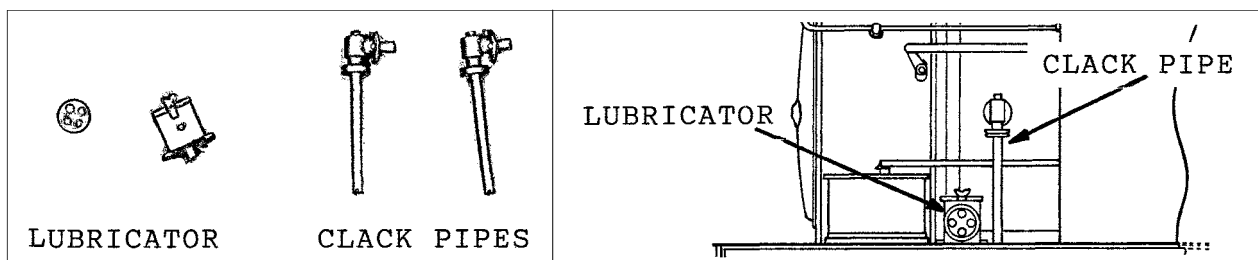
Now fit front sandboxes. Fit grab handles made from 0.7mm brass wire. I found that I had to file off the bottom rivet heads on the smokebox wrapper to allow the sandbox to fit hard against the smokebox. Fit sandbox operating rods, parts 80. Twist at 90° just behind the crank, then mount onto peg on sandbox and into slot in tank front.



Fit westinghouse pump. First cut off the cast pipe connections and then drill 0.95mm holes about 3mm deep in their place (the master for the pump was originally made for the J15 where the pipework was straight and in line). Make the pipe runs from straightened 20 SWG (0.9mm) tinned copper wire. I solder the wire into the pump first and then bend up the pipe run. I do the pipe runs one at a time and in this way I can keep offering up the pump to check the fit. When happy I solder the pump onto its brackets and the ends of the two top pipe runs into their holes. The bottom drain pipe is spot soldered to the footplate.



Now fit cast handwheel into lubricator and mount lubricator onto footplate. The lubricator has a cast peg that fits into an etched hole in the footplate. Spot solder this peg to the underside of the foot plate to secure lubricator. Then fit clack pipes.



- 14) Fit smokebox handrails made from 0.7mm brass wire. I have included split pins to represent the handrail knobs but you may wish to replace them with turned handrail knobs (Romford or Slaters, short). I fit the handrail knob at the top of the smokebox front first. I then form up the handrail for each side separately joining them at the central hand rail knob. I find this easier than trying to form up the handrail from one piece of wire. I find it helpful to anneal (hold wire in the flame of a cigarette lighter) the end of the wire before bending. The ends of the handrail are spot soldered to the front of the tanks.

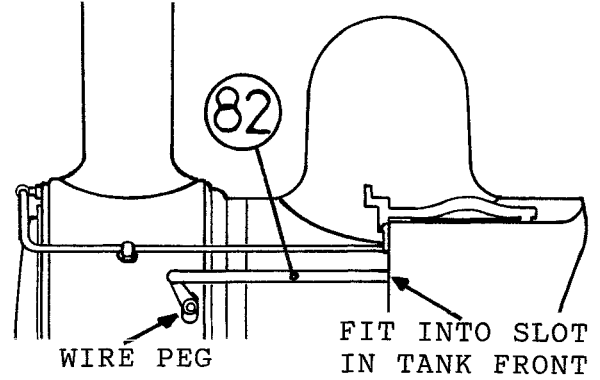
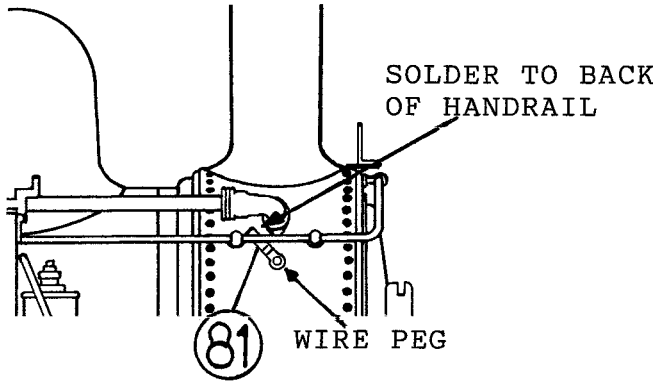
Now fit blower valve lever, part 81. Fit 0.7mm wire peg into hole in smokebox and then bend a slight set onto the valve lever. Then spot solder end of lever onto peg and spot solder the other end to the back of the handrail. Then snip off excess length of lever. On the prototype loco an operating rod ran from the cab through the hollow handrail and engaged with the valve lever by way of a slot in the back of the hand rail.

Now fit condensing gear operating rod and crank, part 82, to L/H side. Fit wire peg into hole in smokebox and then bend the operating rod. So that the crank will fit onto the peg and the rod will fit into the slot in the tank front.

Now fit the dome. The base will need filing to clear the tank fronts/tops (the dome on the prototype was cut away here but I did not want to do this to the pattern as this would preclude its use on other GE locos). Place the dome onto the boiler and rock it backwards and forwards to locate its centre. Then mark onto it with a pencil the position of the tank fronts. Then file the cut away, do this with care and offer the dome in place a couple of times. In this way you should be able to seat the dome down without a large gap around the base. solder in place with a good fillet of low melt solder and clean up to blend the base of the dome into the boiler.

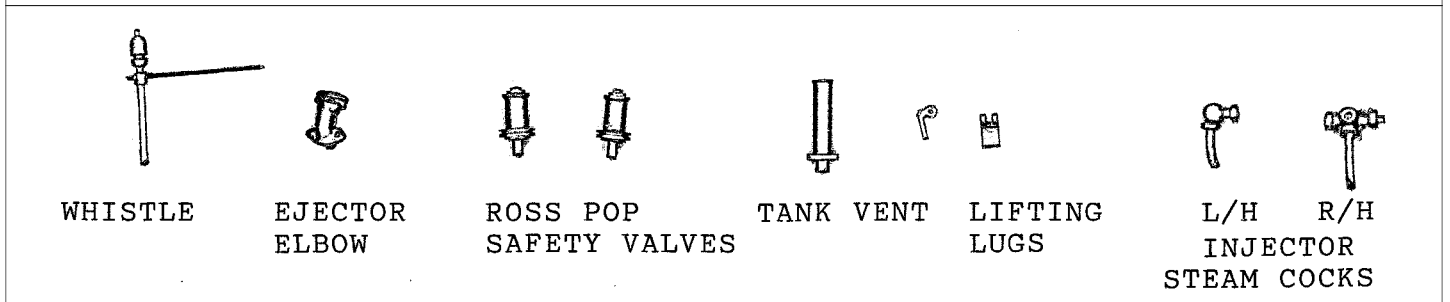
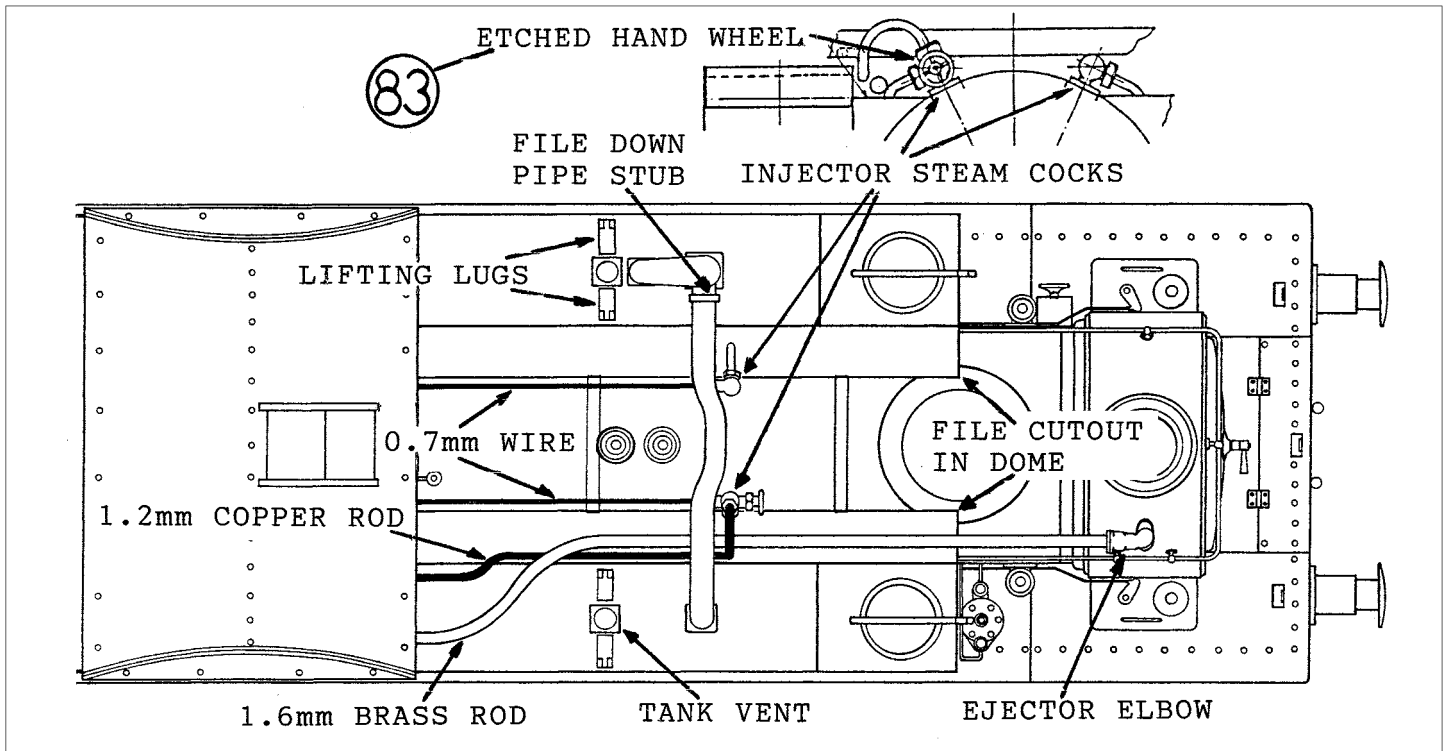
BLOWER VALVE

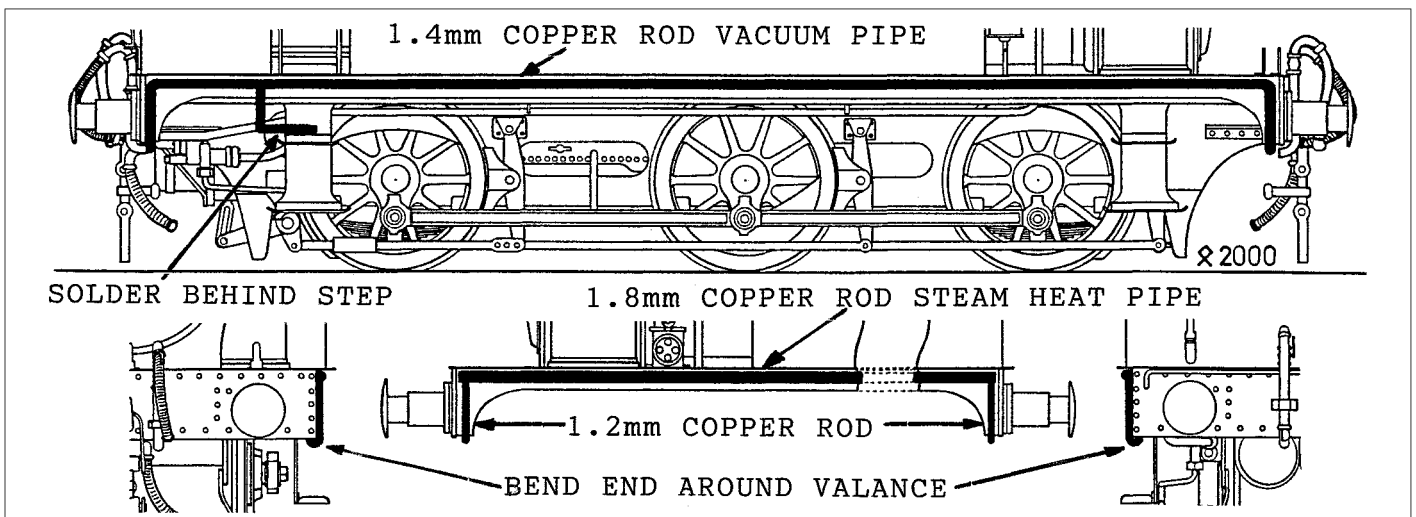
CONDENSING GEAR OPERATING ROD



15) Fit cast injector steam cooks. Drill a 0.7mm hole about 2mm deep to take the end of the operating rods in each casting. Drill a 1.2mm hole in the top of the R/H cook. Then fit cooks into boiler, you may have to slightly enlarge with a round file. The holes in the boiler to tank cover plate to allow the cast pipes to sit down. Then fit operating rods made from 0.7mm brass wire. Don't fit the 1.2mm copper rod steam pipe yet.

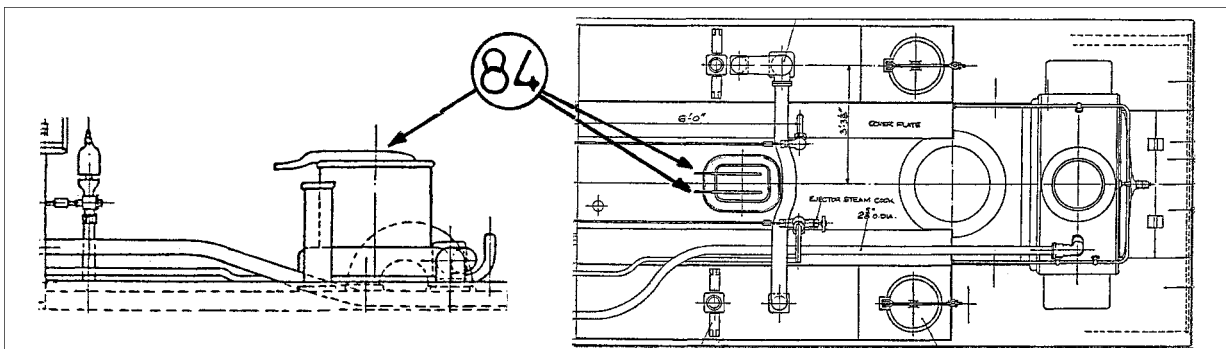
Drill a 1.6mm hole about 3mm deep into the cast ejector elbow. Then mount onto smokebox. Then make ejector pipe from 1.6mm brass rod. I find it helpful to anneal the rod before bending. Solder front into elbow and then back into cab front, leave about 20mm of rod protruding into the cab. Then fit steam pipe from R/H cook to cab.





Fit footplate/valance pipe runs. The R/H vacuum run is made from 1.4mm copper rod. Bend the ends to tuck up behind the end of the valance next to the buffer beams. The L/H steam heat pipe run is made from 1.8mm and 1.2mm copper rod.

Now if you are modelling a later loco fit the ross pop safety valves. Then fit the condensing pipe. This has been designed slightly longer than necessary to compensate for any casting shrinkage (because I made allowance for shrinkage it did not shrink as much as I expected). File down the pipe stub at the tapered U pipe until the cross pipe is the correct length. The cross pipe should then fit into the etched holes in the condensing chambers. If modelling an early loco with a four column safety valve. Laminate together and then fit into casting the etched levers, parts 84. Now fit the safety valve hard against the condensing cross pipe. This is why the pipe is bent in the centre. You will have to file the safety valve base slightly to allow it to sit down over the boiler band.

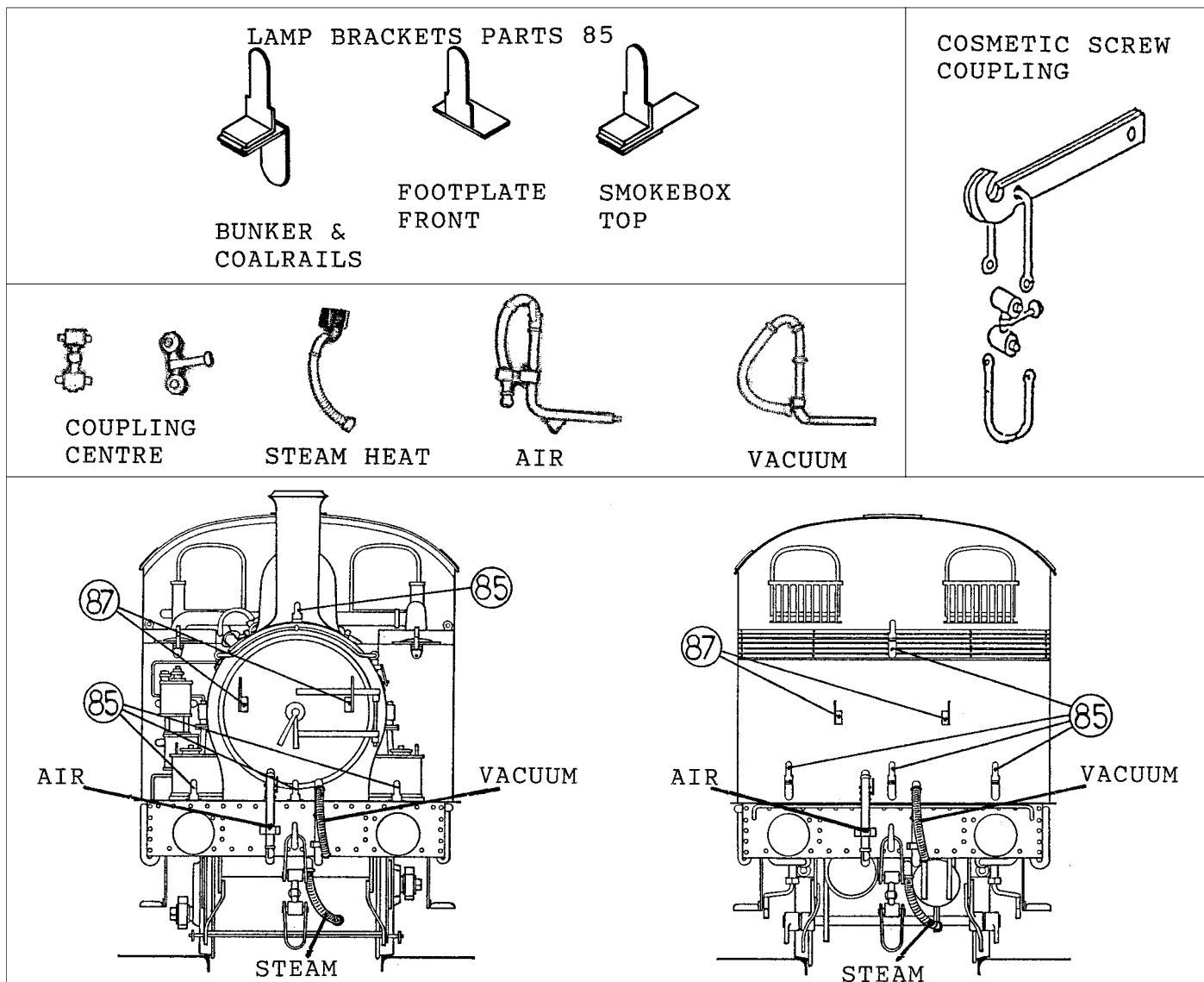


- 16) Fit cast tank vents and lifting lugs. Fit cab handrails made from 0.7mm brass wire. Spot solder the bottom of the handrails to the footplate. If you wish you can drill out the half etched hole in the footplate just in front of the smokebox. Then fit a pin head to represent the handle for the hinged valve cover plate. Fit smokebox top lamp bracket, all lamp brackets are parts 85. Then fit the chimney, file the front of the base to clear the lamp bracket. There are two types of chimney for early and later locos. The main drawing shows the later chimney.

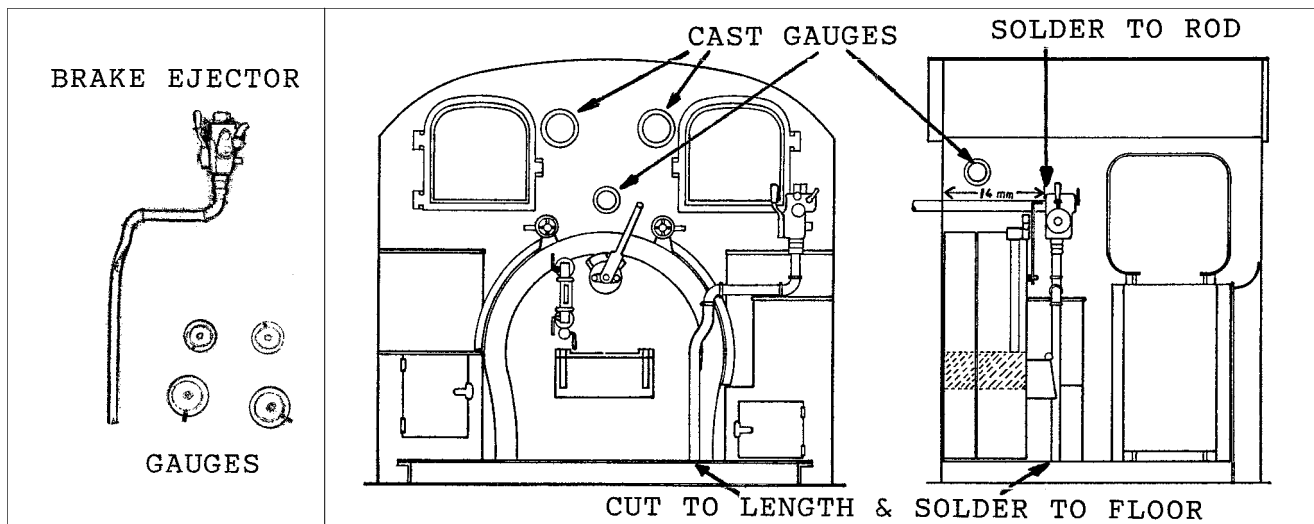
Fold up and fit destination board brackets, parts 86, to the bunker. There are etched marks to help with location. Fit lamp brackets, parts 85, to bunker and coal rails. There are etched marks to help with location. Fit cast buffers to rear buffer beam. Make up cosmetic screw couplings. Then solder into slot in rear buffer beam and cut off shank on the inside. Tin the buffer beam in the appropriate places then fit the air, vacuum and steam heat pipes. You will have to file two half round cutouts into the footplate to clear the air and vacuum pipes.

Fit lampirons, parts 85, to front of footplate. Fit buffers into front buffer beam. Fit front coupling and cut back shank flush with the back of the buffer beam. Fit steam heat, vacuum and air pipe. You will have to file half round holes in the footplate to clear pipes but not as deep as on the rear.





17) Fit whistle. Fit cast cab gauges. Cut back the 1.6mm brass vacuum ejector rod so that it protrudes 14-15mm into the cab. Then solder the back of the cast brake ejector to the brass rod and spot solder the end of the cast pipe to the cab floor. The cast pipe will have to be trimmed back in length slightly. Check that the backhead will still slide into place. Fit handle into smokebox door and then fit destination board brackets, parts 87, to smokebox door. I then glue the smokebox door in place with Araldite. I also find it best to glue the tank fillers in place. I have included a cast tool box that was mounted on the L/H condensing chamber on early locos. Construction of the loco should now be complete and it can be painted in a similar way to the chassis.



B.R. No.	1946 No.	1924 No.	Maker	Built	Brake	Vacuum Ejector Added	at Grp	Condenser Later Alterations	Withdrawn		
68638	9/50	8638	1/47	7041	Stratford	6/1912	W	2/24(b)	C	—	10/40
68639	9/49	8639	1/47	7042	"	6/1912	"	3/24	C	Rem. 3/37	2/59
68640	2/49	8640	9/46	7043	"	6/1912	"	5/23	C	—	4/59
68641	9/48	8641	9/46	7044	"	7/1912	"	4/24	C	Rem. 8/37	4/59
68642	2/50	8642	5/46	7045	"	7/1912	"	1/24	C	Rem. 11/37	11/59
68643	10/48	8643	9/46	7046	"	8/1912	"	4/23	C	Rem. 8/37	9/61
68644	12/49	8644	11/46	7047	"	8/1912(a)	"	3/29	—	—	11/59
				7048	"	9/1912	"	9/24	C	Rem. 3/37	11/60
										Refit 6/40	
68645	7/51	8645	12/46	7049	"	9/1912	"	5/29	C	Rem. 6/36	11/59
68646	4/49	8646	1/47	7050	"	9/1912	"	11/28	C	Rem. 7/38	9/61
										Refit 6/40	

LIVERY, Black all over, locos in early LNER days were lined out with a single Red line. Red buffer beams. Dirty wood (Humbrol 110) cab floor and tops to tanks inside cab. Transfers for lettering are available from

Historical Model Railway Society, Volunteer Sales Officer, 8 Gilpin Green, Harpenden, Herts, AL5 5NR, or water slide type from, Fox Transfers, 4 Hill Lane Close, Markfield Industrial Estate, Markfield, Leicestershire, LE67 9PN.

REFERENCE BOOK, Locomotives of the LNER, Part 8A, The Railway Correspondence and Travel Society, ISBN 0 901115 05 3, get it from your local library via there book order system.

I am very grateful to John Gardner of the Great Eastern Railway Society, who provided me with drawings, photos and information on the prototype loco. John has produced a superb range of drawings that are available from the society.

#### CAN YOU HELP ME

If you have enjoyed building this kit and have been satisfied with the quality. I would be most grateful if you could recommend it to your friends and fellow modellers. Although this kit is not perfect, I have tried to put a lot of time and effort into producing it. It has required over 500 hours work to develop, a significant amount of which was spent on the instructions. I feel that good instructions are a very important part of any kit. The problem is to justify this time against potential sales of only 50-100 kits. If I can get extra sales through customers personal recommendation, I think that word of mouth is the best form of advertising, then I will be able to put extra effort into the next kit. This will hopefully give me more satisfied customers to recommend my kits to there friends.

If you are not happy with this kit then please tell me. Hopefully I will then be able to help and sort out any problems.

Best regards and happy modelling

Jim McGeown

Photo 1, Loco in final condition. Injectors below bunker and sandboxes in cab, riveted smokebox, LNER chimney, note bent front sandbox rod and cab window part open.

Photo 2, Loco in early LNER days. Injectors below bunker and sandboxes in cab, 12 spoke unbalanced wheels, no rivets on smokebox, GER chimney, 4 column safety valve, thick wooden cab roof covered with canvas( fit a plasticard overlay to brass roof, note destination board and disc.

Photo 3, Shunting loco in early LNER days. 15 spoke wheels and dropped brake pull rods, sandbox under bunker and short injector pipe run, no condensing chambers on tanks (cut down tanks), 3 link couplings, note toolbox position on tank top. Photos from John Gardner.

Photo 1

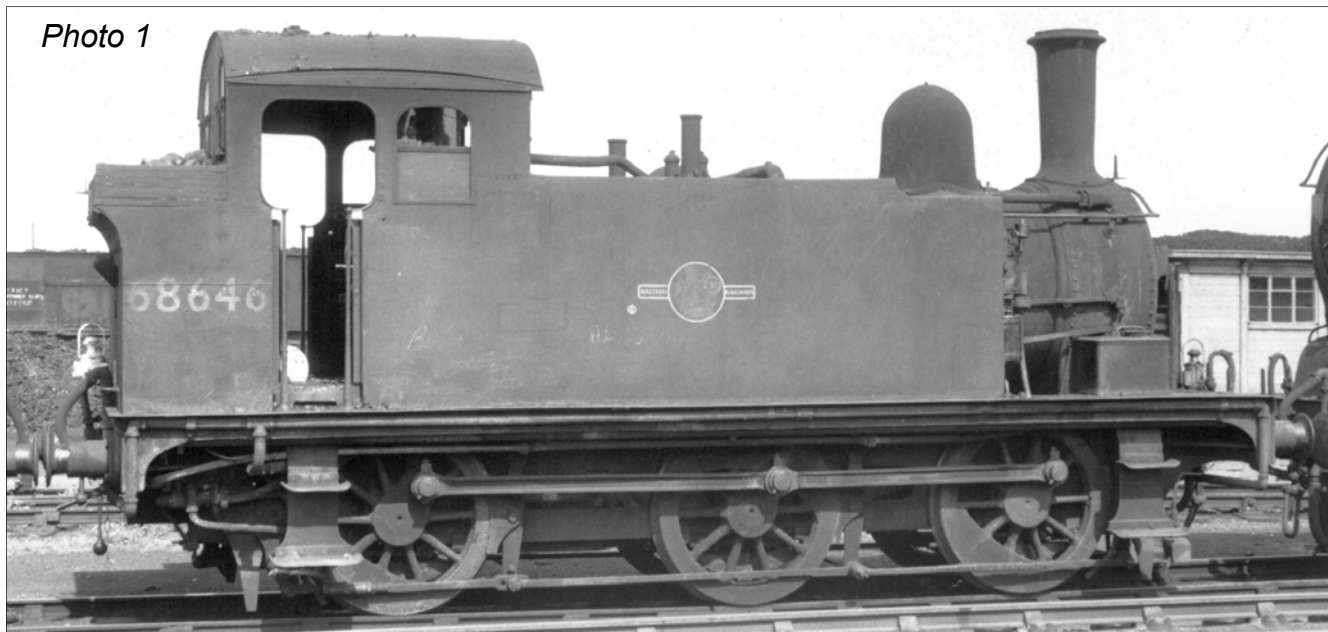


Photo 2



Photo 3

