

## INSTRUCTIONS FOR ASSEMBLY OF LYNTON & BARNSTAPLE RAILWAY 2-6-2T BODY KIT

This kit contains 33 high quality white metal castings designed to fit the chassis of the Minitrix 2-6-2T locomotives Reference 2030, 2040 or N203. Some work is required to the chassis and we recommend that the order of assembly detailed below be adhered to.

Remove all flash and moulding marks from the castings with fine files. Any castings which are slightly bent should be straightened, preferably by pressing against a flat surface. Clean the areas to be glued with "Scotchbrite" or fine emery. The castings may be soldered together by the experienced modeller using low melting point solder and a special flux but we recommend quick-set epoxy resin or "Plastic Padding". It is advised that a 'dry run' be carried out first to test the fit of the castings.

1. Remove the body from the chassis by removing the smokebox door, securing screw and buffers and discard. Release the tag securing the suppressor and bend downwards as shown. With a fine hacksaw or piercing saw, cut off the chassis projection above the cylinders. Remove the detail on the cylinders with a sharp knife.
2. Carefully remove the two screws and the keeper plate underneath the chassis. Replace the pony trucks with the ones supplied with the kit, the longer one at the rear of the chassis. The springs should be retained and adjusted to achieve good running. Note the following:-
  - a) Pick-up is from the pony wheels as well as the driving wheels. It is therefore essential that the non-insulated wheel is on the correct side.
  - b) A small piece of sellotape must be fixed as shown to the front of the chassis to prevent short-circuits.
  - c) The easiest way to remove the wheels and axle is to cut the plastic pony truck which is discarded.
3. Assemble the footplate buffer beams and front chassis retaining plate ( parts 1-4 ). Part 5 is not glued in position but retained by the nut and bolt supplied. If using the 2030 chassis the adaptor piece (part 7) should be glued in position underneath the footplate, as shown in the small sketch, and the long retaining piece (part 5A) used. Place the nut in the recess in the footplate and glue part 6 in position on top, recess downwards, to retain the nut ensuring that no adhesive is allowed to get onto the bolt. Check that the footplate is level and clears all parts of the valve gear.
4. Try the chassis on the layout. Unless curves and gradients are very gentle it will be necessary to remove metal from the pony trucks and/or the buffer beams until satisfactory running is achieved. Do not remove too much metal from the pony trucks as this will weaken the couplings.
5. Complete the assembly as shown in the exploded diagram noting the following:-
  - a) the cab front is recessed.
  - b) the cast weight (part12) fits behind the tank front.
  - c) the notch in the cab roof is at the front. (Check before fitting that the suppressor clears the bodywork).
  - d) the short and long pipes on the buffer beams are on the same sides of the engine ( the short ones must be bent sideways before fitting to clear the couplings).
  - e) slight filing may be required inside the cylinders to clear the valve gear.

The model depicts the first three locomotives of the L. & B. as running from the early years of this century until closure in 1935. The original livery was dark green with black borders separated with an orange line. After 1923 the Southern Railway painted the locomotives standard olive green lined with black and white lining, yellow lettering and numbers.