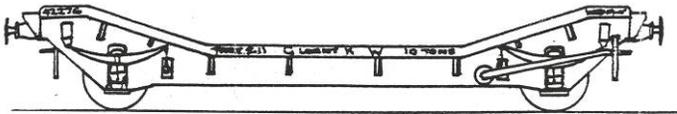




## N Gauge Society Kit 6 GWR / BR Loriot NGSK0060



Kit contains plastic parts and wheels

To complete this kit you will need: Liquid Plastic Cement,  
Paint, Transfers and Varnish

*No Soldering Required*

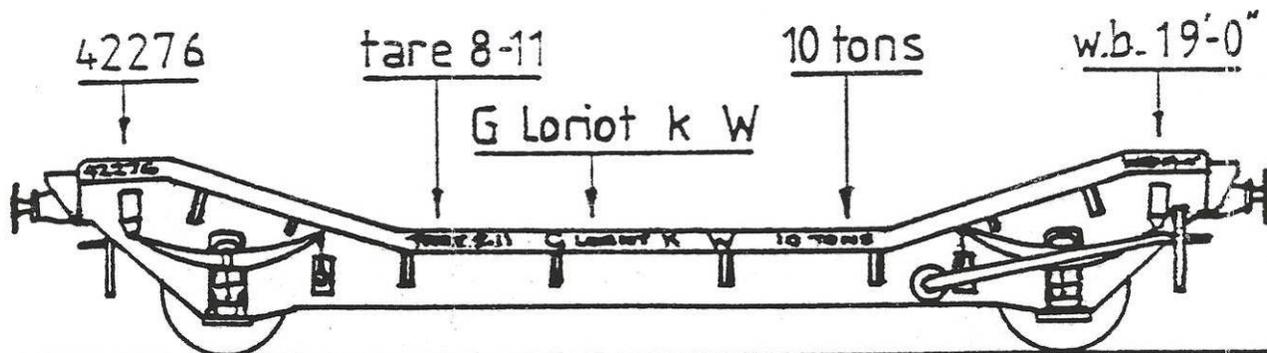
This is not a toy. Only suitable for persons over the age of 14. May contain small parts and sharp edges. Keep away from small children.

### The Prototype

Originally built for the Rhymney Railway in 1923, this vehicle was in fact the only one of its type; however, the wagon is very similar to others in the Loriot family and Loriot's E, C and D may be represented with this kit. The prototype was fitted with screw couplings and had a through vacuum pipe but was not permitted to run in passenger trains.

### Livery and Lettering

Livery was standard GWR grey for all steelwork except buffers and buffer shanks which were black and brake handles which were white. The timber deck is best represented as unpainted using a light brown. Reference to the general arrangement drawing below will give correct number and approximate position of insignia though this information was gleaned from a very poor photograph.



### Getting Started

First, read the instructions thoroughly all the way through and be sure you are confident that you have identified all the parts. It is recommended that you adhere to the suggested order of assembly, though with experience, you may choose to deviate.

### General Notes On Construction

Naturally, the N Gauge Society wants you to achieve the best results you can. These simple guidelines should help:

- Read the instructions through fully before you begin
- Use a sharp knife to separate the parts from the sprues
- Clean off any flash or moulding pips with sharp knife and wet 'n' dry sandpaper
- Check fit before gluing
- Use a small paint brush to sparingly apply liquid plastic cement when joining parts
- A selection of small drill bits helps, in particular 0.8mm to clear buffer housings to accept the turned brass buffer heads/shanks
- Use superglue to secure brass buffers into the buffer housings

**But above all .... TAKE YOUR TIME!!**

## N Gauge Society Kit 6 – GWR/BR Lorient

### Parts

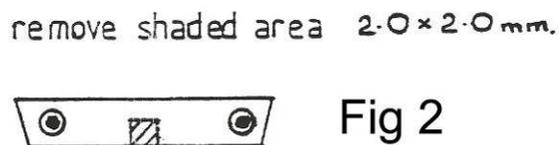
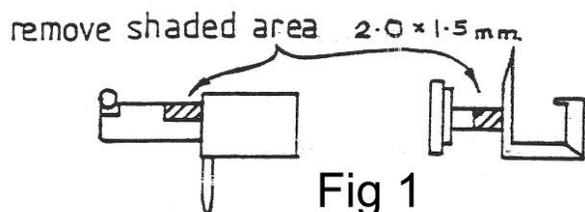
Part Number	Quantity	Description
	2 (1 spare)	Floor
1	2	Coupling housing
2	4	Brass bearing cups
3	2	Wagon side
4	2	Buffer beam
5	2	Curb rail
6	2	Brake lever
7	2	Vacuum hose
	2	Wheelsets
	4	Brass buffers
	2	Couplers
	2	Peco coupling housing sprue



### Construction

Only a few basic tools are required – a sharp craft knife, wet 'n' dry sandpaper, and tweezers (preferably fine point). A liquid polystyrene glue such as Mekpak is best, using a small paint brush to apply small amounts to joints.

1. This kit provides a 'full' buffer beam which, if you do not mind restricting the lifting action of the standard N Gauge coupling, will require no further modification. If, however, you do wish the couplings to operate in the normal manner, this is easily achieved in one, of two ways, either by modifying the coupling hooks as in Fig 1 or modifying the buffer beam as in Fig 2.



2. Fit the couplings (modified if required) into coupling housings (**part 1**) ensuring they are placed right way up, with the uncoupling pin facing down. Place the coupling housings onto the locating lugs mounted on the underside of the wagon floor. Check that the housing is lined centrally to the floor and pushed as far in towards the centre of the wagon as it will go.
3. Apply glue *sparingly* to the outer edges of the housing (so as to avoid glue fouling the action of the coupler). Press down firmly and hold until set. It is most important that this instruction is followed fully as the correct horizontal position of the couplings will depend on it.
4. Alternatively, the locating lugs can be removed from under the wagon floor and the Peco coupling housing used instead. Place the coupler into the housing and retain it by passing the thin piece of plastic through the slot at the top. Glue in place behind the buffer beam (ideally after the wagon is complete and painted).
5. Place the brass axle bearings (**part 2**) into the bearing holes in the wagon side (**part 3**); a moistened fingertip is helpful to pick them up, or better still, a pair of fine tipped tweezers. Take care to ensure they are positioned the right way round, that is, with the bearing cone facing outwards.
6. Once placed in the holes, the bearings must be pushed fully home with the aid of a scriber or similar. It is quite likely the bearings will not lay correctly in their housings at the first attempt but this is easily rectified by pressing on the lip of the bearing at its high side with the scriber until satisfied all is level and square.
7. With the bearings in place, the wagon sides (**part 3**) may now be glued into position on the underside of the wagon floor and abutting the side locating blocks. Ensure they are accurately positioned with the axle holes on both sides directly opposite one another.

## N Gauge Society Kit 6 – GWR/BR Lorient

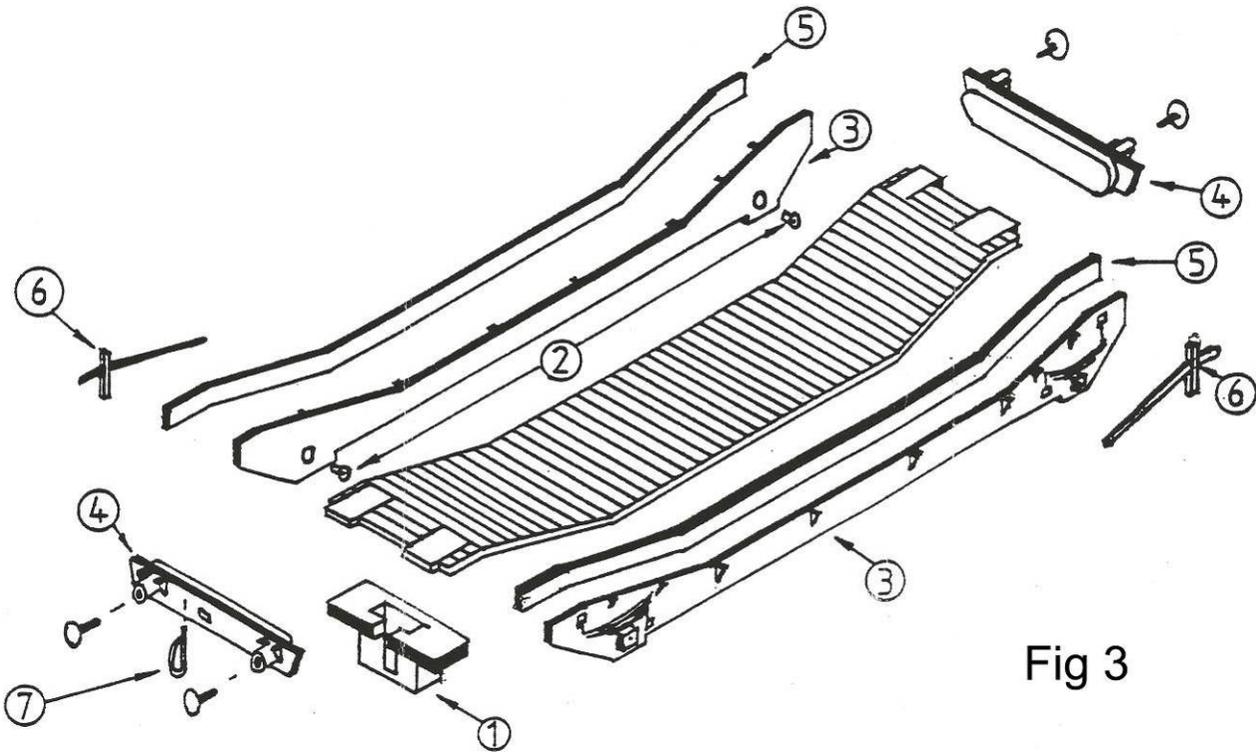


Fig 3

8. Carefully enlarge the holes in the buffer housings on the buffer beams (**part 4**) until the buffer shanks are an easy slide fit, but do not glue into position yet.
9. Glue the buffer beams (**part 4**) in place and ensure that they fit flush with the end of the wagon floor (except the floor extensions over the buffers).
10. Check the buffers again for fit into their housings and ensure that all four protrude from their respective housings by approximately 1mm. Adjust as necessary to achieve this and glue in place.
11. Fit the curb rails (**part 5**) ensuring that they are sitting on the triangular supports correctly.
12. Fit the brake levers (**part 6**) into place, but before you do this, it is recommended that they be thinned down in depth as much as is possible by scraping with a knife blade so as to improve the appearance. It is also advised that a small amount of spring detail be removed to enable the brake pinning-down strap to fit tight to the side frame (refer to the general arrangement drawing on page 1 to position these parts accurately).
13. Vacuum pipes (**part 7**) can be fitted but note that they will prevent the coupling from lifting. If you have altered the coupling/buffer beam so that the coupling can lift, then the vacuum pipes should be omitted.
14. Finally, spring the wheelsets into place and test your model for running. If satisfied, construction is complete and the wagon is ready for painting.

***Congratulations - your model is now complete!***