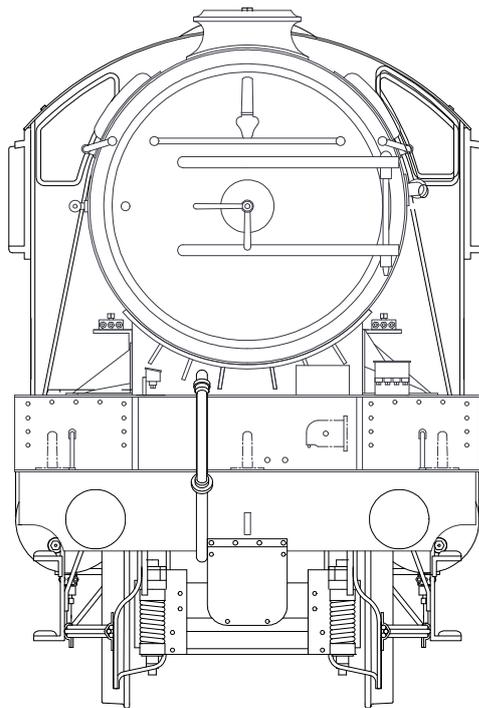


LNER V2



CAUTION.

This product contains etched parts with very sharp edges and castings that may contain lead. Neither the Manufacturer, Distributor or Retailer can accept any liability for illness, injury or consequential damage caused when handling or building this product.

Read any instructions before assembly. Do not eat or drink whilst handling.
Wash hands after use.

BRIEF HISTORICAL DETAILS

In 1936, Gresley introduced what was for many his finest design, the V2 class 2-6-2 tender engines. Popularly known as the 'Green Arrows', the V2 class was originally intended for mixed traffic duties, especially the fast, brake-fitted, long distance, goods and perishables trains. They quickly proved little inferior to the Pacifics on express passenger trains, and were competent to tackle all except the streamlined schedules.

A total of 184 engines were built between 1936 & 1944 as follows:

Original Numbers	Built at	to Traffic	Position of Works Plate	Original Type of 4200 Gallon Group Standard Tender
4771			Cab	Low front - flush side
4772 - 75	Doncaster EO 330	6/1936-11/1936	Smokebox	Low front - flush side
4776 - 90				Low front - flush side
4791 - 4803	Darlington	9/1937-7/1938	Cab	High front - flush side
4804 - 14	Darlington	8/1938-12/1938	Smokebox	Low front - flush side
4815 - 42	Darlington	2/1939-9/1939	Smokebox	High front - flush side
4843 - 52	Doncaster EO 339	4/1939-10/1940	Cab	High front - flush side
4853 - 88	Darlington	10/1939-8/1940	Smokebox	High front - flush side
4889 - 98	Darlington	8/1941-12/1941	Smokebox	High front - flush side
3655 - 64	Doncaster EO 339	6/1941-3/1942	Cab	High front - flush side
4899				High front - flush side
3651 - 54	Darlington	1/1942-7/1942	Smokebox	High front - flush side
3665 - 74	Darlington	8/1942-12/1942	Smokebox	High front - flush side
3675 - 95	Darlington	1/1943-7/1944	Cab	High front - flush side

For a detailed history of this class Part 6C of Locomotives of the LNER published by the RCTS is essential reading.

Other valuable sources of information are:

Yeadon's Register of LNER Locomotives Volume Four - Irwell Press

Isinglass Drawings. Drg. N^o. 303.

Locomotives Illustrated 9 - Ian Allan

East Coast Pacifics at work - P.N.Townend - Ian Allan

VARIATIONS POSSIBLE WITH THE KIT.

Valve guides. Nos. 4771-75 were fitted with a different design of front valve guide to the rest of the class.

Fall plate. The original arrangement was for a fixed extension to the cab platform to suit the fall plate, which was hinged on the tender front plate. Starting with No. 4889 (built 8/1941) the fall plate was transferred to the cab platform and a wood platform was provided at the front of the tender for the fall plate to rest on. The existing engines were brought into line as they passed through shops.

Cylinder wrappers. A circular access cover in the cylinder wrapper was fitted to all but earliest engines.

Pony Truck. The engines were built with pony trucks incorporating Gresley's patent double swing link suspension. Starting with No. 884 (4855) in 12/1946, the pony truck was replaced with a new design using spring side control. The whole class was fitted with new pony trucks by April 1952.

Frame guard irons. The new pony trucks were longer necessitating the removal of the frame guard irons and the clipping of the cylinder drain cock pipes to the front steps.

Lamp iron - smoke box door. Two different types included in the kit.

New cylinders and outside steam pipes. Between 5/1956 & 3/1962 seventy-one engines had the original monoblock cylinder casting replaced with three separate cylinders and outside steam pipes.

Chimney. Included are the original type and double chimney with Kylchap cowls fitted to 60858/62/80/81, 60902/03 between 10/1960 and 11/1961.

TENDERS

As can be seen from the table the locomotives were fitted with three types of Group Standard 4200 gallon tender as follows:

Low front - flush side. New tenders of riveted construction with the join of the coping plate clearly visible.

Low front - flared top. Second hand tenders with stepped out coping plates.

High front - flush side. New tenders of riveted construction with the join of the coping plate clearly visible.

Tender changes were not uncommon-so a dated photograph is needed to show the type of tender at a given time.

CHASSIS OVERVIEW

Note that many of the components for both chassis and body are handed left/right and care must be taken to ensure the correct component is used. Components are not always identified left/right separately but with care and common sense no problems should arise.

Before construction can commence you have to decide which particular chassis you are going to construct.

The options are:

Gauge - Finescale or Scaleseven

For Finescale, where little sideplay is required, the widest spacers can be used but they will need careful filing to make their width 26.0 mm. If you require your engine to negotiate sharp curves then the middle width spacers should be used.

The widest frame spacers supplied are suitable for Scaleseven and care will be needed to allow sufficient sideplay, especially in the leading axle to enable the model to negotiate moderate curves.

Suspension - rigid, sprung or compensated

Rigid. The kit is supplied with top hat bearings to build a rigid chassis. Open out the main axle holes to accept top hat bushes and solder them in place.

Sprung. If you are going to fit sprung horn blocks, you should open out the frame slots by cutting up the half etched lines and follow the manufacturers instructions.

Compensated. The simplest and most reliable suspension system is beam compensation and the necessary compensation beams are provided in the kit. Not provided are the hornblocks and bearings which are available as an extra item which includes instructions for aligning the hornblocks accurately.

Pickups. No pickup material is provided. The options are:

Scrapers. Attached to the middle frame spacer using printed circuit board.

Plunger. Open out holes P and fit according to the manufacturers instructions. It may not be possible to use plunger pickups if you wish to fit the inside motion because they may foul each other.

Split axle/frame. We leave this to you! Some useful information can be found at <http://www.euram-online.co.uk/tips/splitaxle/splitaxle.htm>.

Motor/Gearbox. Not provided - a Canon 1883 motor and ABC Mini7 or SDMP 40L/15 gearbox are both recommended.

Wheels.	Drivers	6'2", 18 spoke, 13" PB	Slater's 7874G,
	Pony Truck	3'2", 10 spoke,	Slater's 7838GMF
	Radial Truck	3'8", 10 spoke, 5/32" axle	Slater's 7843MF