

## 6 POWER UNIT SUPERSTRUCTURES

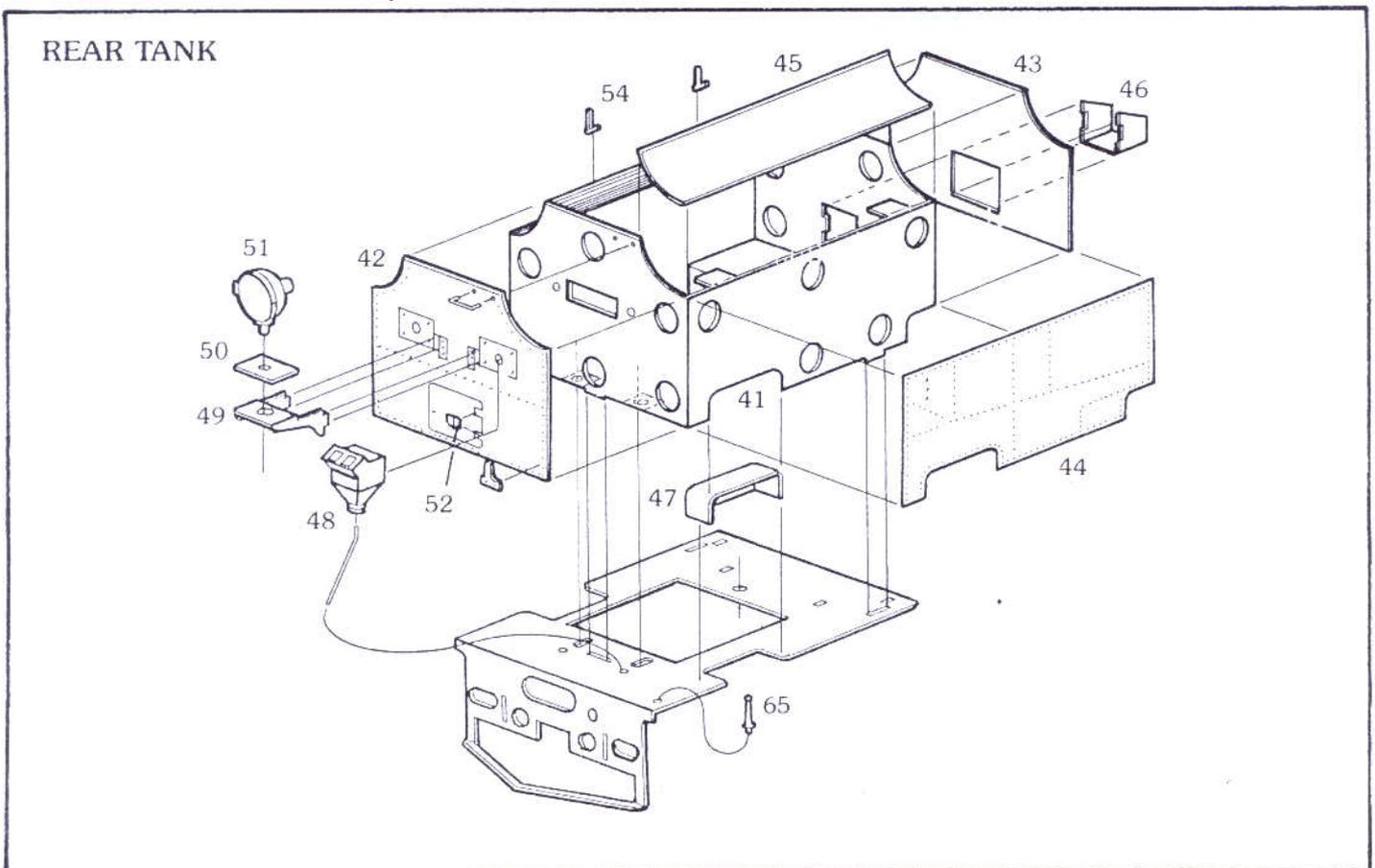
THE model depicts an NGG16 with a rivetted front tank wrapper and a coal bunker/water tank rear wrapper. The twin sanding and single large headlight arrangements are identical both ends. Handrail holes are pre-etched. Footstep positions are indicated on the elevation drawings, though these varied from one prototype to another. Similarly, lamp irons vary. Should you wish to model an NGG16 with a welded front tank, rub the wrapper on fine wet and dry paper to remove the etched on rivets. (How could you?)

If you desire to represent one of the dual sealed beam headlight fitted locomotives, suitable headlights are available from the likes of Detail Associates.

Both front (40) and rear (41) tank inner formers fold neatly to shape from single large etches, unobtrusive butt joints being present on the inboard face of both formers.

### REAR TANK

1. THE rear tank overlay panels for the outboard (42) and inboard (43) ends, together with the side overlays (44), attach directly to the inner former and are easily fixed in place by soldering with 70° lowmelt or, if you prefer, superglueing from inside the tank former through the many circular holes provided. This ensures the rivetted outer tank overlays remain clean and free from stray adhesive. On the rear tank, fit the outboard end overlay first, followed by the sides, then the inboard end overlay.



2. The concave upper panels (45) of the rear tank have half etched lines on their inside faces which allow them to be easily curved round a suitable cylindrical former. I used a piece of brass tube, round which the panels formed perfectly.
3. Fix the panels in place once formed to shape, then add lengths of 0.45mm brass wire along the top edge to represent the beading. This should match the half etched beading present on the end overlays.
4. Fold the coal chute (46) to shape and tab this to its position on the inboard end.

5. Box in the cylinder cut-outs on the lower edge of the tank sides using the two infill panels (47) which form to shape and locate inside the tank.
6. Fix two captive nuts above the holes on the fold-up tank locating tabs. These accept the two 12BA tank fixing screws which pass up through the running plate, securing the tank in place. A third 12BA screw fits down through the opposite single locating tab into the captive 12BA nut fixed to the underside of the running plate.
7. Four fold-down tabs are supplied inside the rear bunker which can be used to support a false plasticard panel on which your coal load can be placed. Don't forget to incorporate some kind of access hole in your coal load in order to get at the tank securing screw.
8. Outboard end detail, at least that which is common to both tanks, includes a pair of sandboxes (48) and their relevant pipes fabricated from 0.7mm brass wire, along with the headlight bracket (49), plinth (50) and headlight (51).
9. A pair of teeny hinges (52) fit into the recesses provided in the end access door.
10. As previously noted, footsteps (53) and lamp irons were variously sited on the tank ends. Refer to photographs of your chosen prototype for confirmation of the exact position of these details.
11. If desired, a pair of fire iron brackets (54) may be fitted to the left side concave tank panel.