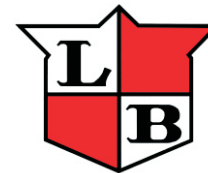
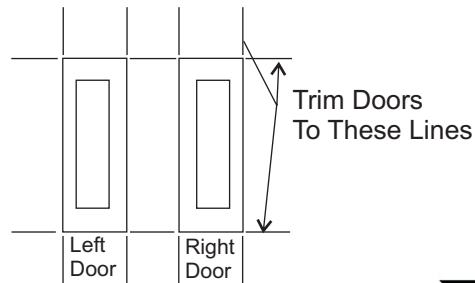
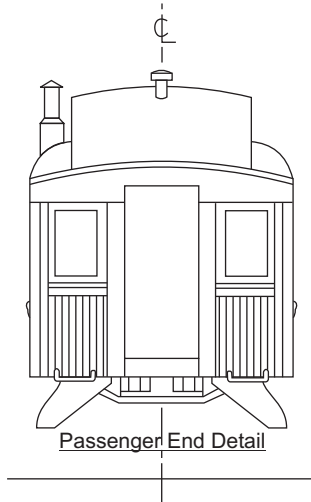
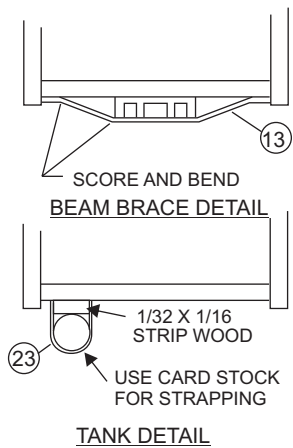
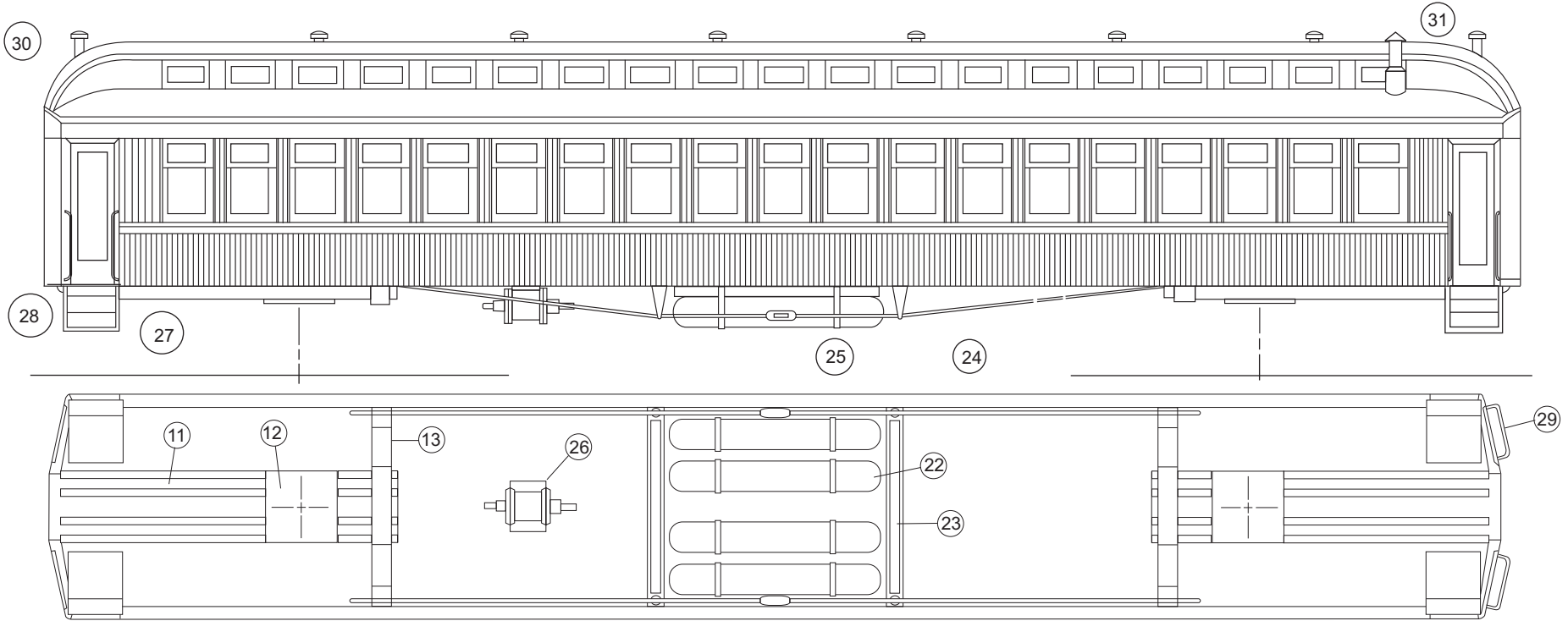
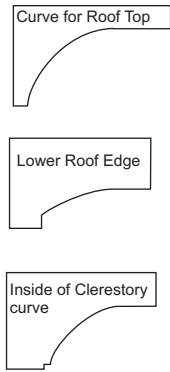
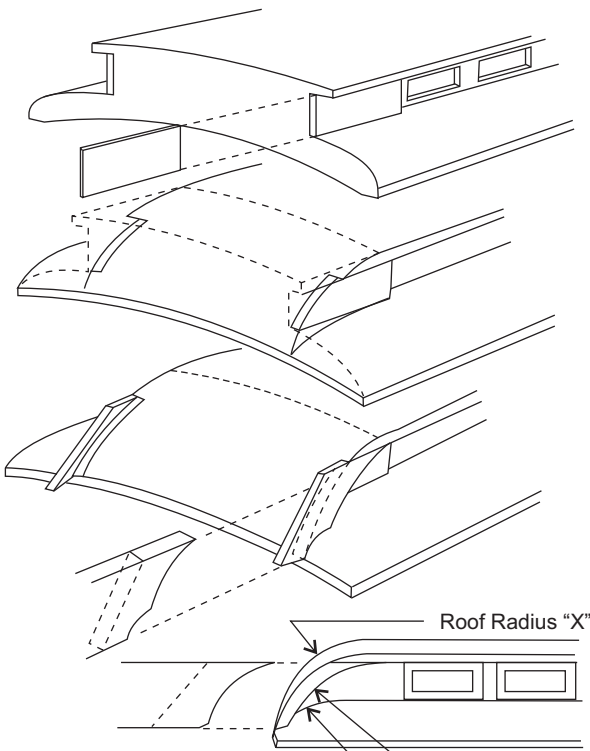


LABELLE WOODWORKING COMPANY KIT HO-4 EARLY 1900 CLOSED VESTIBULE SQUARE WINDOW DAY COACH

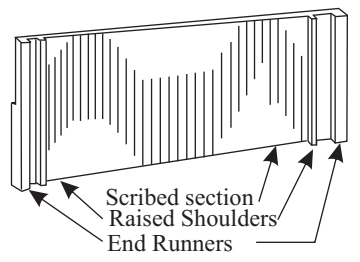


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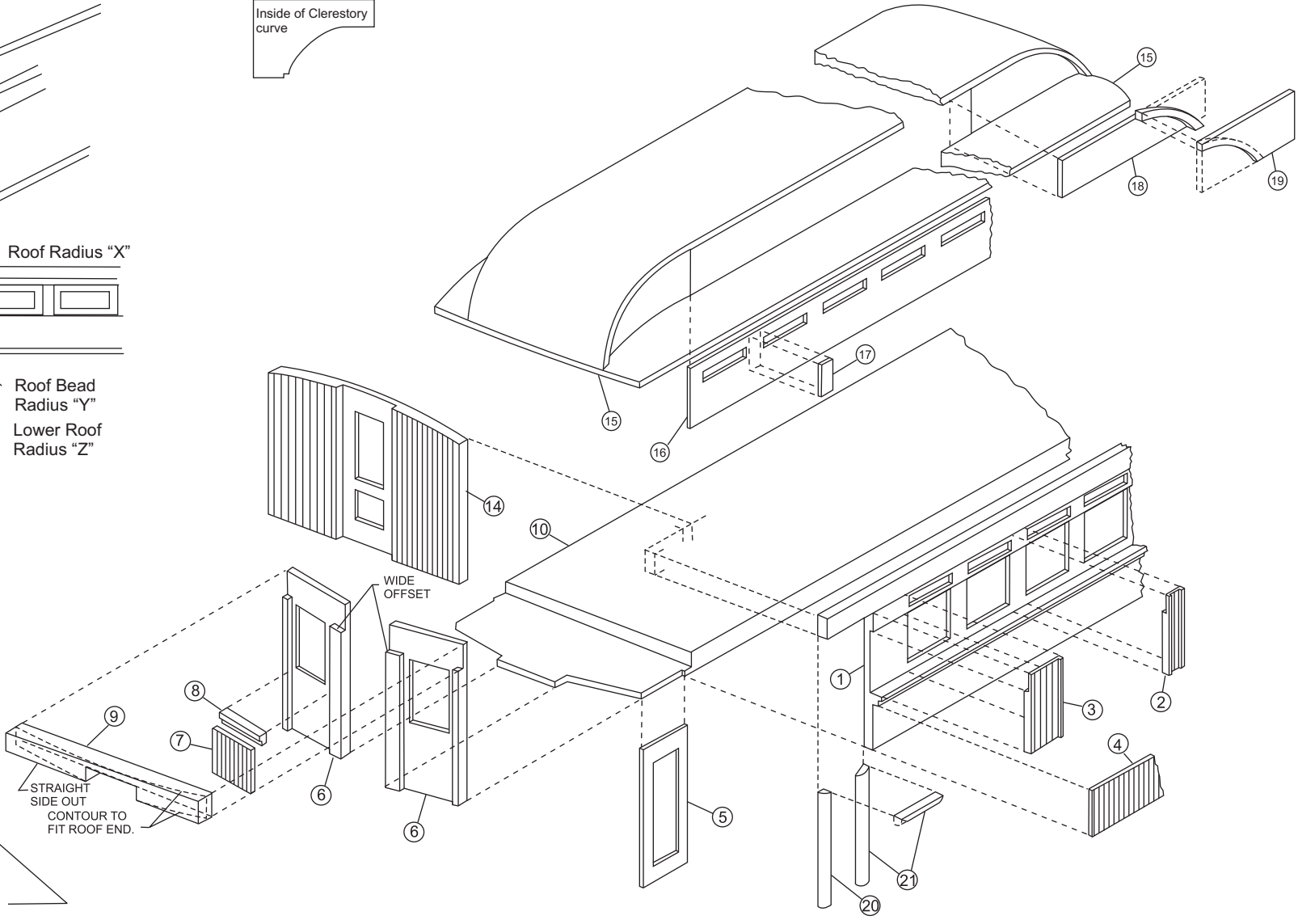
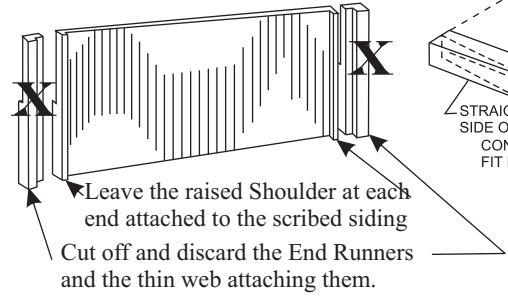


Roof ends may be rounded to contour shown on plan drawing. Make template from card stock and use to check contour for correct shape. Care should be taken when sanding roof ends to size, so as not to sand off too much. This is the point where everybody seems to get nutsy. Curving the roof is not that difficult. First, shape the roof to its rough shape using a knife, Next get a piece of strip sandpaper. While gently holding it against the top of the roof, pull the sandpaper over the rough curved end to smooth out the curve. Always sand with the grain of the wood, never against it. Check frequently with the radius on the instruction sheet or optional roof rounding kit. A few minutes of pulling on the sandpaper and your roof end is done. There, wasn't that simple?

Roof Radius "X"
 Roof Bead Radius "Y"
 Lower Roof Radius "Z"



Window Post as Supplied in Kit



LaBelle Woodworking Kit No. HO-4 1900 Closed Vestibule Day Coach

Thank you for buying this LaBelle kit. We are very proud of our kits and believe that they are the best kits of their type in the Model Railroad Hobby. This is a basic kit of an early 1900 square windowed day coach. It can be lettered for almost any road and still be correct. It has unlimited possibilities for super detailing. The amount of detailing is up to you. There are many detail parts available from various vendors to customize your car for your railroad.

It is not a "Quickie Kit" and therefore it is suggested that the isometric and plan drawings be studied thoroughly, also that the parts be sorted and be noted as to where they are intended to be used. It is suggested that assembly be followed by the numbers in the instructions which correspond with the numbers on the isometric and plan drawings.

These are the sub-sides (1).

Separate and cement in place Window Posts (2). Cut End Window Posts (3) to approximate width from WIDE POST and cement in place with Raised Shoulder toward Window opening, making SURE Correct Window MARGIN is showing.

Cement scribed siding (4) below belt rail. Trim flush with ends of sub-side (1). Cut four doors (5) to size by placing door over template on plan drawing, making sure that two rights and two lefts are made and used on their respective ends. Cut panels from 1/32 inch by 5/12 inch stripwood and cement on back of doors. Now cement doors to back of sub-side at TOP ONLY.

Make up four end pieces (6) by cutting belt rail (8) to fit as Shown, making sure correct margin is kept below window when cementing in place. Next cement on thin scribed siding (7). Now cement a completed right and left (6) to end of letterboard (9), making sure that wide offset of (6) is to center.

Lay out bottom of floor (10) for position of queen posts (22), gas tanks (23), truss rods (24), beams (11), turnbuckles (25) and brake cylinder (26). Cement beams (11) and 1/64 inch by 1/8 inch stripwood beam brace (13) in place, leaving other under body parts off until car body is assembled. Cement bulkhead walls (14) to floor ends as shown, making sure they are square. Now cement completed sides to floor making sure that end bulkhead walls (14) are slightly below top of sides. Now set car body aside.

Start to assemble roof (15) by cementing clerestory window strips (16) inside roof on each side. **IMPORTANT:** Be sure clerestory windows line up with car side windows. Cut to length (17) and (18) from 1/32 inch by 3/16 inch stripwood, furnished, and cement in place. Now roof ends may be rounded to contour shown on plan drawing. Make template from card stock and use to check contour for correct shape. Care should be taken when sanding roof ends to size, so as not to sand off too much.

Make up overhang pieces (19) for ends of roof from 1/16 inch by 1/2 inch stripwood, furnished, as shown and cement on. Apply cement to end of floor and bottom of end assembly. Temporarily place roof on car body, holding end assembly up under roof contour and against end of floor until cement has set. Remove roof and apply small fillet of cement inside where vestibule ends meet vestibule doors. After assembly has set, mitre and apply 1/4 round (20) and 1/2 round (21) on vestibule doors as shown. Now sand bottom of end assembly (6) flush with bottom of completed car sides (1).

Make up and apply four gas tanks (23) as shown. Cement on queen posts (22), install truss rods (24), turnbuckles (25), brake cylinder (26) and steps (27). Make up hand rails (28) and install. Add grab irons (29). Add roof vents (brass escutcheon pins (31) and chimney (30).

Car is ready for painting. After painting, add colored acetate for clerestory windows in roof. Clear acetate for windows on sides. Don't forget to frost lavatory glass by sanding lightly on back side with fine sandpaper

NOTE: Position of truck centers will be determined by type and make of trucks used. Position bolsters (12) accordingly.

These tips may help you complete a wood kit with best results.

Some time is required to complete the kit, but you will be very proud of the results.

Parts - These are described by name and number on the drawings and parts list. If any parts are damaged or missing, or if you mess something up beyond repair, it will be replaced at no cost. Refer to the name and number in your letter or phone call for best service.

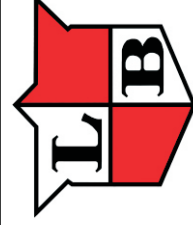
Tools and Materials - You will need the usual assortment of sharp hobby knives, fine sandpaper and files, small drills, sanding sealer and paint. Our preferred glue is “Carpenter’s” glue, a light amber, high strength version of “Elmer’s”, It has fast drying, high tack to hold while drying, water clean up and sands nicely when dry.

Painting - Before you start building, think about the paint scheme. If it involves several colors it may be easier to paint the parts or sub-assemblies while still in pieces, then touch-up after final assembly.

First - Seal all wood parts. This makes kit construction much easier since the wood will cut cleaner and assembly is not impaired by splinters or shavings on the parts. Seal first to get smooth, precise parts to assemble.

Sealer - Any finish will work, but we prefer water based polyurethane varnish. It can be found at most hardware and paint stores, and works as both a sanding sealer and top coat after all paint and decals are applied. It cleans with water, is odor free, and does not raise the wood grain any more than solvent finishes. It also does not bridge across the fine scribed grooves like some solvent finishes.

Brush a liberal coat of the sealer on all surfaces of the bare wood, soaking it as much as possible. Smaller parts can be dipped and brushed to remove drips and runs. Allow the first coat several hours to dry, even overnight. When dry, sand all parts to remove roughness and stray fibers. Brush or wipe off loose dust. Brush a second coat on all surfaces. This coat won't soak in as much and dries much faster. Sand again when dry. Apply a third coat, especially to soft or rough areas. Sand again and you're ready to go.



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