

ALAN GIBSON, THE BUNGALOW,
CHURCH ROAD, LINGWOOD, NORWICH, NORFOLK

MIDLAND RAILWAY EXPRESS GOODS LOCO - 3P ROUND TOP FIREBOX VERSION

These instructions and history should be carefully studied before starting on assembly.

The only item needed to complete the model is the motor.

HISTORY

In 1873 S.W. Johnson designed his first 0-6-0 and during the years that followed several hundred locomotives (later to be known as Class 2 Goods Engines) were built. In 1903 an enlarged design (Class 3) appeared, and construction continued until 1922 when the first Class 4's were built.

From 3770 onwards the engines were built as 3F's, any lower numbers being 2F rebuilds.

In their lifetime, four types of cab were fitted and the cab supplied in this kit was that which lasted well into LMS days.

Many of the locomotives, first built with other cabs, were subsequently rebuilt with the cab as supplied here.

Loco No's 3815 - 3834 were built in 1908 and it is these locomotives that the kit is based upon.

LIVERY

Midland 1906 - 1910

Crimson Lake on boiler, firebox, cab, splasher sides, tender sides, back and outside framing.

Wheels and other areas were black, other than buffer beams and inside of frames which were vermilion.

The boiler bands next to the cab and smokebox were lined. The loco had a smokebox numberplate and the number was also on the tender sides in 18" gilt numerals, these being shaded black to the right and bottom. The lower side sheets of the cab had the company's armorial device with the power classification fixed centrally on each upper side sheet. Any beading was painted black with a yellow line on edge nearest the red areas. Cab interior was buff.

Some locomotives were painted black from building but I regret that I can give no numbers involved.

Midland 1910 -1923

Unlined black with number on tender sides and armorial device on cabside.

LMS 1923 - ????

Plain black livery with number on tender side with LMS in red panel on cabside or number on cabside and LMS on the tender sides.

ASSEMBLY

Remove footplate, item 1, from fret and also remove the entire centre section which is retained by two tabs. The front of the footplate is the end with full splashers sides. Remove the two half splashers sides from footplate at the rear as these are not required. The other four sides can now be bent upwards with the etch line on the inside of the bend. Between the front and middle splashers sides there is a small section that should also be folded up to represent the mainframe showing through.

The front buffer beam is made up by using items 15 and 16. Item 16 being soldered to the front of 15 but if the rivets are not required they should be filed off at this stage. Solder the buffer beam to the underside of the footplate, 1mm back from the front, with the buffer holes being nearest the track.

The footplate valance is contained on the nickel fret as item 5 - the front of this being the end with the curve and the outside is the side with the half-etch section at the rear.

Before fitting the valance to the footplate, 1mm from the edge, it is best to fit the footsteps. Remove the footstep backrests 9 & 10, and footsteps 11 & 12 from fret and solder items 9 & 10 to the half-etch tabs on the rear of the valance, from the back. Bend small tabs on 11 & 12 at right-angles to main step and solder these into the etched sections on the brackets now attached to the valance.

Fit valance to footplate as stated earlier. Rear drag-beam 17 can now be soldered into position with the slot nearest the footplate. Solder 12BA nuts to the top of the footplate over the etched holes at front and rear.

I find that this is now the best time to assemble and test-run the chassis.

On with the body.

Remove cab front 7A and side shape 2A from fret and make very light scratch marks on the centreline of the inside of each. Line these marks up on both and tack-solder. Check that the cab front is at right-angles to the cab roof/side.

Curve the side assembly a fraction at a time, round the cab front and solder each part of the way. DO NOT rush this operation. Use a pencil or rods to ease curves and to make the roof profile sit correctly. When satisfied with the finish, strengthen with item 26 by soldering to the underside of the roof where the final piece curves out towards the back. Items 8 are fixed round the cab lookouts with small etched holes to the bottom. Trim off any excess.

Fit cab assembly to the footplate so that the splashers only just cover the most forward section of the wheel clearance opening. Before soldering all around, ensure that the cab is sitting square and central.

Saw a split line on the tube to be used as the smokebox, and push this onto the end of the boiler barrel until both ends are flush. At the firebox end, cut boiler to clear any projection of motor.

Take part 4A and curve over the boiler barrel to fit onto the turned down section – with curved cut-out on 4A to the rear. This is to be fixed into position with superglue with the sides left so that they come straight down to the footplate. A small section of the firebox wrapper at the front should be curved round with the actual boiler in order that the actual join can be hidden under a boiler band. Parts 4B should be bent at right angles and soldered into the front of the firebox, to cover the gap between the firebox and boiler.

Part 13 is the smokebox saddle and is bent into a U shape with etch line to the inside. This saddle fits flush with the rear edge of the smokebox and in line with the firebox wrapper. This can be done easily on a flat surface. At this stage the boiler assembly should be offered up to the cab to ensure that everything is clear for the motor.

Smokebox wrapper 5 is now fitted by folding round the smokebox and splaying out onto the saddle at the bottom. Fix boiler assembly to footplate and cab front/sidesheets. Fit smokebox front.

Parts 5 & 6 are fitted to inside of the cab with all etched lines on the inside of the bends. Fit part 5 to the left-hand side and part 6 to the right.

Fit boiler bands 28 by securing beneath the boiler then stretching the band around the boiler. Secure other end beneath the boiler. Position bands such that the first one is on the boiler but against the smokebox, the second is 16.5mm back from the back of the smokebox, and the third is over the join between firebox and boiler. Fit handrail to smokebox door by fitting two split-pins into holes drilled into the dimples in the casting.

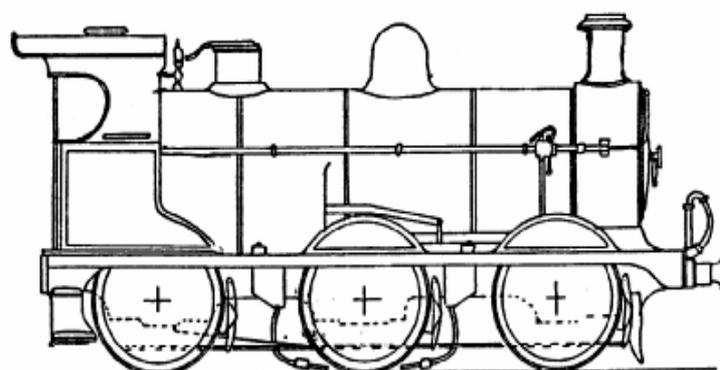
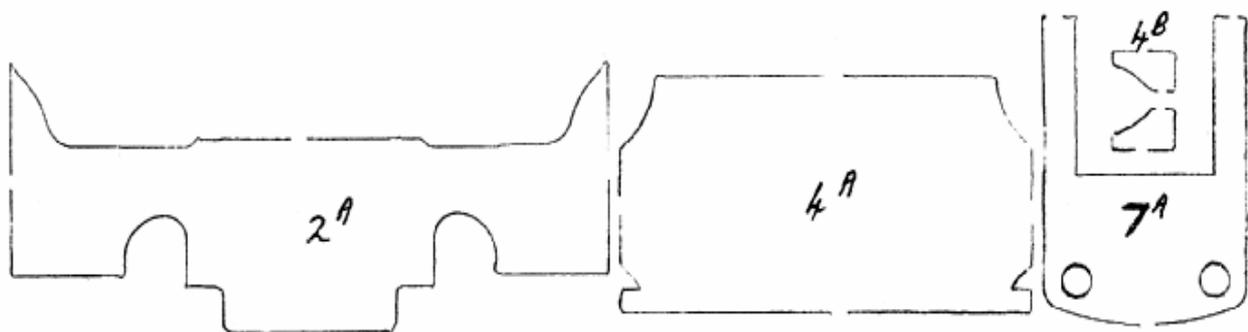
Fit handrails to cab by reference to exploded drawing. Fit reversing lever 27 to right-hand boiler side, again by reference to drawing. Assemble and fit buffers to buffer beam and also fit vacuum pipe. Glue sandbox filler caps over half-etched circles between each pair of splashers. Sandboxes can now be fitted to the chassis between each pair of wheels, lined up so that they are beneath the filler caps. When secured, fit sandpipes, bend and trim to length.

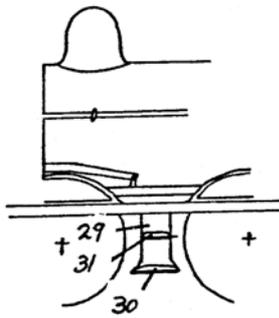
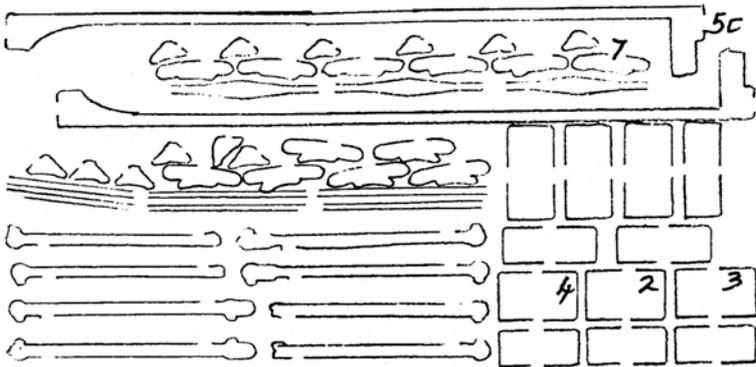
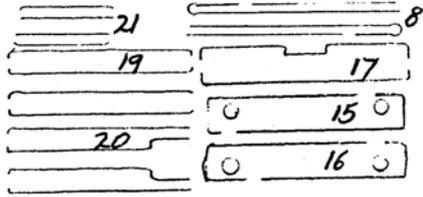
Fit handrail to boiler sides as follows: take a compass and set distance between the lead and pivot at 15mm, rest the pivot on the footplate and run the whole compass along the loco, leaving a pencil mark on both sides of boiler and firebox. Handrail knobs are then positioned at the following measurements from the cab front: 19mm, 37mm, 60mm and 78mm. Drill these holes No.68 and fit handrail with split-pins to left-hand boiler side - handrail on this side made from the thin wire. Secure handrail so that is dead straight.

For right-hand side, take ejector casting and fit a length of large diameter brass rod to cast firebox, fit this assembly to a short length of normal handrail wire at the front end and secure to boiler side. Bend cast pipe coming down from the box casting underneath the boiler and to the same curve as the boiler. Fit lamp irons 23 by bending into an L shape and fitting one above each buffer (on footplate), one central between these two and a fourth on the smokebox door, just above the top hinge strap.

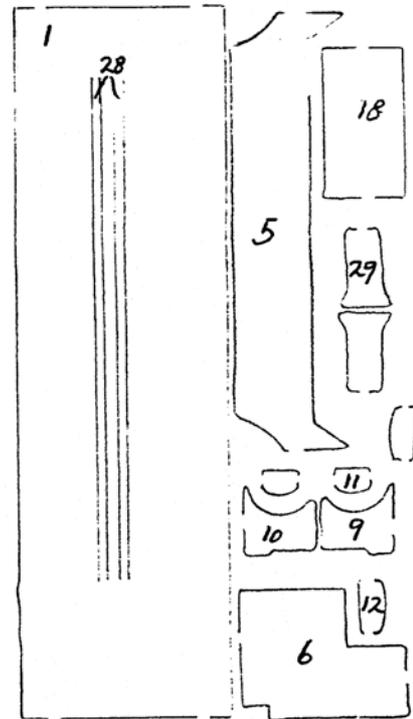
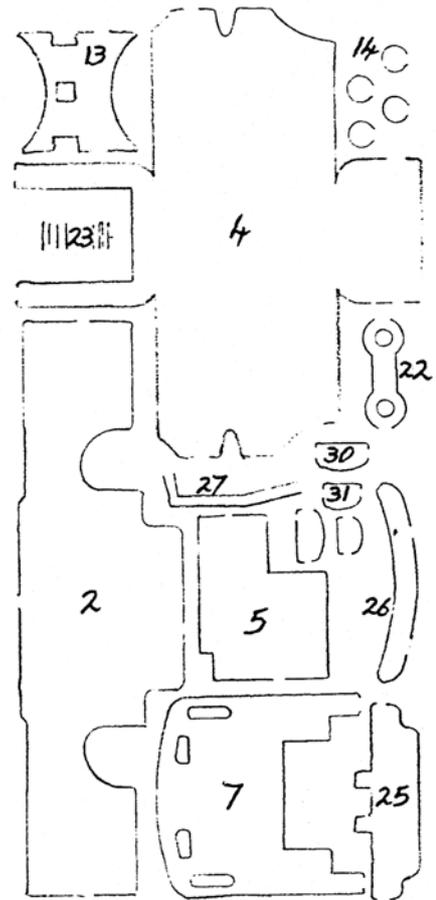
Treat the tender the same with the fourth one fitted in the middle of the tender back panel. To assemble the Ramsbottom safety valve, the oblong casting should be fitted to the cast base, making sure that this would be in line with boiler. Then fit to this the small etched lever. Fix this assembly to the firebox top and drill a hole in firebox, 3mm to left of boiler centre line and just to the rear of safety valve, and fit whistle into this hole.

Fit cab ventilator, chimney and dome. Fit cab footplate 18 to inside of cab, bending to clear motor/gearbox if needed. Fit chequer plate 25 into slots in cab floor to cover the gap between loco and tender - DO NOT SOLDER. Fit smokebox number of choice.





STEPS FITTED TO
SOME LOCO'S.



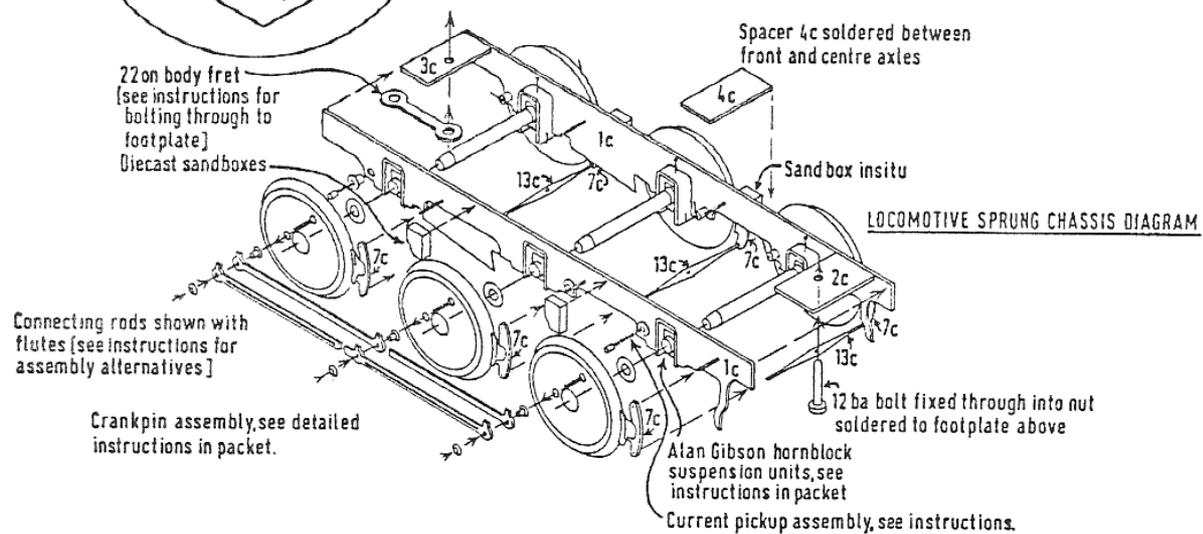
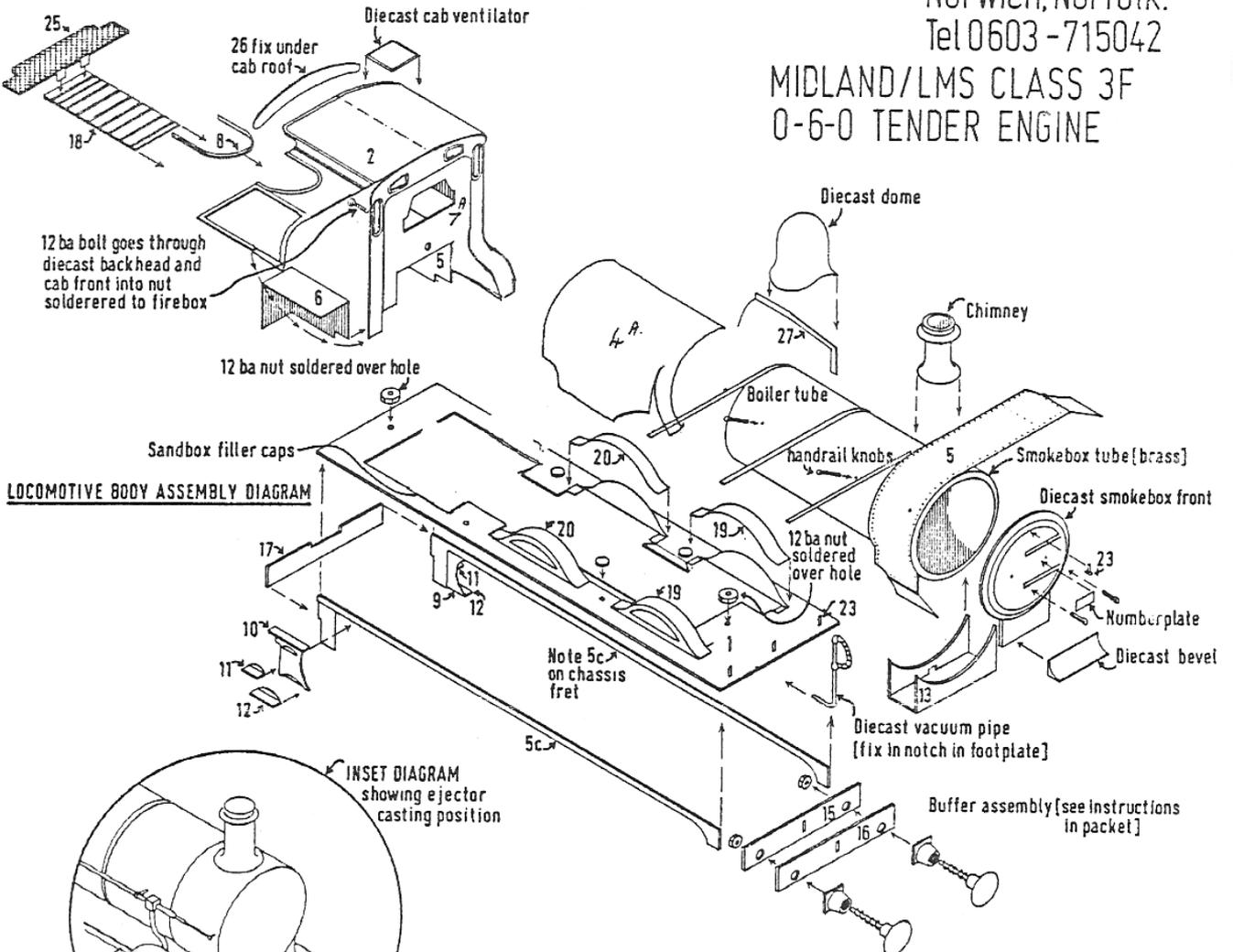
A QUALITY PRODUCT FROM ALAN GIBSON, The Bungalow, Church Road, Lingwood,

Norwich, Norfolk.

Tel 0603-715042

MIDLAND/LMS CLASS 3F
0-6-0 TENDER ENGINE

Do not solder item 25 to 18



Drawn and designed by J.F. Barnes, 33 Birch Hall Lane,
Manchester M13 0XJ. Tel: 061-224-5828.
Enquiries for similar work welcomed.

COPYRIGHT RESERVED BY ALAN GIBSON 1982