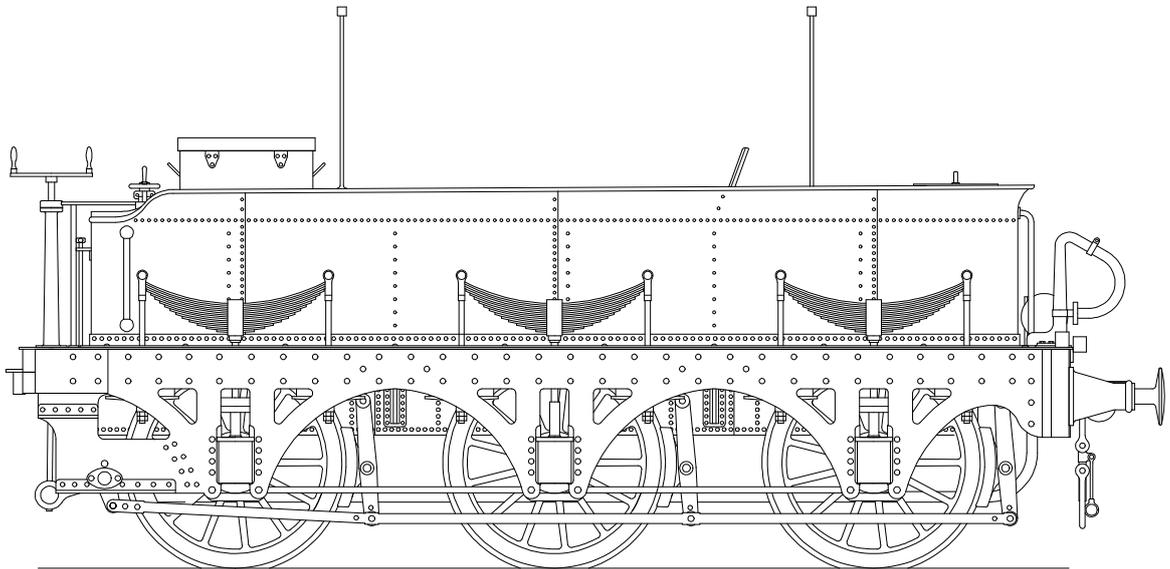


GWR 2700 AND 3000 GALLON TENDER



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.

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BRIEF HISTORICAL DETAILS

Parts two and twelve of 'The Locomotives of the Great Western Railway', state that the tenders originally paired with these engines are variously described as of 3000 gallon or 3192 gallon capacity; these will be described as 3000 gallon tenders in these instructions. Photographs indicate that several were at some time paired with earlier 2700 gallon tenders which had the same design of under frame but lower, shorter tanks. The interpretation from the limited number of photographs available, and bearing in mind that no photograph is dated before 6/7/1886, is:

Bulkeley	Always shown with a 3000 gallon tender
Dragon	Always shown with a 2700 gallon tender
Great Britain	Both types of tender
Emperor	Both types of tender
Sebastopol	Always shown with a 2700 gallon tender
Alma	Always shown with a 3000 gallon tender

There is provision for both types of tender to be built.

Sources of information and photographs are:

- Parts two and twelve of 'The Locomotives of the Great Western Railway', RCTS Broad Gauge Finale, Rev AH Malan, Wild Swan 1985
- British Railway Journal – Special GWR Edition, Andrew Wiles, Wild Swan 1985
- GW Engines Vol 1, JH Russell, OPC 1975
- Great Western Broad Gauge Album, AK Steele, OPC 1972
- The Great Western Broad Gauge, Laurence Waters, Ian Allan 1999
- A Broad Gauge Album, Newton Abbot Museum & Broad Gauge Society

CONSIDERATIONS BEFORE YOU START.

Gauge. The model is designed to Scaleseven standards running on 49.2 mm gauge track.

Wheels.

Tender wheel – 4' 0" diameter, 12 or 13 spokes. Slater Ref S78478RMF

Pick Ups. No pickup material is provided. The options are:

Scrapers attached to the frame stretchers using printed circuit board.

Plunger. Open out the marked holes and fit according to the manufacturers' instructions.

American System. The wheels on the engine shorted out on one side and the tender on the other. The drawbar provided will have to be modified to provide insulation between the engine and tender.

Split axle/frame. We leave this to you.

For your convenience, where possible, extras of some of the etched components are provided. This means that for some of the trickier forming, you will have the opportunity to make a second attempt if you are not happy first time. Don't be concerned if you have components unused at the end!

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. All bends are made with the fold line on the inside of the bend **unless specifically stated otherwise.**

It is also sensible to open up all holes to fit the appropriate component/wire, and to emboss all appropriate rivets before that component is fitted.

Particular consideration has been made in the design of the kit for the final finishing and painting. To this end the model is broken into separate assemblies most of which are screwed together. They are:

Tender chassis

Tender brake gear

Tender frames

Tender running plate and tank

We have also provided most of the components that represent a polished metal finish on the prototype in appropriately plated pewter and designed the kit in such a way that most of these components can be removed for painting or easily attached after painting is complete.