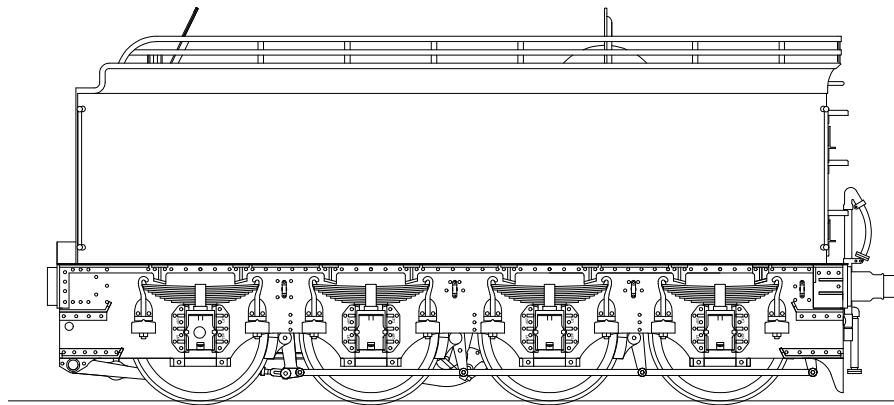


LNER GREAT NORTHERN COAL RAIL TENDER



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.

BRIEF HISTORICAL DETAILS

Just before Grouping, Nigel Gresley introduced his prototype 4-6-2 design on the GNR. The engines had a new design of eight wheels tender which are the subject of this kit. Similar tenders were built by the LNER and North British Locomotive Company for the production A1 class engines until, by June 1925, a total of 52 tenders had been built in five batches as follows:

T.O. Numbers	Built	For Engines	Builder	Side Coal Plates
39 5211-12	4/1922&7/1922	1470,1471	Doncaster	Standard
41 5223-32	2/1923-9/1923	1472-1481	Doncaster	Standard
44 5253-62	6/1924-12/1924	2543-2552	Doncaster	Extended
45 5263-72	12/1924-6/1925	2553-2562	Doncaster	Extended
5273-92	7/1924-12/1924	2563-2582	NB Loco	Standard

For a more detailed history of these tenders Part 2A of Locomotives of the LNER published by the RCTS is essential reading. Other valuable sources of information and photographs are:

Locomotives Illustrated 25 - Ian Allan

The Gresley Pacifics - OS Nock - David & Charles

Yeadon's Register of LNER Locomotives - Volume One - Irwell Press - There is a photograph of the modified BR front end.

East Coast Pacifics at work - PN Townend - Ian Allan

The Power of the A1's, A2's and A3's - JS Whiteley & G.W.Morrison - Oxford Publishing Co.

Isinglass Drawings Drg. No.327 and Drg. No.334

VARIATIONS/MODIFICATIONS INCORPORATED INTO THE KIT.

Plate behind coal rails: The plates on T.O.'s 44 & 45 were extended to the rear by 2' 8".

Frame steps: The steps on the NB Loco built tenders were 8' 4" across whereas the Doncaster built ones were 8' 8" across.

Fire iron storage: The original tenders were built with two brackets to enable the fire irons to be stored on the ledge across the tender in front of the sloping coal plate. From 1924 the front coal plate was cut away (see fig.6) to enable the fire irons to be stored along the side of the tender above the coal space. I am not sure whether the brackets were then retained.

Modified front end: At the same time as the original A1 class engines were converted to left hand drive (circa 1952-1954) the tenders were rebuilt at the front end to suit. This involved a new design of front plate and coal gate with the coal plate vertical. The water scoop and brake columns changed sides.

Rear steps and handrail: These were fitted from circa 9/1953.

COMPONENTS NOT PROVIDED

Wheels 4'2" diameter, disc. The closest available is 4/3" disc with 5/32" plain axle (8) Slater's Ref 7851GMF