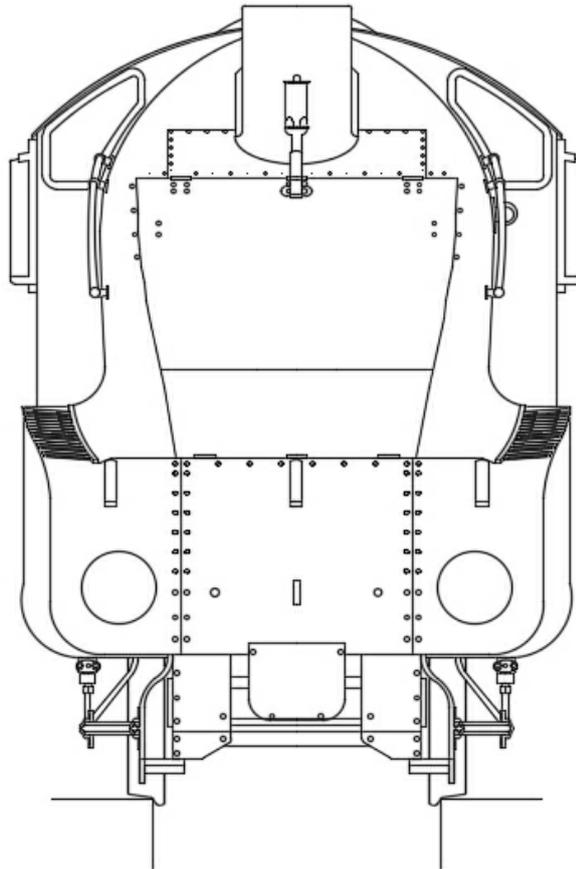


LNER GRESLEY W1



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.

The engine was originally built as a water tube experimental locomotive, when those trials finished and the boiler became unserviceable it was decided to rebuild the engine during 1937 to a more traditional form. The result was a locomotive very similar to the A4 class and they shared many common components.

The most obvious differences being the extended rear frames to accommodate the extra carrying wheels and the enlarged cab. The replacement boiler was similar to the P2/3 class but with pressure raised to 250 lbs/sq" and had an enlarged firebox fitted. The only other external difference was the cylinder casing which was bulged to clear the larger 20" dia cylinders.

The engine survived until June 1959 and became infamous for it's derailment at Peterborough on 1st September 1955 due to a cracked bogie frame. Fortunately the derailment was at slow speed and it was repaired and returned back to work it's then regular schedule between Doncaster and Kings Cross.

For a detailed history of this class Part 6C of Locomotives of the LNER published by the RCTS is essential reading.

Other valuable sources of information and photographs are:

Yeadon's Register of LNER Locomotives - Volume Two - Irwell Press

VARIATIONS/MODIFICATIONS INCORPORATED INTO THE KIT.

Lamp bracket - smoke box door. At some point 1940/2 the top lamp bracket was moved 9" down the door.

Side skirting. This was removed in April 1942, the kit does not include the side skirts fitted previous to this date.

Frame guard irons. These were fitted at rebuilding but later removed, believed to be around Aug 53, at this point the outside drain pipes were cut back level with the leading bogie wheel hub. The drains were later cut back to simple J shaped drains around late 1955.

TENDERS.

The original corridor tender was retained during rebuilding, though the front side sheets were modified to suit the new cab profile. Stream line plating was added to the front end and around the water filler hole (later removed Jan 38).

From May 1948 a standard A4 streamlined non corridor tender was fitted, this tender was retained through out except for a short period during July 1953 when the engine had a streamlined corridor tender temporarily fitted.

LIVERIES.

On rebuilding the engine carried the standard Garter blue with dark red wheels, numbers and letters were gold with red trim. In 1942 the engine received the war time black livery with simplified N E on the tender.

From December 1946 the original Garter blue livery was applied, which was retained until January 1951, though the number was changed to 60700 in June 1948 and the tender inscription to BRITISH RAILWAYS.

During January 1951 the engine was repainted in the darker BR blue livery with black and white lining, the tender inscription changed to the large early BR emblem. This was superseded by the standard BR green livery with orange and black lining in May 1952. The tender emblem remained unchanged until May 1957 where it was altered to the later smaller emblem.

CHASSIS OVERVIEW.

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.

BA screws are provided, some will require trimming before final assembly.

Before construction can commence you have to decide which particular chassis you are going to construct. The options are:

Suspension.

Rigid.

The kit is supplied with top hat bearings to build a rigid chassis. Open out the main axle holes to accept top hat bushes and solder them in place.

Sprung.

If you are going to fit sprung horn blocks, you should open out the frame slots by cutting up the half etched lines and follow the manufacturers instructions.

Pickups.

No pickup material is provided. The options are:

Scrapers.

Attached to the frame spacers using insulated copper clad board.

Tender.

As above, scrapers attached to insulated copper clad board.

Split axle/frame.

We leave this to you. Some useful information can be found at <http://www.euram-online.co.uk/tips/splitaxle/splitaxle.htm>.

COMPONENTS NOT SUPPLIED.

WHEELS.

Driving wheels - 6' 8", 20 spoke, 3/16" diameter axle (3)

Slater's Ref. 7880G

Bogie wheels - 3' 2" diameter, 10 spoke, 5/32" diameter axle (2)

Slater's Ref. 7838GMF

Trailing wheels - 3' 8" diameter, 10 spoke, 5/32" diameter axle (2)

Slater's Ref. 7843NEMF

MOTOR/GEARBOX.

A Canon motor with either an ABC- VML2 gearbox or a SDMP 40/15 gearbox (available from Finney7).

CRANKPINS.

Steel crankpins are available from Finney7.