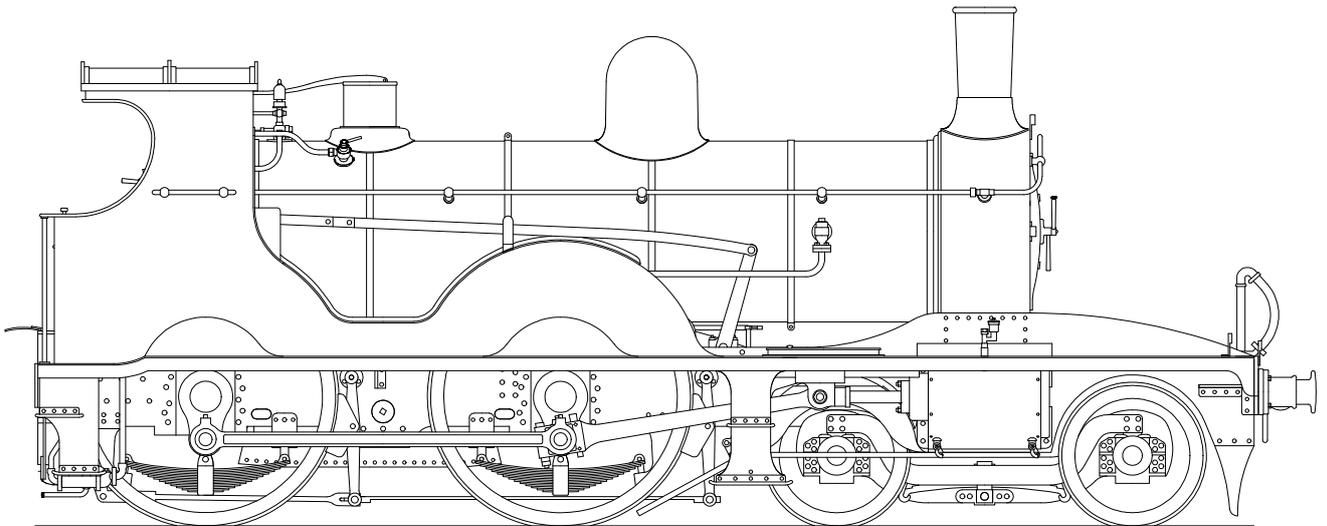


ADAMS T3 LOCOMOTIVE



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 twenty locomotives, which form the subject of this kit, were to the design of William Adams for the LSWR. Numbered 557-76 they were built at Nine Elms from 12/1892 to 11/1893. They were attached to Adams 3300 gallon tenders.

Most were withdrawn between 10/1930 and 8/1933 but Numbers 563 and 571 survived into the 1940s, No. 563 being the last to stop working in August 1945. No. 563 is preserved and largely restored to its original condition in the Adams livery. It is now at the Swanage Railway.

SOURCES OF INFORMATION AND PHOTOGRAPHS

The Locomotives of the LSWR, Part II published by the RCTS.

LSWR Locomotives - The Adams Classes published by Wild Swan.

Locomotives Illustrated No. 124 - Adams LSWR 4-4-0s - RAS Publishing

A Pictorial Record of Southern Locomotives - J.H.Russell - OPC

Southern Steam Locomotive Survey - The Adams Classes - Bradford Barton

The LSWR at Nine Elms: Vol. 1. - Barry Curl - KRB Publications

With a life of fifty years, many detail modifications to the locomotives took place. Many of these we have attempted to cover by including alternative components in the kit, however it is essential to have a photograph of the individual locomotive you propose to construct to enable an authentic model to be built.

VARIATIONS POSSIBLE WITH THE KIT.

Rivets. When built flush rivets were used for constructing the running plate and above. Over the years many were replaced with snap headed rivets.

Splashers. Originally the main splashers and coupling rod splashers were adorned with a brass beading. This was removed in Dugald Drummond's time.

Chimney. When built the locomotives had built up Adams stove pipe chimneys. These were replaced from May 1900 by Dugald Drummond, with own his distinctive design.

Smokebox door. The original Adams doors were gradually replaced with Drummond doors.

Equalising beams and springs. Removed by Drummond from circa 1900. This involved fitting new spring anchors for the rear of the leading spring and the front of the trailing spring, similar to those used by Drummond on his own designs.

Piston tail rods. Removed by Drummond from circa 1900.

Three way lubricators. The small lubricators on the front of the splasher were soon removed, probably by 1900.

Whistles. Originally the locomotives had two whistles. The larger whistle was removed from circa 1903/1904.

Leading bogie wheel splasher. Removed by Drummond from circa 1900. The rear bogie wheel splashers were unaltered.

Cab roof. The original cab roofs were wooden. From circa 1900, they were replaced with steel roofs by Drummond.

Safety chains. When built the engines were fitted with safety chains. These were gradually removed during Drummond's time.

Lamp brackets. The locomotives were built with Adams socket style brackets. Drummond added extra socket brackets to his design over the buffers. The SR standardised on a design with the socket in the lamp. Many tenders had the Adams and Drummond brackets adapted to accept the standard lamps but some of the later survivors were fitted with new brackets of standard design.

Smokeboxes. When smokeboxes were renewed by the Southern Railway the flush riveting was often replaced by visible snap head rivets.

Couplings. The engines, in their early years, ran with a single long coupling link, although some carry two further links. Much later they were equipped with screw couplings together with a hook to carry the coupling when it was not required.

Carriage heating pipes. From 1901 onwards the LSWR introduced steam carriage heating equipment. The buffer beam mounted connection was not fitted until later in Southern Railway days, the pipe being positioned outside the right side valence.

Coupling rods. When new the locomotives had fluted coupling rods. Many subsequently had the fluted rods replaced with rods of plain section.

VARIATIONS NOT POSSIBLE WITH THE KIT.

Drummond boiler. In April 1907 No. 568 was fitted with a new boiler of Drummond pattern with dome top safety valves. It ran with this boiler until August 1925

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.

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

Finescale. Where little sideplay is required, the widest spacers can be used but they will need careful filing to make their width 26.0 mm. If you require your engine to negotiate sharp curves then the middle width spacers should be used.

Scalesseven. The widest frame spacers supplied are suitable for Scalesseven and care will be needed to allow sufficient sideplay, especially in the leading axle to enable the model to negotiate moderate curves.

Bogie Pivot. There are alternatives for the position of the bogie pivot. The choice made will largely determine the radius of curve the locomotive will negotiate.

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.

Compensated. The simplest and most reliable suspension system is beam compensation and the necessary compensation beams are provided in the kit. Not provided are the hornblocks and bearings which are available as an extra item which includes instructions for aligning the hornblocks accurately.

Pickups. No pickup material is provided. The options are:

Scrapers. attached to the middle frame spacer using printed circuit board.

Plunger. Open out holes P and fit according to the manufacturers instructions. It may not be possible to use plunger pickups if you wish to fit the inside motion because they may foul each other.

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>.

Motor/Gearbox. Not provided. A Canon motor with a SDMP 40L/15 gearbox, from Finney7, or Canon motor with an ABC Mini7 gearbox are both recommended.

Bogie Pivot. There are alternatives for the position of the bogie pivot. The choice made will largely determine the

Inside Motion. A separate kit is available to construct the working inside motion.

Wheels. Not provided. Drivers are 6'7", 22 Spoke, 13" throw, pin in line (Slaters 7879SW) and bogie 3'7", 10 spokes, 5/32" axle (Slater's 7843SWMF).

Other wheels may be available from other manufacturers.