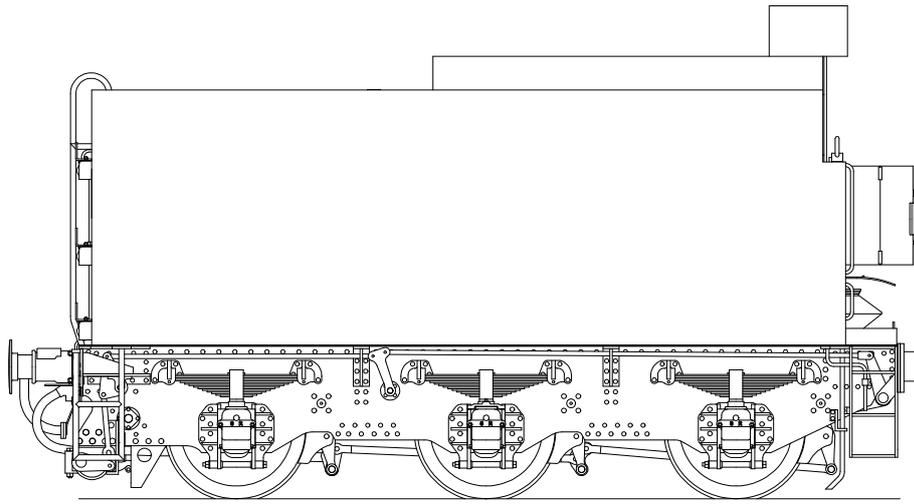


SR BULLEID 4500 GALLON TENDER KIT



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 subjects of this kit are the seventy Bulleid 4500 gallon tenders, of 8' 5" width, built for the first seventy West Country and Battle of Britain Light Pacifics.

Locomotive Class	Loco Numbers	Tender Number	Date Built
West Country	34001 - 34048	3251 - 3298	5/1945 - 11/1946
Battle of Britain	34049 - 34070	3299 - 3320	12/1946 - 11/1947

Note tenders were not allotted in strict numerical order. For a complete listing of the initial allocations and all the subsequent changes see Richard Derry's book.

In 1952, before rebuilding of the Light Pacifics began, tenders 3263, 3280 and 3310 (attached to locos 34011, 34065 & 34043 respectively) had the side raves cut down, the bunker back raised and a cover provided to protect the vacuum reservoirs. They retained their original ladders and TIA equipment. No more cut down tenders appeared until the rebuilding of the Light Pacifics began in June 1957. The rebuilt locos were fitted with rebuilt cut down tenders. Initially these were of the later 5500 gallon type but the later rebuilds had to make do with 4500 gallon tenders.

The modifications to the tenders involved removal of the side raves, replacing them with covered fire iron tunnels on each side, raising the bunker back, fitting a protective cover over the four vacuum reservoirs and modifying the rear ladders. Cutting down of original 4500 gallon tenders running with locos in their original condition, also took place from early 1958 and eventually only four remained in the original condition with side raves. These were attached to locos 34069, 34072, 34075 and 34078. During rebuilding those tenders to be allocated to rebuilt engines also had their sanding gear removed. The tenders still attached to engines which had not been rebuilt, retained their sanding gear.

As with all modelling the only way to be confident of the details of your model is to refer to photographs. The following books are a useful source of information.

SOURCES OF INFORMATION AND PHOTOGRAPHS

- The Book of the West Country and Battle of Britain Pacifics - Richard Derry - Irwell Press.
- Locomotives of the Southern Railway Part 2 - D.L.Bradley - R.C.T.S.
- The Power of the Bulleid Pacifics - Stanley Creer and Brian Morrison - O.P.C.
- Bulleid Pacifics at work - Colonel H.C.B. Rogers OBE - Ian Allan
- Locomotives Illustrated No. 28 - Bulleid Light Pacifics - Ian Allan
- Locomotives Illustrated No. 89 - Bulleid West Country' & 'Battle of Britain Pacifics - RAS
- Southern Steam Locomotive Survey - Bulleid Light Pacifics - Bradford Barton
- Modellers' Backtrack - Bulleid's Light Pacifics - April/May 1991 - Volumel No.1 - Atlantic
- A Pictorial Record of Southern Locomotives -J.H.Russell - OPC
- Bulleid Locomotives - Brian Haresnape - Ian Allan

VARIATIONS/MODIFICATIONS INCORPORATED INTO THE KIT

Alternative components are provided to enable the tenders to be built in their original condition and their later rebuilt condition with the side raves removed.

Tank Vents. The rear tank vent and the fire iron cruciform on the left hand side were removed on rebuilding. Note the three 1952 rebuilds retained the rear vent.

Front Water Fillers. When built two water fillers were fitted immediately behind the side windows. They proved rather impractical and during heavy braking water could overflow from the fillers onto the footplate! They were removed from an unknown (early) date.

Coal Hopper Rear Plate. This was raised at the time of rebuilding and strengthened by two ribs.

Rear Ladders. New (possibly modified) rear ladders were fitted at the time of rebuilding. Again note the three 1952 rebuilds retained their original ladders.

Water Treatment Systems. Starting with 34066 in September 1947 the TIA system was gradually fitted. This was later removed from circa 1955 - 1957, and replaced by the BR system.

Sanding Gear. Originally sanding gear was fitted to the tenders for tender first running. The rebuilt engines were fitted with rear sanding and the tenders allocated to them had the sanding gear removed.

Water Gauge. From circa 1954, BR type water gauges were fitted.

Rear Mounted Lamp. From circa 1947, a shrouded lamp was fitted at the rear to illuminate coupling up at night.

COMPONENTS NOT SUPPLIED WITH THE KIT

Wheels. 3'7" Boxpok (Slaters 7844MF)