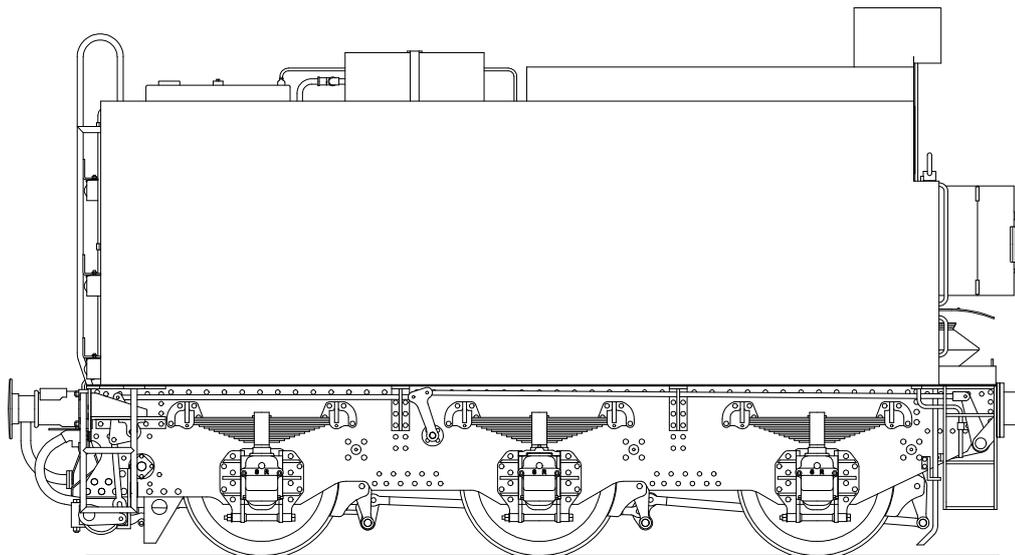


## SR BULLEID 5500 GALLON TENDER



### **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.

## BRIEF HISTORICAL DETAILS

The subjects of this kit are the forty Bulleid 5500 gallon tenders, of nine feet width, built for the last forty West Country and Battle of Britain Light Pacifics.

LOCO NO.	TENDER NUMBER	DATE BUILT
34071 - 34090	3321 - 3340	4/1948 - 2/1949
34091 - 34108	3351 - 3368	9/1949 - 4/1950
34109, 34110	3369, 3370	5/1950, 1/1951

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.

Between June 1957 and May 1961 sixty of the one hundred and ten Light Pacifics were rebuilt. The modifications to the tenders involved removal of the side raves, replacing them with covered fire iron tunnels on each side. Also the four vacuum reservoirs were moved forward against the raised rear of the coal bunker and protected by a cover.

The intention was to allocate these rebuilt nine feet wide tenders to the rebuilt engines. Needless to say the results were not entirely as planned. On 30th June 1961 after rebuilding had ceased all but the following tenders had been rebuilt and attached to rebuilt engines.

Tender 3328 had not been rebuilt and so retained its side raves. It was still attached to its originally allocated engine 34078 which had not been rebuilt.

Tenders 3351(34091), 3359(34099), 3362(34102), 3365(34107) had been rebuilt but were still attached to their originally allocated engines, which had not been rebuilt.

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.

## SOURCES OF INFORMATION AND PHOTOGRAPHS

The book of the West Country and Battle of Britain Pacifics by Richard Derry, published by Irwell Press

Locomotives of the Southern Railway Part 2 by D.L.Bradley, published by RCTS

The Power of the Bulleid Pacifics by Stanley Creer and Brian Morrison, published by OPC

Bulleid Pacifics at Work by Colonel H.C.B. Rogers OBE, published by Ian Allan

Locomotives Illustrated No. 28 - Bulleid Light Pacifics, published by Ian Allan

Locomotives Illustrated No. 89 - Bulleid 'West Country' & 'Battle of Britain' Pacifics published by RAS

Southern Steam Locomotive Survey - Bulleid Light Pacifics published by Bradford Barton

Modellers' Backtrack - Bulleid's Light Pacifics - April/May 1991 - Volume 1, No.1 - Atlantic

A Pictorial Record of Southern Locomotives by J.H.Russell, published by OPC

Bulleid Locomotives by Brian Haresnape, published by 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 two tank vents and the fire iron cruciform on the left hand side were removed on rebuilding.

**Coal hopper rear plate.** This was raised at the time of rebuilding and strengthened by two ribs.

**Rear ladders.** The up stand on the rear ladders was modified usually, but not always, at the time of rebuilding.

**Water treatment systems.** When new the tenders were fitted with the TIA system. This was later removed and from circa 1955 - 1957 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.

## COMPONENTS NOT SUPPLIED WITH THE KIT

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