

HISTORY

The '395' class was introduced in 1881, being William Adams' first goods class for the LSWR. The entire class of 70 locomotives were built by Neilson Reid & co, 36 between 1881-3 having short frames, & a further 34 with long frames between 1885-6. Their most distinguishing feature was the sloping smokebox front, unique to this class. These locomotives were simple & robust, a quality not unnoticed by the war department, who requisitioned 50 of the class during the first world war & shipped them to the middle east, where they served in Mesopotamia (Iraq), Egypt, & Palestine. These never returned, leaving a class of 20 to become Southern Railway property at the grouping. By this time, all had been placed on the duplicate list, having a '0' prefix added to their numbers. Three Drummond-type spare boilers had been provided for the class in LSWR days, which 12 members of the class had carried at some point;- 2 of these were among the survivors passing to the Southern. In the course of time, a further renumbering took place between 1931-6, when the '0' prefixes were replaced by '3'. The class remained useful, & some members had their working lives extended by receiving one of three ex-LCDR 'M3' class boilers, losing the sloping smokebox & gaining round-windowed spectacle plates in the process.

Three members of the class were dispensed with before nationalisation, leaving 17 to become BR property, when they were again renumbered as 30564-81 between 1948-53. No. 3440 was on hire to the Kent & East Sussex between 1941-50, & was renumbered 30576 at Ashford while undergoing maintenance there in 1948.

The class last received heavy repairs in 1954, but thereafter members were withdrawn when next requiring attention, the last being no's 30566/7 which lasted until autumn 1959.

Numbering before BR was scattered, so it is suggested that suitable books are consulted for exact details, together with more detailed history of this long-lived class.

THE KIT

Has been conceived around the Hornby '4F' loco-drive chassis, though it may be possible to utilise the power unit of any of the 8' + 8'6" 0-6-0 locos on the market, or alternatively the Comet models '4F' chassis kit, which also gives 'EM' & 'P4' options.

The modeller is left to obtain suitable buffers, handrails, 16mm tender wheels & other detail parts as required to complete the model according to taste.

Begin by cleaning up the various mouldings, removing any flash & moulding pips with a sharp knife, files or abrasives, & fill any visible air bubbles;- small ones can easily be filled with little blobs of epoxy adhesive, applied with a cocktail stick. As you become familiar with the parts, check them for a comfortable fit & adjust as needed;- resin casting isn't an exact science & things can vary a little during the manufacturing process. Glue the cab interior to the body, noting the slight step in the drawbar, which should line up with the bottom of the running plate. Add the rear steps, & drill the running plate between the front wheels to accept the pegs on the front steps. There is a line scribed on the underside of the running plate to indicate where this should be cut if modelling a short-framed loco, before adding the front bufferbeam. Drill the boiler for your choice of handrail knobs, & add any further detail as desired.

The chassis, depending on choice, will need to be shortened at the rear to about 1mm behind the rear driving wheel, which should leave the hole for the rear mounting screw intact. A slight step will need to be made at the front to clear the running plate, & moulded-on front sandboxes removed. This should leave two mounting points, which can be drilled through into the bodywork & secured with self-tap or 8BA screws.

Turning to the tender, add the sideframes to the main underframe after checking that your choice of wheelsets drop into the slots. Add any weight required before fitting the tender body, then add the large toolbox at the rear of the tender top, sloping forwards.. Now come the coal rails;- these caused a lot of head-scratching as to how they could be made in resin, the solution being to mould them as if fitted with backing plates. This is not actually prototypical for this class, although a common practice, & you may find the compromise acceptable;- if not, in the absence of etched replacements, it's possible to carefully file away the backing plate between the lines scribed on the rear, until you reach the open slats. Be warned, the resulting component is extremely delicate, & I'd suggest using bits of ordinary paper staples glued to the back as brackets, located in holes drilled to match in the tender flare. The rear extremity should be positioned just level with the leading edge of the toolbox.. Once painted, I use a bit of wire glued across the wheel slots as an axle keep, though you can use squares of plastic or metal if you prefer. For coupling loco & tender, I recommend a simple hook & bar arrangement made from wire or staples glued into drilled holes in the drawbar;- this allows as close coupling as your curves will permit.

Recommended adhesives are epoxy resin for big bits, & 'superglue' for smaller components. You can clean the model with solvent or warm soapy water before painting, & I recommend a spray plastic primer prior to your top-coat.

I hope you enjoy this kit,- numerous others are available, which can be viewed at www.goldenarrow.me.uk

Alternatively, send an SAE + 2 1st class stamps to Golden Arrow, 392 Harold Rd, Hastings TN35 5HG

Telephone 01424 445334 (weekday afternoons)