



S&DJR / MR / LMS 'BULLDOG' / '3F' 0-6-0

These Locomotives were rebuilds of earlier Johnson goods engines built for the Midland, Somerset & Dorset , and M&GNR. The conversion usually entailed lengthening the frames at the back, & fitting of the Fowler G7 type Belpaire boiler, together with a new cab. The earliest examples were rebuilt by Derby works around WWI, the first S&D locos being converted at Highbridge in 1920. The first three S&D rebuilds were finished in blue livery (Though this appears to have been unlined) , the remainder being painted black on conversion. Earlier MR rebuilds may similarly have been crimson, but by the mid-20's black would have been standard for all members of the class. We recommend study of the appropriate histories to ensure complete accuracy.

Assembling your kit;

Start by undoing the 3 crosshead retaining screws & removing the Hornby 4F loco & tender bodies, unclip the tender buffer beam, then cut & file away all the external detail on the sides of the tender frames, leaving a smooth, flat surface. Rub the replacement tender frames flat on a sheet of coarse abrasive, glue to the outside, then scrape away any of the old frame still visible.

Now is the best time to clean up any flash or feeds remaining on the mouldings, filling any air bubbles with filler or epoxy. Now glue the cab interior into place, & fit up the new bodywork with handrails & any other detailing you require, The Hornby chassis will need a little material shaved off the front to fit within the bufferbeam,(N.B. you could also employ scale chassis kits sold as 4F replacements by COMET etc.) then the superstructure can be cleaned, degreased & painted; We recommend spraying with a good-quality primer (such as Halfords) prior to application of your chosen top-coat.

The lead ballast weights can be cut down & fitted to the replacement superstructure using all the same screws, then the chassis can be refitted in the reverse order to which it was dismantled. A self-tap screw can be used to secure the rear of the tender body prior to fitting the filler cap if needed. We are always happy to give advice over the telephone should you encounter any difficulty in constructing your model...

We hope you find this kit enjoyable; It is part of a constantly expanding range, details of which can be had by sending 4 1st class stamps & an S.A.E. for our latest monthly - updated '00' list to:- **C.Meachen, 392 Harold Rd, Hastings, Sussex .TN35 5HG**

Telephone 01424 445334 (not after 8P.M. please) email c.meach@tiscali.co.uk

Alternatively, you might like to visit our website at:- **www.goldenarrow.me.uk**