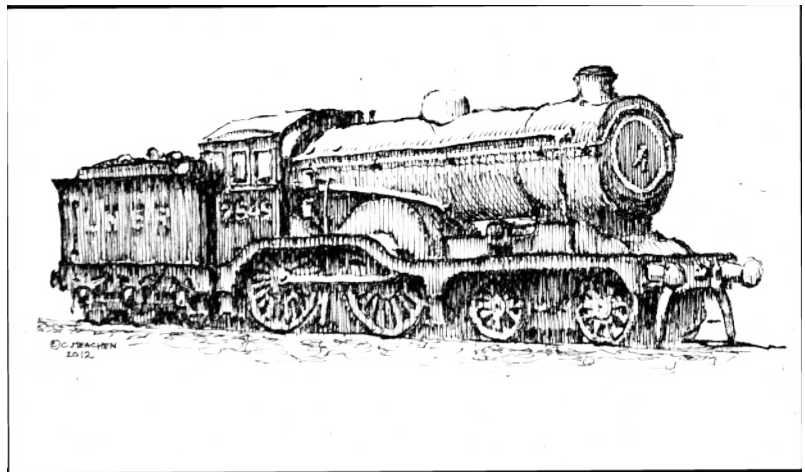


LNER D16/3 4-4-0 'Claud Hamilton'



The 'Claud Hamilton' class were originally introduced by the Great Eastern Railway, and as built featured belpaire boilers. After grouping, Gresley designed the 'D&J' round-topped boiler to introduce a degree of standardisation, this boiler being suitable for reboiling the D14/15/16, & J17/18/19 classes. Rebuilding of the 'Claus' began in 1933, with 36 locos eventually being treated. There were a number of variations in the finished product, so we have attempted to model a 'typical' example. Photographs of your chosen prototype should therefore be consulted if you want a completely accurate model. Many locomotives in the class carried lined black livery following rebuilding, but others, including the one named loco, carried the fully-lined apple green up until their first wartime repaint, when plain black became the norm. (There were a number of post-war green repaints). BR painted the class in mixed traffic lined black, apart from the two 'royal' locos which remained apple green with BR crests. The last member of the class was withdrawn in 1960. A copy of the 'Claud Hamilton' issue of 'Locomotives illustrated' should contain all the information you're likely to need..

This kit is designed to be mounted on a Hornby LMS '2P' chassis, & will need a GER tender from a 'B12' 4-6-0..

There are two ways of going about this;- You can use the earlier, tender-driven loco chassis, but you will need a short-wheelbase tender-drive unit from a 'Compound' or 'Patriot'. (A 'Western' power bogie may do..)The tender footplate can be cut away to accommodate this, & the tender body, after removal of the mounting post, will comfortably fit over it. The pickup wires from the chassis can then be joined to the motor brushes in the tender.

The other alternative is to fit the new, loco-drive chassis;- In this instance, you have the wiring to the DCC socket in the '2P's tender to sort out. If you don't use digital, the loco pickup wires can be connected direct to the motor,- otherwise, I'd suggest grafting the DCC socket & associated wiring into the 'B12' tender. If you fit metal wheels, you could also possibly adapt the tender pickups for superior running... Finally, a further alternative for those seeking something a little more 'finescale' would be to use a '2P' chassis kit from our friends at Comet Models....

Separating components from sprues;- The best way to do this is to score the point where the part joins the sprue repeatedly, using the point of a sharp modelling knife.

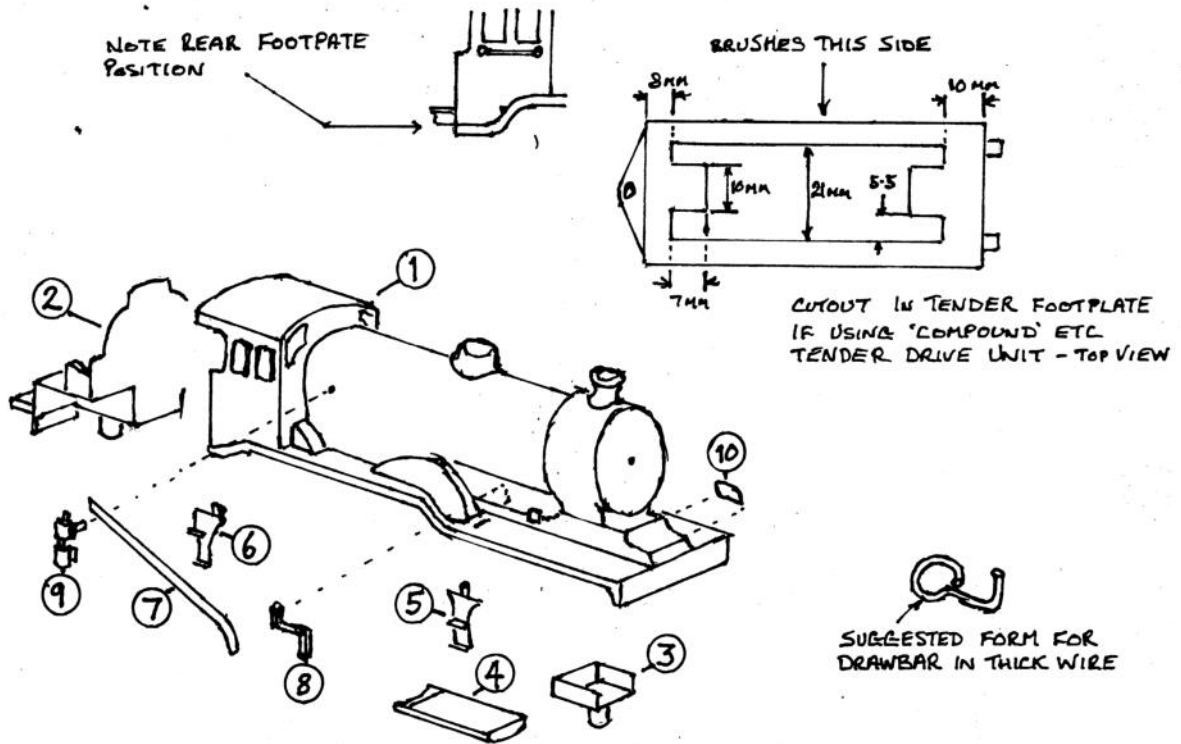
Assembly;-

Firstly, examine the mouldings, & clean off any flash, feeders etc. that we've missed, then fill any air bubbles with a suitable filler.. (I find that a blob of epoxy can be handy for filling larger voids, or 'Cataloy' body filler for small ones..) Add the cab interior & front mount, (open side forward) ideally using epoxy, & check against your chassis to ensure that the mounting points line up before the adhesive fully hardens. The mounting posts can then be drilled & the front one tapped to accept the bogie pivot bolt. You can now add the steps & under-boiler fill piece (- this will need cutting back if using the loco-drive chassis). The reversing rod & westinghouse pump, together with any other detail you wish to add, can be fitted either now, or after painting.. Make a vacuum ejector pipe from thick wire, (I use copper stripped from ordinary house wiring) & fit this along the right-hand side of the boiler, just above the handrail. As a hint for forming the continuous handrail, shape the front curve in the middle of a length of wire, wrapping it around something of about 1/2" (13mm) diameter. When you're happy that it follows the curve of the smokebox door neatly, form the first reverse curve with a pair of round-nose pliers, then slide on the front handrail knob, pushing it into the hole you've drilled for it. Hold the formed side in line with the boiler handrail knobs, then form the second curve to line up with the knobs on the opposite side. You can then bend the sides round, allowing for the stand-off of the knobs, & thread the wire down each row, one knob at a time on alternate sides. Make them slightly over-long, then snip off little bits until they fit nicely against the cab front. Also fit any other handrails as required.

If modelling a loco fitted with piston valves, the frame fillets can be glued in place ahead of the smokebox, & blended in once the adhesive is fully cured.

Painting;- Once assembly is complete, give the model a gentle scrub in warm soapy water to remove any finger marks or grease. (You can use a mild abrasive cleaner if you wish, as long as this is well washed off afterwards) A coat of primer may then be applied; I use & recommend Halford's 'plastic primer' spraycans as a good base for your chosen top-coat. Examine the model once the primer has dried, as this will show up any areas which might need further attention.

LNER D16/3 'CLAUD HAMILTON'



PARTS LIST

- 1) BODY MOUNDING
- 2) CAB INTERIOR
- 3) FRONT MOUNTING
- 4) UNDER BOILER FILL
- 5) FRONT STEPS (2)
- 6) REAR STEPS (2)
- 7) REVERSING ROD
- 8) REVERSING CRANK
- 9) WESTINGHOUSE PUMP
- 10) FRAME FILLETS (2)

ADDITIONAL PARTS NEEDED

- 4 x MEDIUM HANDRAIL KNOBS
- 9 x SHORT HANDRAIL KNOBS
- ASSORTED WIRE
- SAFETY VALVES
- WHISTLE
- SMOKEBOX DOOR HANDLE
- BUFFERS: LNER/SR STEPPED TYPE.
- SNIFTING VALVES: GER TYPE (2) OR GRESLEY (1)

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