



SECR/SOUTHERN RAILWAY/BR E1/D1 4-4-0

HISTORICAL NOTES;

Following the first world war, the need arose for a more powerful passenger class capable of conforming to the SECR's Chatham section weight restriction limits. With the chief draughtsman Clayton's experience rebuilding the similar Midland '2P' class. 'E' class No. 179 was experimentally rebuilt at Ashford works in 1919 with a larger Beipaire firebox, top feed, new cylinders with piston valves, and modernised superstructure. With success achieved, a further 10 were converted by Beyer-Peacock in 1920; Having found that the 'D' class were also suitable, 21 examples of this class were also converted by Ashford & Beyers, the resultant locos appearing almost identical except for having side feed, plain rods, & a 6-inch shorter wheelbase.

During the course of regular maintenance, the boilers eventually got swapped around between the two classes, so the feed arrangements became somewhat jumbled until side feed was standardised in 1948. Similarly, many locomotives were fitted with Ross pop safety valves when new fireboxes were required, though several went for scrap with Ramsbottom types still fitted.

Both classes were employed on top-link express duties until displaced by more modern engines in the 30's, when their duties took them further afield on semi-fasts etc. though they could still often be seen piloting heavy boat trains & expresses until the advent of the Kent coast electrification made them redundant., scrapping occurring in the early 60's. Due to the number of variations within this group of locomotives, we recommend that a photograph of your chosen prototype at the appropriate period be studied to ensure accurate detailing of your model.

This kit is designed to fit the Hornby LMS '2P' chassis & tender drive with little modification. The larger mouldings are best joined with 5-minute epoxy, using cyanoacrilate superglue for the smaller details. Any air bubbles left in the castings may be filled with 'Milliput' or other good-quality filler. As with most of our kits. the modeller is left to find his own buffers, handrail knobs & other detail fittings, many of which can be found in the Romford / Markits' range of accessories, which can be ordered through most good model shops.

CHASSIS; Remove the Hornby loco & tender bodies by unscrewing the mounting screws by the bogie, rear beam & tender front. File around 2mm off the top of the loco weight, & straighten the sides of the tender weights to ensure the tender body sits down over them snugly. Drill into the rear weight through the tender filler 1.6mm diameter to accommodate the rear mounting screw provided. Drill the same diameter holes to accept the original screws in the mounting spigots.

SUPERSTRUCTURE: Prepare the mouldings by cleaning up any remaining flash or moulding pips with a sharp blade & fine files. Glue in the boiler fill piece, using a little excess adhesive to blend in the join, filing if necessary once set. Similarly. glue in the cab detail casting, followed by the rear steps. Drill the indentations under the footplate to receive the front steps, reversing cylinder (rhs) & lubricator (lhs, E1 class only). Finish detailing the loco body to suit your own requirements, representing handrails, pipework etc. with wire.

Take the Hornby tender underframe & slice off the step-treads from their backing plates, leaving a smooth surface. Place the new tender step mouldings over these, mark & cut away any of the backing plate that shows behind them, then glue the steps in place. Glue a length of .020" x .030" microstrip along the underneath of the running plate to represent the valance. Another strip of the same material can be used to widen the running plate at the front to match up with the loco footplate. Having satisfied yourself that all detailing is complete & that all components fit together properly, the model may be painted. I recommend Plastic primer from Halfords- this adheres well to both resin & plastic & will give a sound base for your chosen top-coat.

