



SECR / SR / BR Sterling / Wainwright 'OI' class 0-6-0

These locomotives were originally built for the SER to a design by James Stirling. Upon formation of the SECR in 1899, Wainwright began a process of reboiling them with the successful 'H' class boiler (though the first few initially received a domeless pattern), adding his own design of cab at the same time. The result was a class of 58 simple, robust goods locomotives with a very light axle loading, giving almost universal route availability; a number were sold to Col. Stephen's KESR & EKR for this reason, & others worked these lines under BR ownership. Most were withdrawn in the early 1950's, upon closure of many branchlines, but a group was kept on for working the Kent coalfield & some of the Dover dock lines, the last survivors ending up shunting the works at Ashford until withdrawn in the early 60's. Fortunately, No. 65 was purchased privately from the scrap line, & after many years in obscurity, has finally found a home on the Bluebell Railway, where it can currently be seen at work.

This kit is designed to fit the current Hornby 'Jinty' chassis, though it may be possible to adapt earlier versions if you don't mind a little extra work...You will also need 14mm tender wheels, buffers, handrail knobs & wire, plus any other details you feel will enhance your model.

Clean up the mouldings with a sharp craft knife, fine files & abrasives before beginning, filling any air bubbles present in the castings with any type of filler; - I tend to favour 'Milliput' & 'Cataloy'. The mouldings can be glued with epoxy resin for the larger parts, & superglue for the small ones.

Begin by sawing off the rear-most 12.5mm of the metal chassis block, immediately ahead of the raised metal rib on the RHS. Try the fit of the chassis within the body, filing as needed to obtain an easy fit. You may now drill through the dimple in the rear beam, into the chassis, to either tap 8BA, or to suit a small self-tapping screw. You can now drill the dimples on the boiler to suit your chosen handrail knobs, & glue on the steam reverser just ahead of the middle RH splashers, & add the cab roof, steps, & any other detailing you wish. I have included a pair of front sandboxes which can be added to the leading splashers, should your chosen subject be one of the few that retained them upon rebuilding. Drill the 2 small dimples in the rear beam to suit some thickish wire (0.9mm suggested), which can be bent in the shape of a staple to form one half of the loco-tender coupling.

I suggest, before tackling the tender, that some lead is added inside the bodywork, to both weight the tender, & if possible to lean on the drawbar to add a little traction to the loco itself, by compressing the sprung rear wheelset. (If present)

Begin by cleaning out the axle slots to suit your wheels; you may like to go further & add brass bearings for really free running, but this needs to be done before adding the tender sideframes. If you're planning to finish your loco in a lined livery, it's probably best to paint & line the tender body before fixing in place, as the springs will be in the way otherwise.

Once again, drill the dimples for your chosen handrail knobs, & add any other detailing you wish. The axle keepers are best fitted with the wheels after painting.

When ready to paint, it's best to prepare the mouldings by giving a rub over with fine wire wool or similar mild abrasive to give a good key for the paint to adhere to. Follow this by a wash in warm soapy water to remove any grease or fingerprints. When dry, ideally spray with a good quality primer, such as Halford's grey plastic primer, followed by your chosen topcoat. Livery would have been SECR green until 1914, after which all repaints would have been SECR battleship grey until grouping, when all repaints would have been black, lined in green up to the early 30's, & plain after that, with the appropriate insignia. Numbering was scattered, so it is suggested that suitable reference works are consulted to ensure accuracy.

I trust you will find this kit enjoyable; if so, you may like to have details of my expanding range of simple resin loco bodies.

Please either send 4 1st class stamps + S.A.E. for the latest illustrated catalogue to
C.Meachen, 392 Harold Rd. Hastings, Sussex TN35 5HG,

or alternatively, you might like to visit my website at; www.goldenarrow.me.uk
You can also telephone 01424 445334, or email c.meach@tiscali.co.uk

Note; The steam reversing cylinder is now on a separate sprue, along with a tender handbrake upstand.