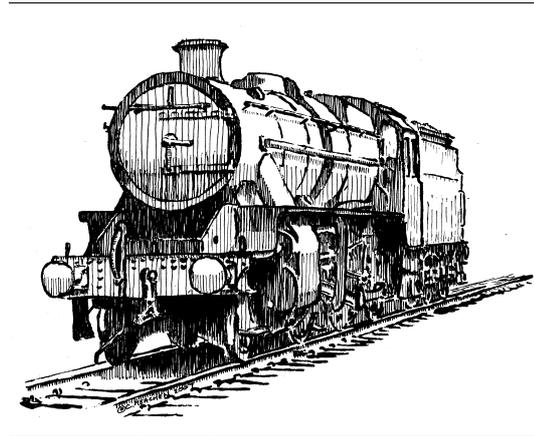
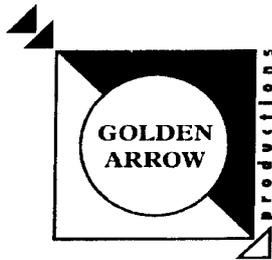


## LMS STANIER MOGUL



### HISTORICAL NOTES:

This class of 40 locomotives were the first Stanier design to appear for the LMS in 1933. The first 10 had combined top-feed & safety valve covers on the boiler barrel. (The first loco having a GWR style bonnet, much to Stanier's anger!) The subsequent examples, as covered by our kit, had an improved boiler design, with separate safety valves over the firebox. Though carrying out their duties with efficiency throughout the LMS system, the class was never multiplied, probably because the 'Black fives' proved so much more versatile. However, they lasted until the end of steam, & 1 example is fortunately preserved for posterity.

**THE KIT:** This is designed to fit a modified Hornby Fowler 2-6-4T chassis; (It may also be possible to adapt the Bachmann 'Crab' chassis, but I've not tried this myself.) You will also need a Fowler tender; I use old Airfix 4F ones with Romford wheels added, running in the dimples behind the axleboxes.. (These aren't present in the Hornby version.) Before making any alterations, check the running of your donor chassis, as any guarantee will be worthless once you take a saw to it....Remove the rear bogie, then saw down through the rear casting 22mm back from the vertical motor retainer. Unscrew the DCC socket, & carefully slide out the cylinder moulding. File a little of the chassis block away where the cylinders fit, so that when replaced, they sit horizontally & slightly lower. Replace the cylinders, carefully feeding in the crossheads & slidebars as you do so. Now remove the upper portion of the plastic slidebar brackets, above the reversing link extensions, then glue the slidebars into both cylinders & brackets using tiny drops of Superglue, applied with a pinpoint or thin wire. Be very careful to avoid any moving parts..... You can now turn to the bodywork; Fill any visible air bubbles with filler or epoxy, & clean up any remaining flash or moulding pips. Epoxy the cab interior in place, lining the rear edge up with the running plate before the glue sets. Add the front chassis retainer into the recess underneath the smokebox, this can be drilled & screwed, or glued. Now try the chassis in place, it's a bit of a tight fit, & you may wish to carefully file a little material away inside the firebox to give more room; Drill through the rear of the chassis into the thick part of the cab floor moulding to provide a rear mounting point if required; You will also need to decide on a drawbar arrangement for your tender; I go for a simple wire hook & loop arrangement, superglued into drilled holes in the mouldings. Drill the dimples to suit your chosen handrail knobs, also drill out holes for the vacuum ejector pipe (wire) on LHS of boiler. Glue the reversing rod in place on footplate, then detail as required before painting. I recommend giving your model a scrub with an old toothbrush & some kitchen cleaner, rinsing well in warm water to remove any grease etc. Your local Halfords can provide plastic primer & satin black paint, which I use & recommend for a quality finish.

I hope you find this kit enjoyable to build; It's part of a constantly growing range; If you'd like our latest, monthly-updated

bulletin, please send 4 1st class stamps & S.A.E. to;

CHRIS MEACHEN, GOLDEN ARROW PRODUCTIONS. 392 HAROLD RD, HASTINGS, SUSSEX TN35 5HG  
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You may also like to visit our website; [www.goldenarrow.me.uk](http://www.goldenarrow.me.uk)

We can also build any loco for you; from our own or anyone else's kit, or from scratch. Paint jobs also carried out to high standards; I've built over 2,000 loco's in my professional career, so I've had plenty of practice!