



## SR "Z" Class 0-8-0T

### HISTORICAL NOTES:

The Maunsell 'Z' Class 0-8-0 tanks were introduced in 1929. & were the last heavy-duty shunting engines to be built by the Southern. Though built at Brighton, the 8 examples were given Ashford series numbers A950- A957. though they did not receive the addition of 1,000 to their numbers in the 1931 renumbering. The class found work all over the Southern system, including parts of the S&D line.

All were withdrawn in 1962. Initially, they received lined goods black livery, but after 1932 all repaints would have been plain black.

### The Kit;

Is designed to fit the current (Loco drive) Hornby '8F' 2-8-0 chassis, & comprises a 1-piece bodyshell, a cab floor moulding. & detailing components consisting of lifting links, (drill rearmost holes in footplate ahead of tanks 1.2mm to fit these:), front footsteps, cab footsteps. & bunker rear steps. The cab steps glue to the raised pads in the cab floor. lining up with the cab doors, the front ones glue behind the bufferbeam, & the rear ones fit in drilled holes one above the other on the bunker centreline. It is left to the modeller to obtain buffers ( Bachmann sprung ones recommended & readily available), safety-valves, clack valves, whistle & handrail knobs & wire: ( Nice turned brass ones are available in the Romford range & can be ordered through good model shops) The positions of the various components are indicated by dimples in the body moulding. There may be a little moulding flash to clean up. & any air bubbles left should be filled with a good quality filler before priming & painting:- I use & recommend the Halfords spray cans-

### Chassis modifications;

Remove the drawbar & associated wiring, slacken the front screw in the base plate enough to ease out the front pony truck, Carefully file the sides of the DCC socket to match the width of the chassis, then bend down the metal valve gear support into a 'gull-wing' shape to clear the footplate. You may also need to bend down the upper motor tag to clear the boiler: Finally, fit the cab floor using the original M2 mounting screw. Fit to body using 2 self-tap screws. The prototype cylinders & valve gear were of a slightly different layout to those on the Hornby chassis. & it may be possible to replicate these with extra effort. however, we feel that most modellers will find the compromise acceptable.

We trust you find this kit enjoyable, Please send 4 1st class Stamps + SAE for the latest copy of our monthly-updated product list

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