



BR STANDARD CROSTI '9F'

HISTORY: The ten Crosti '9F's', 92020-29, were built at Crewe works in 1955, in an effort to gain more efficiency by using the waste boiler gases to pre-heat the feed water. Regrettably, the experiment was a failure, the loco's being heavy on maintenance & unpopular with the footplate crews, the fitting of smoke deflectors early in their careers doing little to stop the cabs filling with smoke & steam. As a consequence, all ten were converted to more conventional draughting arrangements although they retained the rather ugly-looking front ends. All were fitted with high-sided BR I B tenders when new, but a few swapped these for BR I G inset types following conversion. In rebuilt form they continued as useful, though slightly less powerful, members of the class until withdrawal began with No. 92028 in October 1966, most of the remainder lasting until November the following year.

THE KIT: Our resin mouldings are designed to directly replace the Hornby superstructure, needing only the under-cab

pipework & safety valves to be stolen from the donor loco... The main body moulding is common to both original & rebuilt versions, the kits differing only in the detailing parts supplied. As is our usual policy, you are left to obtain handrail wire & knobs, buffers, (Bachmann sprung ones are both nice & cheap!) & various thicknesses of wire to represent the external pipework etc. (I find a few minutes spent stripping a selection of solid-core electrical cable will provide most of what's needed!)

Begin by familiarising yourself with the various castings, cleaning up any moulding flash & pips. & filling any air bubbles that we've missed... Drill out the pop marks to take your chosen handrail knobs & other fittings. File a little recess in the Hornby under-boiler / motion bracket moulding to allow the blastpipe casting to tuck under the side chimney; also, file a little material off the front of the metal chassis block to clear the lower smokebox door on the original version. Glue the lower boiler sides between the chassis block & underboiler to fill in the space.. Commence body assembly by gluing the cab interior in place (Epoxy recommended for the larger bits) followed by the appropriate fittings for your chosen version.-

The accompanying diagrams should make clear where everything goes.. The extra steps on the original version can be represented using strips of thin plasticard glued in place where indicated by the letter 'S' on the diagrams..... When complete, prime & paint to your liking; we use & recommend Halfords plastic primer & satin black aerosols.

PARTS LIST: 1) Main body2) Cab interior....
For original loco; 3) Lower smokebox.. 4) Side chimney....
5) Smoke deflector (optional).... .6) Blastpipe.....
7,8) Lower boiler sides.. 9) Steampipe L.. 10) Steampipe R.
For Rebuilt loco; 11) Front blanking plate... 12) R/H footplate filler,
(Please note, you should only have the parts for version ordered.)

We trust that you find this kit enjoyable & trouble-free to build, should you encounter any difficulty we are always happy to offer advice over the telephone during business hours (or early evening if you must!)

If you would like further details of our constantly expanding range, please send 4 1st class stamps + S.A.E- to

GOLDEN ARROW PRODUCTIONS, 392 HAROLD RD, HASTINGS, SUSSEX TN35 5HG

Telephone 01424 445334

www.goldenarrow.me.uk

