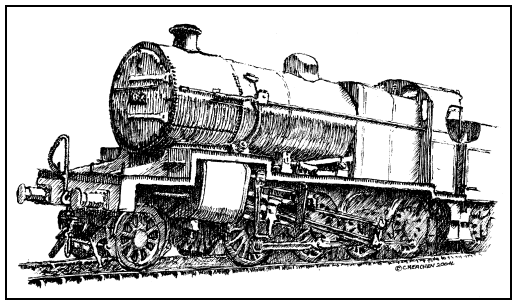

SOMERSET & DORSET '7F' 2-8-0

This model represents the final batch of five locomotives built in 1925 by Robert Stephenson & Hawthorns Ltd., as No's 86-90. In 1930 the LMS renumbered them 9676-9680, and again later 13806-13810. BR changed the first digit to '5'.

The kit is designed for simplicity, & is intended to fit the current (Chinese made) Hornby '8F' chassis, suitably adapted. -It may also be possible to adapt the older tender-driven version, but at present you are on your own here;....any experience you are willing to share will be gratefully recieved for inclusion with later kits! A Fowler tender is required for this engine- one can be liberated from a Hornby '4F' or '2P' by using our Johnson tender conversion, or a Bachmann or Hornby one can be sought as a spare part from a specialist supplier such as East Kent Models.

Before commencing any modifications to the chassis, it is recommended that the unit is thoroughly test-run, as any guarantee will be invalidated by the alterations. It is also advisable to have a suitable container to store the various parts as they are removed, to prevent loss. Proceed by first unscrewing the DCC socket from the front upper chassis block, followed by the block itself, noting which screws are which. The cylinders can now be slid carefully forwards to disengage them from the chassis, pistons & valve gear. Carefully slice off the front & rear valve chest mouldings, replacing them with the resin items from the sprue;- (I found Evostick reliable for joining the resin to plastic here;) Drill the new rear valve chests to accept the spigot from the valve gear. Now take the upper block & file away the undersurface to a taper, in order to allow room for the cylinder spacer to raise the cylinders...you may also like to file a couple of mil off the DCC socket mounts to give a little more room, remembering to file a little away between them to allow for the pins to clear the surface & prevent short circuits. The rear valve gear bracket will need to be bent down into a gull-wing shape using a pair of fine-nosed pliers, to allow the bodywork to sit as low as possible on the chassis. You should now reassemble the chassis so far, do a little tweaking on the valve gear to restore clearances, then supporting the chassis on a firm surface take a fine-bladed saw & hack 8mm off the rear of the chassis block; Take your time & try to work as accurately as possible; I used a piercing saw for this, but a hacksaw will do the job just as well- the important thing is to keep checking for squareness, & try to avoid getting filings in the working parts...The diagram should help make all this clear.

Now the superstructure can be attended to;- Prepare the castings by cleaning up any moulding flash or pips remaining with a modelling knife & fine files, then fill any air bubbles left in the mouldings with your preferred filler (I use 'Milliput') Drill out holes for the various fittings; I've tried to make sure there are dimples to indicate the correct positions. Add handrails at this piont, you will need 8 medium & 6 short handrail knobs;- Markits / Romford ones are the most easily obtained through most modelshops. Slide the cab interior in from the rear & secure with epoxy, making sure this fits nicely. The extra length of the footplate can be trimmed off once the glue sets hard. The reversing lever should be glued in the recess above the L/H rear sandbox filler, with its forward end just inside the frames. The other small details can now be fitted, & any extra detailing carried out before painting; Give the model a wash in warm soapy water to remove grease, & when dry use a good primer (I find Halfords excellent) followed by your choice of top-coat. Finally, you will need to arrange a drawbar for the tender,- I drilled the redundant brake cylinder & added a self-tap screw to take a drawbar made up from .7mm wire. Drawing from the Locomotive Magazine, 1942