

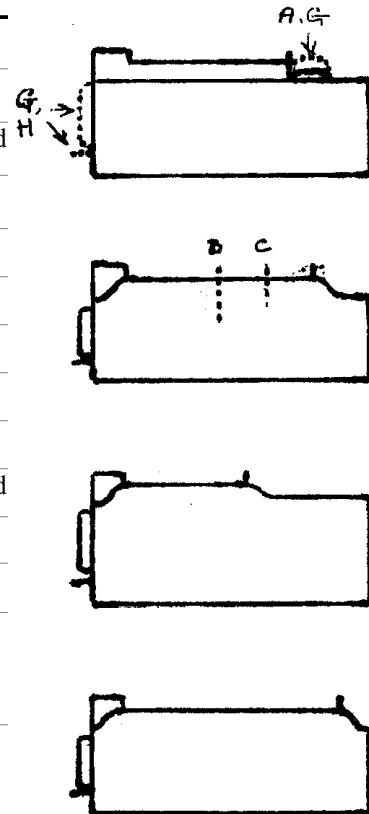
BR Standard Tenders

BR2 Tender types follow the general style of the BR1A, , but smaller. **BR2A** same, but with cab doors & fallplate added;

Fitted to Class 4; 75xxx, 76xxx, & Class 3; 77xxx types

BR3 tender was smaller still, & fitted to 78xxx class 2's only (basically identical to the LMS Ivatt class 2 design)

Variant	Coal (tons)	Water (galls)	Classes fitted	Notes
BR1	7	4,250	Britannia, Clan, 5mt	Low water dome
BR1A	7	5,000	Britannia	High water dome
BR1G	7	5,000	5mt, 9f	As 1A, but doors & fallplate added
BR1H	7	4,250	5mt, 9f	As BR1, + doors & fallplate
BR1B	7	4,725	5mt, 4mt (75/76xxx), 9f	Partition 'B' to restrict capacity
BR1C	9	4,725	5mt, 9f	Partition 'C' to restrict capacity
BR1D	9	4,725	Britannia, 1 or 2 9F's	No partition, coal pusher fitted
BR1E	10	4,725	9f, 8p ('Duke' - to 11/57)	No partition, max coal capacity
BR1K	9	4,325	9f (3 only)	No partition, Berkeley stoker fitted
BR1F	7	5,625	5mt, 9f, 4mt 75075	Largest water capacity
BR1J	10	4,325	Duke of Gloucester (8P) (from 11/1957)	With coal pusher. 1 only Extended side raves



GOLDEN ARROW REPLACEMENT TENDER BODIES BR1B/C/D/E/K & BR1F

These tender bodies are designed to clip onto the Hornby BR standard tender-drive underframe, as supplied with the earlier 'Britannia' & '9F' models, & as such, have room for the drive unit & weights within them. They can be fitted to the recent loco-driven variants, & likewise the Bachmann or Comet models tender chassis with a little adaptation & ingenuity. Ladders etc. can be reused from the donor loco or obtained as spares...

Firstly, clean up any moulding pips & flash with a sharp knife &/or abrasives, & fill any air bubbles with a good quality filler. Drill the pips for handrails & lampirons as desired, using a size to match you wire etc.

For the BR1f, all that remains is to add the fallplate , but for The BR1b & variants, also add the coal partition/divider as required,- in the middle for 1B, or against the rear slope for 1C. Omit this & add the coal pusher to the slope, & mechanism cover box to rear partition above the pickup dome for the 1D, or omit all of these for the 1E & 1K variants.

You may now like to clean up with a mild abrasive, & wash down with thinners or warm soapy water before priming & painting to match your loco. I recommend Halford's plastic primer to give a good surface for your chosen top-coat...

Finally, add some crushed coal to the coal space, to add realism, & disguise the lack of depth;- on the 1B & 1C variants, the space behind the divider invariably got filled with coal, which the fireman was unable to reach, so this often stayed full while the rest of the tender emptied... One wonders what BR thought could be gained by this, apart from a theoretical reduction in overall weight if the space was kept empty..

A blanking plate is provided to fill the slot in the front of the Hornby tender chassis, if required.

I trust you will find this kit simple & enjoyable to build;- if you would like further information on my range of products, please send an SAE to Chris Meachen, 392 Harold Rd, Hastings, Sussex TN35 5HG, for the latest basic list.

Alternatively, you may like to visit my website; www.goldenarrow.me.uk

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