



LSWR/SR/BR URIE G16 4-8-0T

Historical Notes: Designed by Robert Urie & completed in 1921, the G16 4-8-0 tanks formed a class of 4 locomotives, no's 492 - 495. Though intended for heavy hump-shunting & cross-London freight work, they also found their way to many of the principal western & central division freight yards on heavy transfer freights, & even the odd empty carriage stock duty.

Apart from the fitting of cab roof vents, & removal of snifting valves & chimney capuchons in 1938, they went to the scrapheap between 1959-62 in much the same condition as built.

During a series of trials under Maunsell's regime, these 95-ton machines were found capable of hauling loaded goods trains of up to 850 tons on the main line, though they took in excess of half a mile to stop from 20 mph!

When first introduced, livery would have been LSWR dark goods green with pea green lining. The Southern painted them black with mid-green lining up until 1930, thereafter plain black was the rule until withdrawal. To learn more about these huge & impressive machines, we suggest LSWR Locomotives; The Urie Classes; By D.L. Bradley (publ. Wild Swan) as the most comprehensive source of information.

THE KIT: Our model is cast in high quality resin, & is designed to fit the Chinese-made Hornby '8F' chassis, with a certain amount of modification. We suggest you have a 'dry run' to thoroughly familiarise yourself with the various components before commencing assembly. You will need to obtain Handrail wire & knobs, Buffers, (ideally Drummond pattern), plus a few other detailing components to suit your own requirements.

CHASSIS MODIFICATIONS: Firstly, thoroughly test your donor chassis, as by the time you've finished with it, Hornby's guarantee won't apply any more....I recommend you work on a tray or similar, to avoid loss of small parts. Note carefully where each component locates to assist reassembly...

Unscrew the pozi-head screws (a), above the cylinders & just ahead of the motor; Undo the small hexagon head screw exposed by removal of the chassis weight, then the two similar ones which locate the valve-gear to the driven wheels; Now carefully remove the cylinders, motion bracket, & the rest of the valve-gear, setting this aside in a safe place. Undo the remaining crankpin screws & set aside the coupling rods.

Invert the chassis & carefully remove the screws retaining the baseplate; Lift out the driven (3rd) pair of wheels, & carefully push the long crankpins in from the outside; Remove the one furthest from the gearwheel first, then the other; You may need to slip the gearwheel along its axle slightly to give a little more room. Now remove the 2nd axle, push out the short crankpin bushes, & press these into the spaces left in the 3rd axle; Add the long crankpins to the 2nd axle, noting how these locate in the back of the wheel, then replace the wheelsets in their original positions, adding the baseplate, screws, & coupling rods; Give the chassis a quick test to make sure all is well, then take a saw & cut off the rearmost 6mm of the chassis block, adding the rear chassis mount (2) with a little epoxy glue;- The screw-thread from the drawbar pivot should remain available for a rear coupling mounting if required. Screw the front chassis extension (3) in place, then carefully slide the metal valve-gear cross-piece into place between the main chassis block & upper weight; Leave the screws (a) a bit loose for the moment. Superglue the slidebars into their locating holes in the cylinders, making sure they are square in relation to the cylinder faces. The cylinder assembly can now be threaded onto the chassis extension, engaging the various bits of valve-gear as you go; Take your time to get this right, & it's not too complicated; Make sure everything slides & swivels the way it's supposed to, then join everything up to the long crankpins again, using a washer instead of the original spacer because of the rivet in the coupling rod. Once you are happy that all clearances are restored, the screws (a) can be tightened to clamp everything back in place. You can now add the bogie, using an 8BA screw as the pivot. A light spring, such as that provided with scale screw-link couplings will aid trackholding here..

If all of the above seems too daunting, or you lack the necessary tools or skills, we will happily do the chassis conversion for you at a moderate fee; (Currently £20 + p&p, March 2007.) Just send us your 8F & we'll do the rest...

BODYWORK; After the chassis work, this is the easy bit! Drill the indentations for the footplate & smokebox steps, (10, 11)

& handrail knobs of your choice. add the cab steps (13, 14) also the front steps (7, 8) if your curves will allow. The cab vent (6) & snifting valves (9) can be added depending on period being modelled, & the toolbox (12) added to the front footplate between the smokebox & bufferbeam, then add any other detailing you wish. Make good any holes with a little filler, prime & paint...(I use & recommend Halfords plastic primer from your local car accessory store

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LSWR G16 PARTS LIST;

- 1) Main body 2) Rear mount 3) Front chassis extension 4) Bogie 5) Spacer 6) Cab vent (optional)
 7) Front step, RH 8) Front step LH 9) Snifting valves (optional) 10) Footplate steps 11) Smokebox step
 12) Toolbox 13,14) Cab steps

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