

SR/BR Bulleid 'Merchant Navy' - Unrebuilt

Historical Notes

Bulleid's 'Merchant Navy' class were introduced in 1941, as the Southern's first pacific class. The first ten were in service by the close of 1942, & these were followed by a further 10 in 1944/5, plus a final batch of 10 more after nationalisation. Each series as built differed from those before it, as improvements were incorporated in the design in the light of service experience. It is vital, therefore, to follow a photograph of your chosen locomotive in the period modelled to ensure accuracy. Our kits attempt to cover the majority of the class at some stage before they were rebuilt between 1956-9, & you should find enclosed the appropriate parts to cover your chosen series. Alternative parts are available should you want to vary what you have..

Assembly

The kit is designed to fit on a Hornby 'West Country' or 'Merchant Navy' loco & tender chassis. The 'WC' (streamlined) chassis is by far the easiest option, though the driving wheelbase is about 1mm too short, & the rear pony truck will need to be changed for a 'MN' one, either as a Hornby spare, or from the Albert Goodall range of detailing parts. (The Hornby pony truck should be remounted in the rearmost hole, & a thread may need to be tapped into this. The Goodall one is longer..) Using the 'MN' chassis will entail removing the valve gear & wheel balance weights, & some modification of the cylinders.

It is recommended that the mouldings are examined thoroughly, any remaining flash & feeders cleaned up with a sharp blade & fine files, & any air bubbles or other blemishes present filled with a good quality filler such as 'Milliput' or 'Cataloy'. Assembly is best carried out with 2-part epoxy for larger pieces, & 'superglue' for the smaller components. Check the fit of the loco & tender bodies on your chosen chassis;- the 'MN' chassis will need the cab floor slots deepened to fit, as indicated by the shallow cutouts underneath, & the flat part of the chassis adapter used as a retainer, whereas the 'WC' uses the adaptor as provided. There are two small projections just ahead of the cylinders on the Hornby chassis, & these should be trimmed so that the cylinders fit flush against the front valancing. (you may need to scrape away a little of the plastic cylinder support as well.) Drill the front mounting point to accept a self-tap screw, or tap it to suit the Hornby one

You should now make any alterations to suit your chosen period;- many examples had the skirt cut away in front of the cylinders to ease maintenance, & smoke deflectors varied in size. (lines are scribed on the back to indicate size of 2nd series ones as built) I recommend using staples, glued into holes drilled to suit, as upper brackets for the deflectors. Safety valves also varied;- originally just the tops showed through the casing, then a well was cut around them, & finally, most locos had them moved to the rear of the dome. Blanking plugs are provided to fill the unnecessary apertures. The cab may now be fitted, checking that it sits square & the roof lines up with the boiler top. This can be followed by the ashpans, smoke deflectors & smokebox hood, (or alternative parts for the earliest locos) Fill & blend in any visible gaps between the joints. The accompanying sketches should give you a good idea of the various options.

Tender

The 1st & 2nd series tenders have been designed around the 'West Country' underframes, as these are available, if not quite correct in minor respects. The bodies will also fit the 'MN' underframe, but the mounting screw is different & a little adaptation will be required, unless you are prepared to lightly glue the body to the underframe. The tender cab roof should be fitted & blended in with filler if necessary, & the fireman's toolbox added up against it. Fit the shovelling plate directly below the coal door. You may prefer to fit the vacuum tanks after painting. Note that when fitted with T.I.A., the two smaller-capacity tenders had the vac tanks stacked in a triangle, available again from the Goodall range. Other details,- ladders, brake handle etc. are intended to be robbed from the donor vehicle, or can be had from the Albert Goodall range.

Note also that 1st series tenders, being deeper, overlap the running plate & hide the pipe runs, so the edges of the Hornby running plate will need to be cut back to suit.

The 6,000 gallon tender bodies are designed as a straight replacement for the Hornby cut-down version fitted to 3rd series rebuilt locos, & assembly follows a similar sequence to that above, except that the fall-plate needs to be added, & the modeller should note that the vac tanks are offset to the left, in line with the bunker side. (The long-wheelbase underframes for these are hard to find as spares, so you may need to start with a Hornby 'MN', & do some mixing & matching..)

Painting

I suggest giving the finished model a thorough cleaning with a mild abrasive or wire wool / scotchbrite pad, followed by a wash in warm water with a little detergent added. When thoroughly dry, I personally use & recommend Halford's plastic primer spraycans to provide a good base for your chosen top-coat. Nameplates can be had from most of the main suppliers, those from Albert Goodall or Modelmaster can also be supplied with full-colour flag badges..

Modifications & Livery Changes

If you wish to ensure the accuracy of your model, it is essential to study a photograph of your chosen prototype from the period you wish it to represent. Good sources of information are 'Bulleid Power' by A.J.Fry, or 'Locomotives in detail' Vol.1 (Published by Ian Allan)

Various changes were made to the front ends of the first batch, & by the time the second series were being built, the standard layout of an inverted trough over the smokebox, together with smoke-deflector plates of varying length had evolved.

Most spent some of the war years painted plain black, but all were repainted malachite green between 1946 & the first year of nationalisation. Other major modifications & livery changes are set out in the table on the next page;

Table of major modifications

Built/ To traffic	Loco No	Name	'V'-front cab fitted	Painted BR Blue	Painted BR Green	Safety valves behind dome	Tender cap/ cut down date	Rebuilt
2/41	21C1 /35001	Channel Packet	12/50	10/49	5/52	6/56	5,000 6/56	8/59
6/41	21C2 /35002	Union Castle	1/54	1/50	6/51	8/55	" 5/58	5/58
9/41	21C3 /35003	Royal Mail	5/50	5/50	8/53	3/55	" 8/59	8/59

10/41	21C4 /35004	Cunard White Star	10/50	10/50	2/53	10/55	“	7/58	7/58
12/41	21C5 /35005	Canadian Pacific	2/50	2/50	2/54	2/54	“	7/58	7/58
12/41	21C6 /35006	Peninsular & Oriental S.N.Co.	3/51	3/51	9/53	7/55	“	10/59	10/59
6/42	21C7 /35007	Aberdeen Commonwealth	3/50	3/50	12/52	6/55	“	9/56	5/58
6/42	21C8 /35008	Orient Line	8/47*, 7/49	7/49	5/52	10/53	“	5/57**	5/57
6/42	21C9 /35009	Shaw Saville	2/53	8/49	2/53	-	“	3/57	3/57
7/42	21C10 /35010	Blue Star	11/49	11/49	11/52	-	“	1/57	1/57
12/44	21C11 /35011	General Steam Navigation	9/50	no	11/51	-	5,100	8/57	7/59
12/44	21C12 /35012	United States Lines	3/49	2/51	7/52	-	“	7/52**	2/57
2/45	21C13 /35013	Blue Funnel certum pete finem	12/52	8/50	12/52	-	“	12/52	5/56
2/45	21C14 /35014	Nederland Line	5/49	no	8/51	7/54	“	7/56**	7/56
3/45	21C15 /35015	Rotterdam Lloyd	6/49	2/51	5/53	4/54	“	6/58**	6/58
3/45	21C16 /35016	Elders Fyffes	6/49	5/50	3/53	8/54	“	4/57	4/57
4/45	21C17 /35017	Belgian Marine	4/48	7/49	4/53	7/54	“	3/57	3/57
5/45	21C18 /35018	British India Line	5/48	9/49	7/51	-	“	2/56**	2/56
6/45	21C19 /35019	French Line C.G.T.	4/48	1/50	6/51	10/55	“	5/59	5/59
6/45	21C20 /35020	Bibby Line	5/48	5/50	6/52	6/53	“	6/53	4/56
9/48	35021	New Zealand Line	as built	11/50	2/52	10/54	6,000	2/52 #	6/59
10/48	35022	Holland America Line	“	5/50	1/52	-	“	** 6/56 #	6/56
11/48	35023	Holland-Afrika Line	“	no	3/52	10/54	“	2/57	2/57
11/48	35024	East Asiatic Company	“	2/49	5/51	-	“	4/59 #	4/59
11/48	35025	Brocklebank Line	“	9/49	6/52	-	“	12/56	12/56
12/48	35026	Lampont & Holt Line	“	7/49	6/52	-	“	1/57###	1/57
12/48	35027	Port Line	“	4/50	11/53	-	“	5/57###	5/57
12/48	35028	Clan Line	“	1/51	6/53	12/54	“	10/59	10/59
2/49	35029	Ellerman Lines	“	1/51	7/52	12/54	“	9/59	9/59
4/49	35030	Elder-Dempster Lines	“	5/50	6/53	-	“	4/58	4/58

NOTES: * - V windows with original cab at first. # - Entered service with 5,500 Gal 'BB' tender.
 ## - Entered service with 4,500G 'VVC' tender. ** - Ran at some time before rebuilding attached to 6,000 gal self-weighing tender.
 No's 35001 / 7 / 11 / 13 / 20 / 21 Had tenders cut down before rebuilding.

I hope you find this kit easy & enjoyable to build;- If you would like details of my current range, please send 4 1st class stamps + SAE to;- Chris Meachen, 392 Harold Rd, Hastings, TN35 5HG.

You can telephone for enquiries or advice, weekdays 10am - 7pm on 01424 445334,
 email c.meach@tiscali.co.uk ,
 or take a look at the website;- www.goldenarrow.me.uk

Albert Goodall detailing parts

I can thoroughly recommend tracking down the above trade stand at shows, if you want to produce a highly-detailed model of anything Bulleid. The stand is run by Albert's widow, Shirley, who unfortunately no longer does mail order, but the range of detailing parts to improve any model includes etched smoke deflectors & cab windows, all manner of castings, including cab turn-ins, all the variations of ladders, vac tanks, TIA tanks etc, & a full range of nameplates.

Parts list;-

Loco

- 1) Main body shell
- 2) Cab (vee-type shown)
- 3) Smokebox hood
- 4) Safety valve blanking plate, front
- 5) " " " " rear
- 6) Chassis adaptor
- 7) Ashpan (x2, l&r)
- 8) Smoke deflector (x2, l&r)

5,100 gallon tender

- A) Body shell
- B) Vac. tanks
- C) Shovelling plate
- D) Fireman's toolbox
- E) Tender cab roof

6,000 gallon tender

- B) Vac tanks
- C) Shovelling plate
- F) Fallplate
- G) Body shell

Parts provided vary depending on version selected



