

SOUTHERN RAILWAY MAUNSELL 1937 DIESEL SHUNTER

Historical Notes;

In 1936, keen to gain experience of the use of diesel power for shunting duties, Maunsell was authorised to purchase three locomotives. No manufacturer was able to deliver before 1939, but English Electric offered to supply engines & traction equipment if the SR constructed the mechanical parts.

Accordingly, Ashford works designed & built the basic loco's which were then fitted out at EE's Preston works.

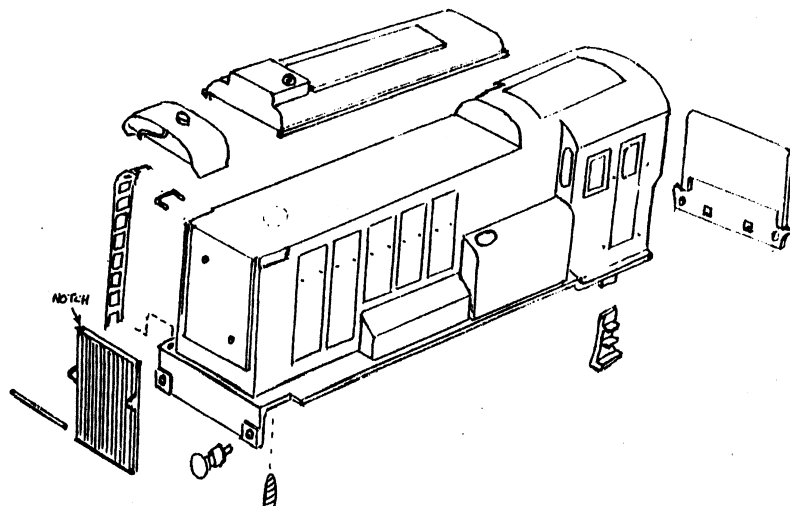
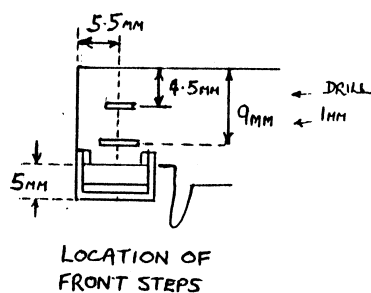
Numbered 1, 2 & 3, they entered service in Aug/Sept 1937, main duties being around Norwood Junction, though transfer trips etc. often took them much further afield. Requisitioned for towing huge guns on the Martin Mill Military Railway during WWII. they returned to their former duties in 1945, eventually becoming BR no's 15201/2/3. All three were withdrawn in 1964. Livery appears to have been plain black with red bufferbeams for most of their lives, then BR green at the end.

Chassis modifications This model is intended to fit the Bachmann 08 chassis. Begin by cutting back the running plate below the cab, to accommodate the new body's dropped footplate; trim a little off the top of the sandbox also, then file back or cut away the top portion of the rear buffer beam at the new footplate level to accommodate the cab rear lower edge. Now carefully trim the top corners of the circuit board at the front of the chassis, avoiding the copper tracks & components, to clear the bonnet. You can trim away the middle steps at the front, then use small squares of plasticard to represent the SR's step arrangements. You may also wish to use strips of .040" square microstrip to bring the running plate sides out to match the bodywork.

Superstructure; We recommend the larger components be assembled with quick-setting epoxy, & the smaller parts with cyanoacrylate 'superglue'. Clear the mouldings of any flash & moulding pips with a craft knife & fine files, trying the parts together to obtain the best fit. Drill holes for handrails with a 0.5mm drill, & radiator spigots 1.5mm dia. When fitting the cab rear, use an excess of epoxy to fill any gaps; this can be filed & sanded back once hardened. Handrails can be fashioned from wire, as can the upper ladder bracket. The ladder should be shaped to curl over the radiator bonnet, ending a little short of the filler cap.

During the course of their existence, modifications appear to have included the turning round of the engine bay doors; We strongly recommend consulting photographic evidence if wishing to model these details. (The Diesel Shunter; Publ. by OPC has most info)

Painting; Give the completed model a thorough degreasing, then ideally spray with a good quality primer before applying the top coat of your choice. I find the Halfords range of car paints ideal for most purposes...



Please note, the parts supplied are not quite as illustrated above...

We hope this kit brings you pleasure & the opportunity to have something a little out of the ordinary in your collection. This is an example of our growing range of kits & products suitable for modellers of all skill levels; To receive our latest list, please send 4 1st class stamps and an S.A.E. to; GOLDEN ARROW, 392 Harold Rd. Hastings, Sussex TN35 5HG
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