

Garden Railway Specialists Kerr Stuart 0-4-2 saddle tank kit

At the 2009 Telford exhibition Elliott, Gareth and Steve Warrington conspired to "make" me buy an unmade GRS body kit complete with an LGB Otto donor chassis. Having built one of these kits before (Hunslet 0-4-0ST) I can well imagine that the person who bought it opened the box, took one look at the pile of plastic card, bag of white metal bits and pretty useless instructions and thought "sod that for a game of soldiers". To be fair, GRS have now begun using one piece body mouldings for these kits, so they should be a bit easier, but these original jobs are one heck of a challenge (especially with THOSE instructions!!), hence the reason I had the kit sitting on a shelf doing nothing for 18 months before summoning up the courage to make a start.

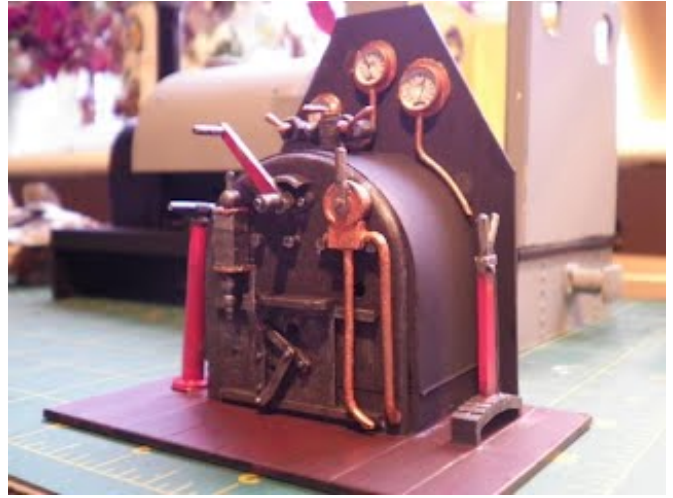
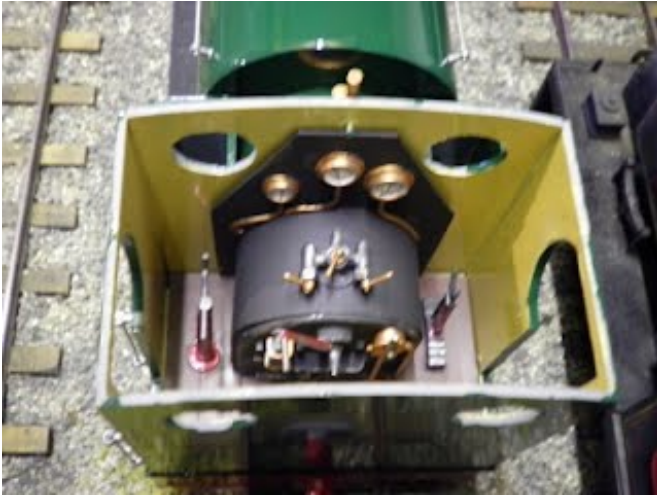
A mistake I made with the Hunslet was not painting and properly preparing the chassis, so this time I spent 4 days just doing this. Then work could start on the bodywork. Early days here, parked next to the Hunslet, you can see by the state of the saddle tank how much filler and sanding was required.



Here the bodywork has been done, many of the white metal parts fitted and the whole thing has been primed (extra rivet detail has been added to the buffers beams using Cambrian individual rivets). The pony truck pivots just in front of the

rear axle via a self tapper through the base plate of the chassis. It does R1's without any problem including point work and reverse curves.

Next came the cab detail. This is one of the best aspects of these kits, all that detail makes a real difference to the finished loco.



Anyhow, for painting the bodywork, I didn't fancy loads of masking and decided to brush paint the gloss Green (Humbrol No.3). The paint was warmed before applying and I was quite pleased with how it turned out.



In future all 4 coupled locos on the WGLR will be battery powered and the Kerr Stuart is no exception. Once the paint had had a chance to harden, it was time to start testing (just in time as it turned out considering the weather situation). The crew are modified Bachmann Scenecraft.

Just the detailing needed doing. Vacuum pipes are modified LGB, safety chains are made from chain bought from a charity shop, Halfords split pins and Cambrian hooks. A very simple lining job was done with gold trimline tape.

All that is now needed are brass spectacle rings (the ones in the kit are absolutely crepe!!), name and number plates, all of which are on order.



The spectacle rings arrived from IP over the weekend. These were quite a bit bigger than the originals, so the holes had to be reamed out - definitely something that I would NOT recommend on a finished model. Just waiting on the number and nameplates now. With the arrival of the nameplates (courtesy of GRS) this morning No.1 is finally complete. Llewellyn is named after Lord Llewellyn, the WGLR's first benefactor.