Welshpool and Llanfair Sierra Leone Hunslet 2-6-2

Assembly instructions

The re-introduction of this kit uses the original instructions (I have built this kit using them) and most of the original parts. I have include the original list of parts required.

Romford tender wheels with extended axles.
Romford 11mm pony truck wheels
Anchoridge D13 motor and Romford 40-1 gears or Kean Portescap RG4 motor/gearbox. I have used one of the High level gearboxes in the sample.

Introduction
The Prototype of this model is a locomotive built by the Hunslet Engine Company in 1954 for service on the 2' 6" gauge Sierera Leone Railways, in whose stock it was number 85. It was the last of the series of 32 similar locomotives supplied this maker to Sierra Leone between 1898 and 1954,

In 1975 the now redundant No 85 was purchased by the Welshpool and Llanfair Railway and re-imported to this country, where, after an major overhaul, it entered regular service in 1979, as No 14 in thre W & L stock. With the exception of a few minor modifications, and a repaint in green livery, the locomotive remains sustantially unchanged from its original specification.

An excellent drawing by D.H. Townsley (Not however to 7mm scale) may be found in the January 1976 edition of "Model Railways".

Assembly methods and tools
Soldering of the main etched components is recommended, and the use of a rapid epoxy or cyanoacrylate adhesive for cast parts, and detail etched parts where soldering may loosen another joint. It should always be remembered that white metal has a low melting point, and hear travels rapidly through brass!

Most modeller will probably already possess most of the hand tools needed to construct this kit, but for those still building up their "workshop", the following list may be of help.

Selection of needle files	Medium size flat file
Small set square	Steel metric fuler
Small soldering iron (I recommend the use of 145° solder and flux)	
Craft knife	Small screwdriver
Fine nosed pliers or tweezers	Scriber
Side cutters	Tinsnips, or piercing saw
Reamers or broaches for axel bushes	12 and 14BA taps
Pin chuck and a selection of drills	

Detatch etched parts from their fret as they are required using tinsnips or piercing saw, remnants of the tabs should be carefully cleaned up with needle files.

It is essential to read through these instructions (they are a direct copy of the original ones) and identify all parts before beginning assembly. It is always wise to try a "dry run" first, to ensure that you know exactly how partsf fit together. References to right and left thoughout the instructions assume that you are looking towards the front of the loco from the cab end. Unless specifically mentioned, all half etched fold lines are on the inside of the bends.

To assist in assembly, all cast parts are numbered, and etch parts are lettered, however, to avoid a bewildering mass of lettersm the nickel silver aprts are referred to by name only in the instructions. The parts list should be used as a key if required. In view of the similarity of some of the rods, do not detach them from their fret until you actually need them.

Chassis Assembly

1. If an Anchoridge D13 motor is to be usedm a notch should be cut in the top of the frames on th chassis fret (A), this being shown on the diagram, and marked on the frames by half etched lines. If a Kean/Portescap unit is being fitted, this section should be left, as it will support the motor. The same applies if using a High Level gearbox.
2. Use a broch or file to open out the six axle holes in the frames until the bushes are a snug fit.
3. Place the chassis on the edge of a flat surface with the half etched bend lines downward, using a steel rule or similar straight edge, bend one side down at right angles to the chassis top, repeat this for the other side, check that the sides are parallel, and the assembly is "square".
4. Bend down the tabs at the ends of the top plates at right angles, on the front tab make a second bend as marked, to form the support plate for the pony truck, this plate shoud be parallel to the lower edge of the frames.
5. Solder 8BA full nuts above the hole in the front and rear pony truck plates (B and C respectively). If Kean/maygig plunger collecters are used, the holes are provided for them in the frames, if using a piece of paxolin solder an 8BA nut (not supplied) on the collector plate.
6. Fit these plates (nuts uppermost) and, if appropriate, the plate for the Anchoridge motor (D) in their respective slots, and, ensuring the chassis remains "square", solder the plates and the folded tabs in position. Note that the end of the motor plate with the hole close to it should be towards the rear of the chassis.
7. Glue the etched balance weights (E) to the Romford driving wheels, (these will have to be slightly modified for use with the driving wheels supplied, mainly filing a chamfer in the middle hole to allow for the boss on the wheel) with the side with the half etch towards the wheel to prevent the "weights" bridging the insulation, fill th crankpin holes and smooth off to the level of the balance weights.
8. Solder the axle bushes into position flanges outwards.
9. Fit the axles, wheels and gears (Motor/gearbox) checking that the axles run smoothly in their bushes, ream out if necessary on the sample model, I made the right hand side "live" (the uninsulated). The washers may be used to limit the sideplay if your layout does not have tight curves. You can roughly quarter the wheels using the etched overlays, remember that the right hand side leads going forward. You may prefer to paint the chassis frames before these parts are fitted.
10. The kit was designed to use Kean Maygib plunger collectors (not supplied) these should now be fitted) a printed circuit board collector plate could be used with wire pick-ups formed from phosphor bronze wire, being arranged to wipe lightly on the inside face of the insulated whee. (See photos of both methods.)
11. Fold up the outside frames (F), then bend the end tabs down and solder or bond them to the sides to form a ridgid structure.
12. Cut two lengths of the 1/32" square nickel silver slidebar material and bend it to fit in the grooves in the inner part of the cylinders (1 & 3), trim them so that exactly 21.5mm protrudes beyond the rear face of the cylinders, glue (or solder) the outer parts of the cylinders (2 & 4) into position.
13. Fit the cylinder front and rear covers (5 & 5A) and ther upper covers (6) and check that the crossheas (7) slide freely, if necessary, open out the holes with a No62 drill. When satisfied, locate the cylinders in their holes in the outside frames, and glue (or solder, using low melt solder, first tinning the brass with 145° solder) them in position, note that the valve chest slopes down towards the front of the engine.

14. Fit the motion brackets (G & H) in their slots in the outside frames, bending at right angles, and then soldering them to the inner faces of the frames, and to the slide bars.
15. Screw the outside frames to the chassis using one of the 8BA cheesehead screws inserted from below through the hole above the collector plate, and a lock nut.
16. Tap the crankpin holes 12BA, fit the 12BA screws on the replacement cast flycranks. Fit the cranks to the right hand side, using a small amount of loctite.
17. Now mount the other cranks at 90° (The righthand side should lead when going forward). Use the coupling rods as a jig to get the cranks all in the same position remeber ing that the rihand side sould lead when going forward. By using loctite and not super glue you will have a bit of time to get this right. (I found on my build the axle holes were such a good interference fit that loctite wasn't needed.) You should now have a free running chassis.
18. Assemble the coupling rods and valve gear as shown on the drawing. With the exception of the crossheads 12BA screws, and the 14BA screws holding the expansion links to the eccentric rods, all screws should have nuts on the inside (On the sample model I didn't use nuts and just soldered the screw on the inside rod allowing the outside one to pivot freely. Apart from the crossheads, 14BA screw are used thoughout. Etched washers should be placed between the coupling rods and cranks (not now needed as the cast cranks have a boss on them). I have taken a photo of the underneath of the chassis for reference. The two screws through the motion bracket should be tightened to hold the radius rod horizontal. The connecting rods will need to be cranked inwards to clear the eccentric/expansion link screw head.
19. The reversing cranks have deliberately been left with half etched upper holes, because it makes removal of the chassis easier if these are simply lined up in front of the reversing rod rather than being screwed to them.
20. When satisfied with the working of the motion, bond the dummy valve rods (8) to the cylinders only, aligning them behind the radius rod. Bend up the small bracing pieces (L) for the radius rod support and bond these lightly in place over the radius rod securing screws.
21. Bend up and solder the pony trucks (M) noting that all fold should from right angles, and that, exceptionally, the second bend from the pivot hole is on the outside of the bend. Glue a brass bearing into each axleguard and then glue the axle guards to the frame, including a wheelset in each truck, with the uninsulated side that same side as the uninsulated driving wheels.
22. The pony trucks are screwed in position using the bushes (The longer one for the front pony truck) to get the trucks sitting level with the chassis.

Body assembly

1. Detach the footplate (N) removing the buffer beams (P) and lever (LL) from its centre, trim the two lengths of the 1/16" square brass strip to the exact lenght of the footplate, and solder these to the underside of the footplate about 0.25mm in from the footplate edges. (NOTE) the top side of the footplate can be identified by the small indentations for the cab handrails. Ensure that the footplate remains absolutely level.
2. Open out the holes for the hankrail knobs in the front of the smokebox on the tank/cabside assembly (Q supplied formed) with No67 or 1/32" drill, similarly, open out the handrail holes in the tank tops (r & S) supplied loose. For identification R is the right tank top and has " W & L (Ex SLGR) HUNSLET 2-6-2T etched on it.
3. Carefully solder the tank former (T) into position in the tank/cabsside assembly, with its underside flusg with the lower edge of the front section of the tanks, and the half etched sections at the rear bent down to follow the curve of the tank sides. Note that the etcxhed arrow on the former is on the upper side. It very important that the whole assembly be as "square as possible, and to assist in achieving this, the soldering should be done with the assembly on a flat surface.
4. Fold the tank tops into an L shape and solder them in position with their top faces 0.5mm from the top edges of the tanks, take care to ensure that the front of the tanks retain a smooth, even curve.

5. Detach the smokebox saddle (U), fold and solder it into position under the tank former, as shown on the drawing.
6. Glue the cast boiler underside (11) into position behind the saddle.
7. Cut two 45mm lengths of the L section brass strip and solder them to the cab back (V) as shown on the drawing. The outside face of the strip must be flush with the edge of the back. Then solder the cab back flush with the rear of the footplate, ensuring that it is vertical.
8. Solder an 8ba full nut over the hole in the front of the footplate and ensure that a bolt screws easily into it.
9. Lay the cab/tank assembly on the footplate with the rear of the cab sides outside and flush with the cab back, place the cab front (W) temporarily in position to ensure correct spacing of the cab sides. When satisfied, solder the whole assembly (not the cab front) in position on the footplate.
10. Fit the handrail knobs and wire to the front of the smokebox and file the back of knobs flush on the back.
11. Detach the boiler (X) and the front and rear formers (Y & Z), the boiler should ideally be shaped using rollersm but if these are unavailable a 3/4" dia tube may be used, solder the rear former in place flush with the rear of the firebox, and the front former just behind the dome hole.
12. Check that the cab front fits over the front of the firebox, and glue or solder the boiler in place, with the front located on the lip of the cast smokebox.
13. Open out the hole in the lowere part of the cab front to suit the spigot on the screw reverse handle (the shorter cast handle 13), and then solder the cab front into position.
14. Bend up and solder in position the bunker rails (AA & BB) as shown on the drawing.
15. Solder the buffer beams (P) to the footplate with their top edges flush with the top of the footplate. Note that the hole for the vacuum pipe is to the left of the coupling on the front and to the right on the rear.
16. Bend up the cab steps (CC) as shown on the drawing, and solder them to the vertical plates (DD), then solder the steps behind the footplate bracing strips directly below the cab doorways.
17. Bend up the rear light bracket (EE) as shown on the drawing and solder the triangular gussets (FF) between the riverts and the thicker section of the vertical. Solder the completed bracket centrally on the cab back with its top surface 23.5mm above thelevel footplate.
18. Fit the frame fillets (GG) each side of the smokebox saddle, with the leading (curved) corners level with the front edge of the footplate.
19. Attach the cast boiler and footplate fittings in the positions shown on the drawings. Note that the front headlight (24) has a curved base to permit seating on the top of the smokebox, the vacuum cylinder (14) is located under the right side of the footplate with its rear face 22mm from the rear buffer beam.
20. Bond or solder an 8BA nut over the hole in the cab footplate, fit the cab floor, and then the cab bunkers (HH & JJ), backplate (15) and the remaining fittings as shown on the drawings, we suggest that the backhead fittings be attached to the backhead before this is put into position, and that all cabparts be painted before final assembly.
21. Fit the sandboxes (16 &16A) as shown on the inset drawing and attach the etched cranks (KK) using a short length of nickel handrail ire inserted in holes drilled in the sandboxews in the positions marked on the castings, attached the operating links (LL, MM and NN) by spot solering or glueing. The sandboxes with the cutout go on the lefthand side. The front ones positioned just behing the smokebox and the rear one positioned 10mm from the front of the cab.
22. Fit the wire handrails to both sides of the cab doors (thre rear bing the same height as the front, and soldered to the cab back) and the tanks tops, bend as solder a step (PP) to the front of the lefft hand tank, with its top face 11.5mm above the level of the footplate.
23. If painting of the cab is complete, solder the roof (QQ) in position and fit the ventilator (28).

24. Using the half round strip, carefully solder it along the top of each tank to form the beading, see drawing.
25. The cowcatchers (RR) and front step (SS) should not be attached until the chassis is complete to allow adjustments to be made for clearance of the rails. The main part of the cowcatcher is first soldered to the buffer beam, and when it has been formed to a satisfqactory angle, solder a bottom rail (TT) into position, (the unit is shown as complete on the drawing).
26. Fit the buffer stocks (17) and heads (18), the heads should be approximately 11mm proud of the buffer beamsw.
27. Using the thicker nickel wire, make up conduits for the lamps as shown on the drawing, and fit these into position.
28. Screw the chassis to the body using the front pony truck screw, and , at the rear, a 8BA screw into the nut in the cab floor.
29. Bond the nickel silver reversing cranks to the reversing cross rod (19) at an angle such that they lie in front of the cross rod passing through the footplate, and appear to be connected to it. When satisfied, bond the crossrod in place on the footplate. It may be found necessary to remove a small section of the cross rod to allow it to clear the lock nut on top of the outside frames.

Supplement to instructions Body assembly.
The etch continuation of the cab window bead, which is designed to provide an upper support for the front handrail, has, despit our best efforts, proved vulnerable to both the production and packing processes. If this is not present on your kit, simply cut the handrail wire slightly longer, and bend it at right angles level with the beading, it may then be soldered to the edge of the cab side, adjoining the beading.

Painting
The loco as it appeared in 1983 on the Welshpool & Llanfair is very near to Humbrol grass green (HS206) seemed a close match, but an eggshell (satin) varnish is essential to give a less mat finish, experiment on waste material before starting on the model.

Our thanks go to all who have helped in the preparation of the kit, in particular, to the Welshpool & Llanfair Railway for permitting us to examine and photograph the real No14.

Also David Pomeroy for the use of photographs of his super detailed model.

Parts List

Castings

1.	Cylinder inner section righthand	1	
2.	Cylinder outer section right hand	1	
3.	Cylinder inner section left hand	1	
4.	Cylinder outer section left hand	1	
5.	Cylinder front cover	2	
5a.	Cylinder rear cover	2	
6.	Cylinder upper cover	2	
7.	Crossheads	2	
8.	Valve rods	2	
9.	Pony truck mounting block	1	
10.	Chassis spacing block	1	
11.	Boiler underside	1	
12.	Smoke box	1	
13.	Screw reverser handle	1	
14.	Vaccuum cylinder	1	
15.	Backhead	1	
16.	Right hand sandboxes	2	
16a.	Left hand sandsboxes	2	
17.	Buffer stocks	2	
18.	Buffer heads	2	
19.	Reverser cross beam	1	
20.	Smokebox door	1	
21.	Smokebox door handle	1	
22.	Chimney	1	
23.	Dome	1	
24.	Front headlight	1	
25.	Rear Headlight	1	

26. Turbo generator	1
27. Whistle - S/Valve assembly	3 parts
28. Cab roof vent	1
29. Lubricator	1
30. Tank fillers	2
31. Cab pressure gauge unit	1
32. Injectors	2
33. Gauge glasses	2
34. Handbrake	1
35. Regulator handle	1
36. Cab floor	1
37. Tank side supports	2
38. Ejector pipe	1
39. Vacuum braks	1
40. Vacuum pipes	2
41. Pony truck axleguards	4

Etched Parts

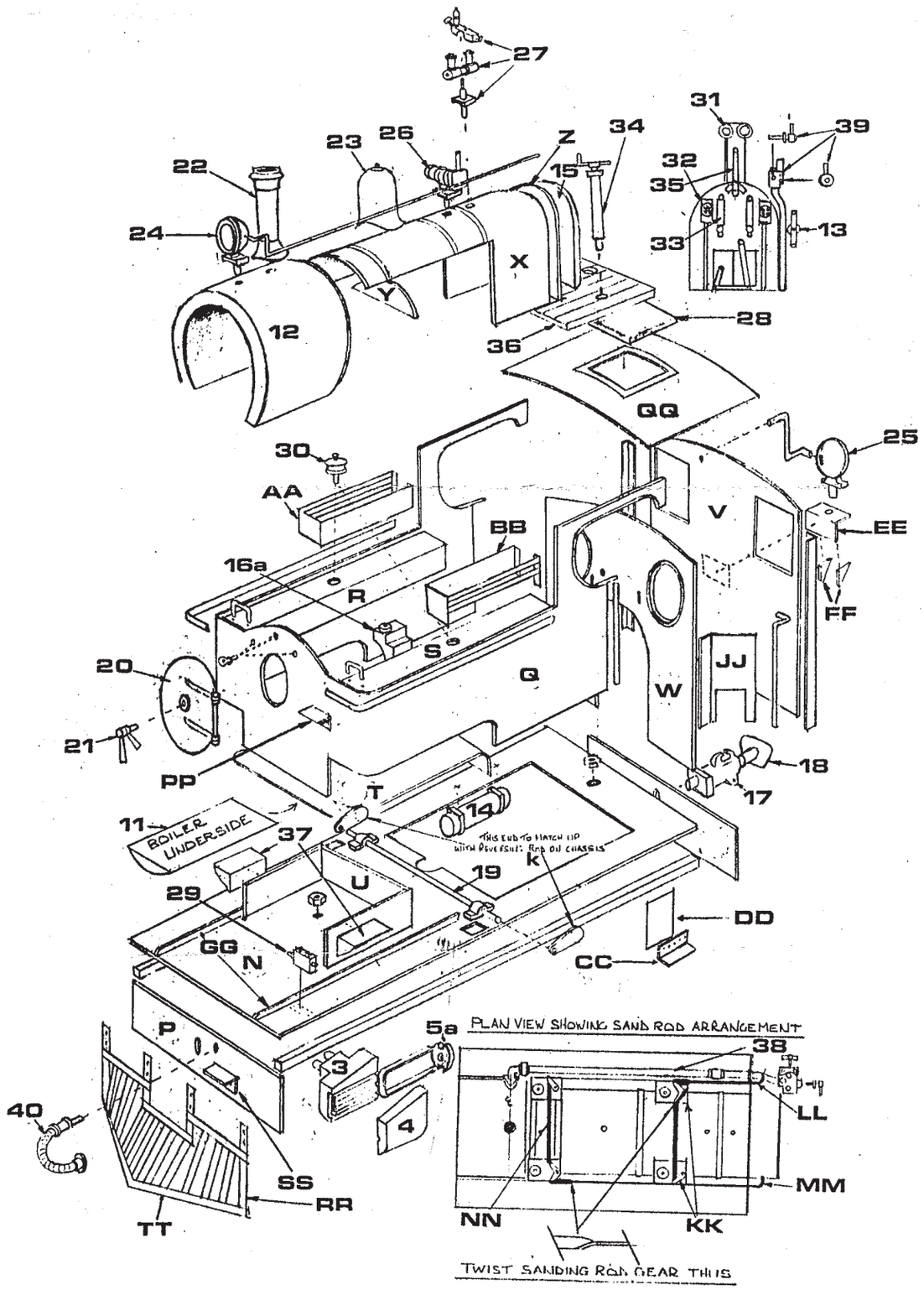
Brass

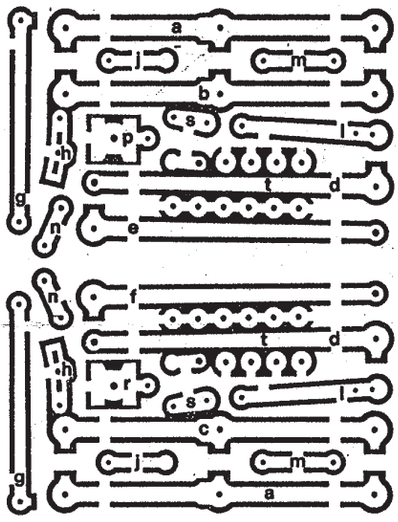
A. Chassis frames
B. Current collector plate
C. Rear pony truck support plate
D. Anchoridge D13 motor plate
E. Balance weights (6)
F. Outside frames
G. Right hand motiion bracket
H. Left hand motion bracket
J. Rear flycranks (4) (4 halves)
K. Rear flycrank filler pieces (2)
L. Radius rod support pieces (2)
M. Pony trucks (2)
N. Footplate
P. Buffer beams
Q. Tank/Cabside assembly
R. Right hand tank top
S. Left hand tank top
T. Tank former
U. Smokebox saddle
V. Cab back plate
W. Cab front plate
X. Boiler
Y. Front boiler former
Z. Rear boiler former
AA. Right hand bunker rail
BB. Left hand bunker rail
CC. Cab steps (2)
DD. Cab step supports (2)
EE. Rear light bracket
FF. Rear light bracket gusset (2)
GG. Frame fillets (2)
HH. Right hand cab bunker
JJ. Left hand cab bunker
KK. Sandbox cranks (4 - Two types
LL. Right hand sandbox lever
MM.Left hand sandbox lever
NN. Sandbox linking levers
PP. Tank front step
QQ. Cab roof
RR. Cowcatcher
SS. Front buffer beam step
TT. Cowcatcher bottom rail

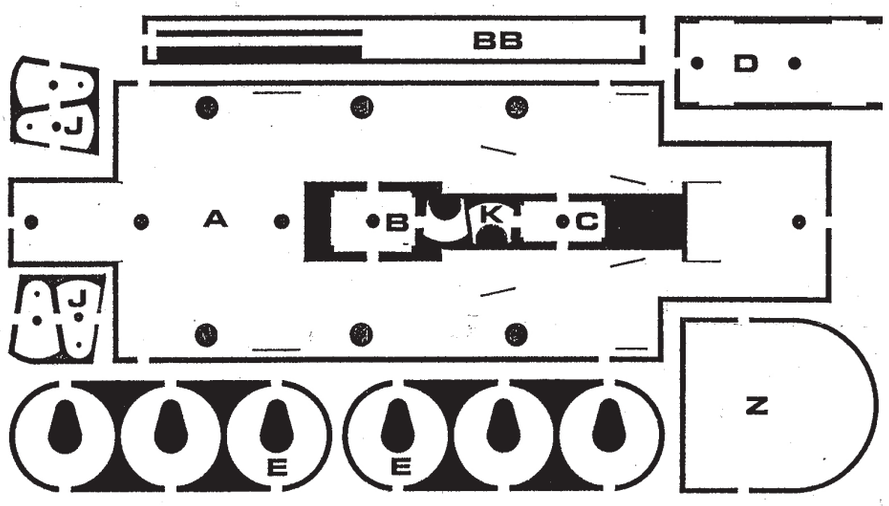
Miscellaneous

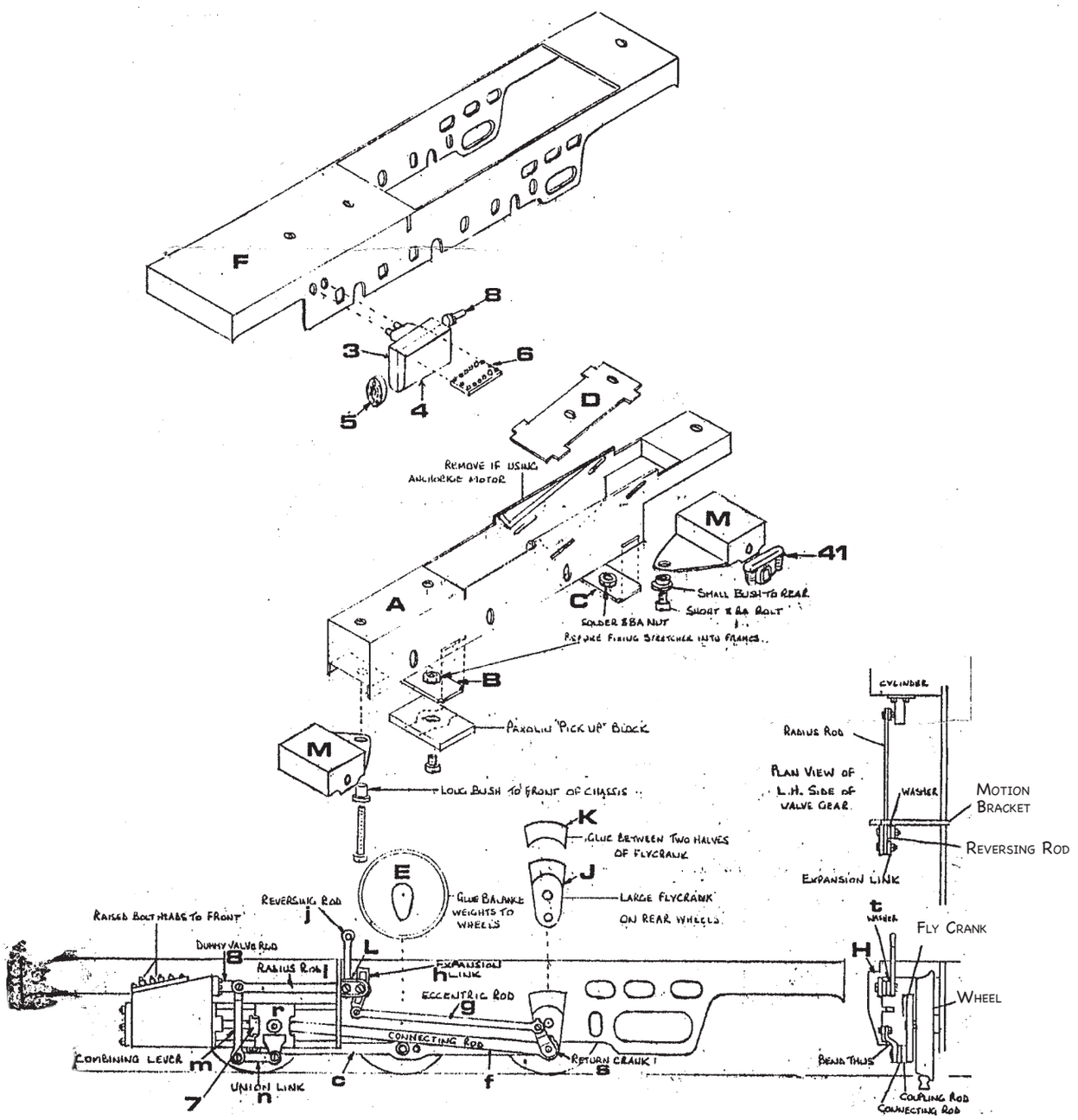
Handrail knobs (4)
Pony wheel bearings (4)
Driving axle bearings (6)
150mm 1/32" square brass (2 x 75mm)
200mm half round section
12" 1/16" square brass (2 x 6")
100mm brass angle section
2 x pony truck pivot bushes
(longer one for the front)
2 x 300mm brass 0.7mm hand rail wire
8BA screws (5)
8BA full nuts (5)
12BA screws (8) (crankpins)
12BA nuts (8)
14BA screws (14) (valve gear pivots)
14BA nuts (6)

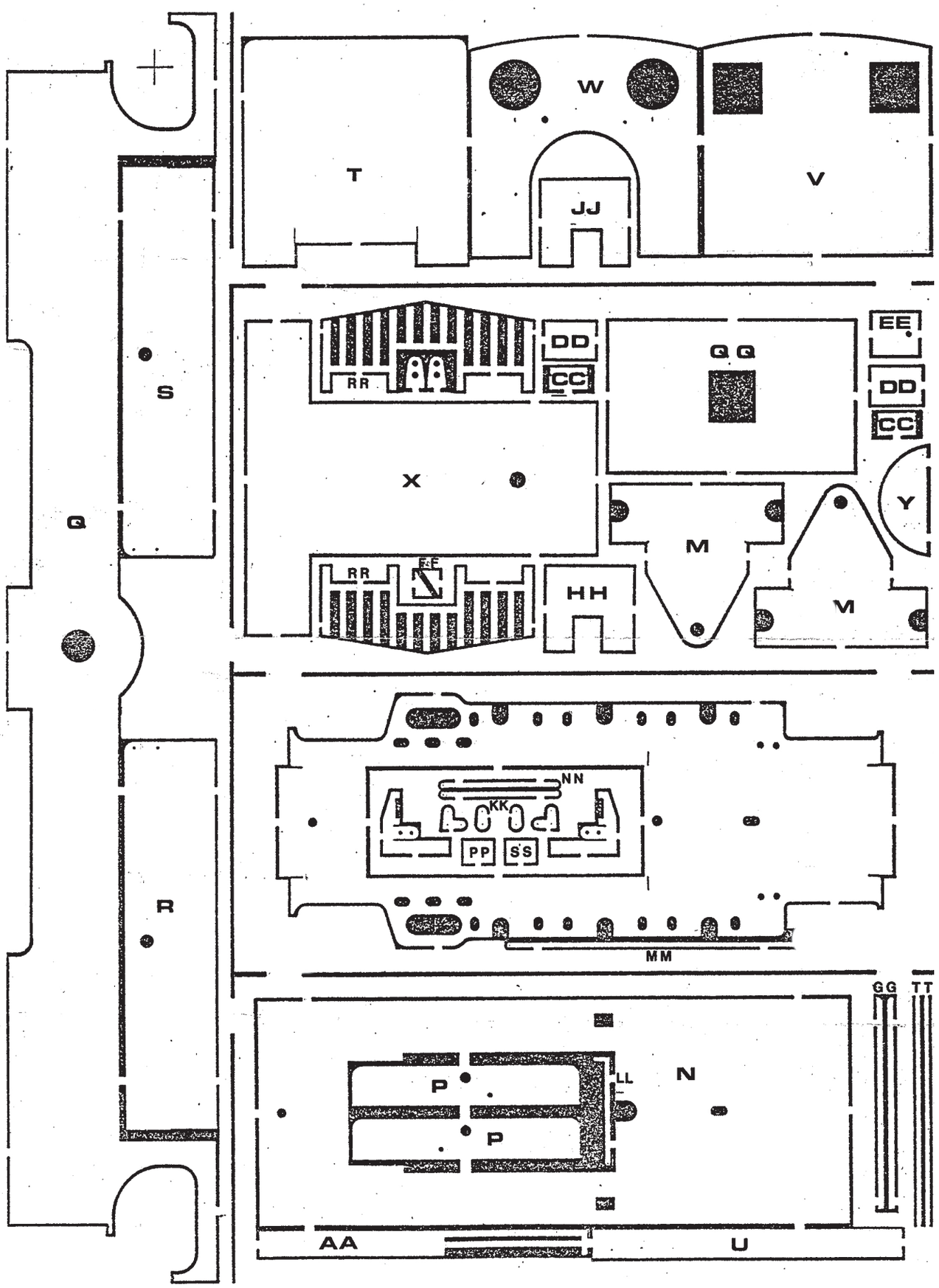
Note:- The description of some of the parts may not be technically correct, but serves only to identify the parts on the list with those on the drawings.

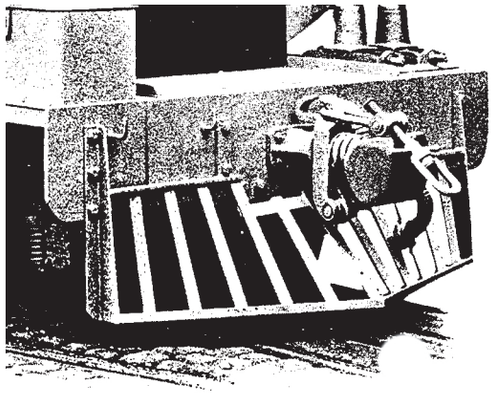








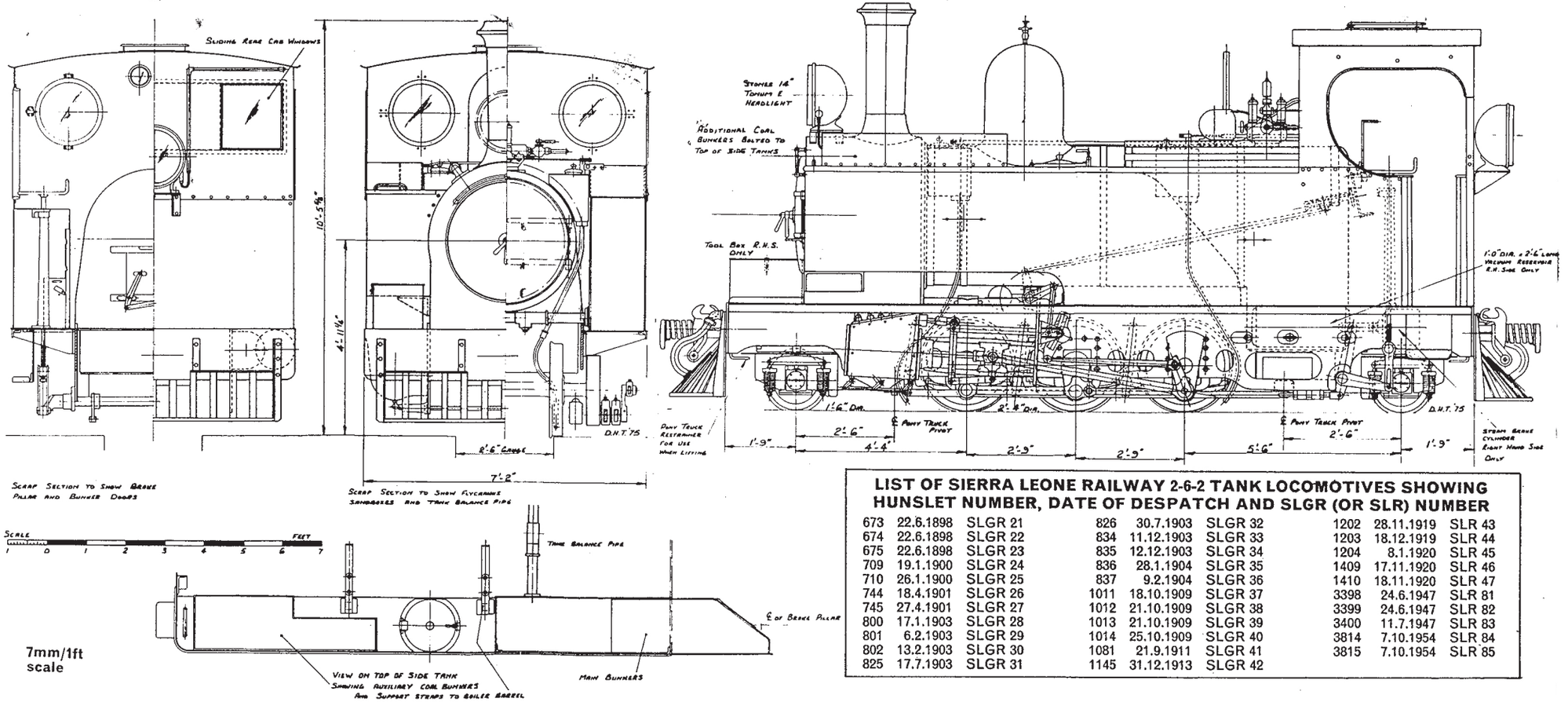




LEADING DIMENSIONS

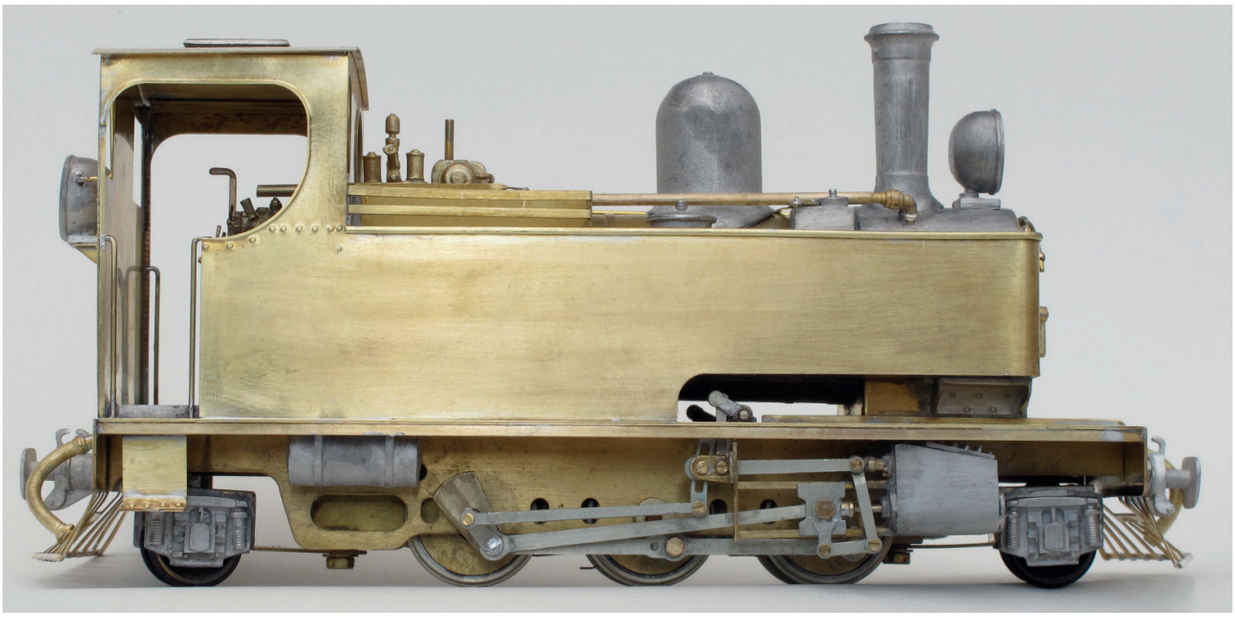
Locomotive numbers	21-27	28-47	81-85
Cylinders	10ins by 15ins	10ins by 15ins	10ins by 15ins
Tubes	78 by 1⅜in. dia.	97 by 1⅜in. dia.	97 by 1⅜in. dia.
Working Pressure	160 lbs/sq. ins	160 lbs/sq. ins	160 lbs/sq. ins
Water Capacity	350 Gallons	440 Gallons	470 Gallons
Coal Capacity	12 cwts	13 cwts	20 cwts (81-83)* 25 cwts (84-85)
Heating Surface (Tubes)	277 sq. ft	345 sq. ft	345 sq. ft
Heating Surface (Firebox)	35 sq. ft	36 sq. ft	36 sq. ft
Grate Area	6¼ sq. ft	6¼ sq. ft	6¼ sq. ft
Coupled Wheels (Dia.)	2ft 4ins	2ft 4ins	2ft 4ins
Bogie Wheels (Dia.)	1ft 6ins	1ft 6ins	1ft 6ins
Coupled Wheelbase	5ft 6ins	5ft 6ins	5ft 6ins
Total Wheelbase	15ft 4ins	15ft 4ins	15ft 4ins

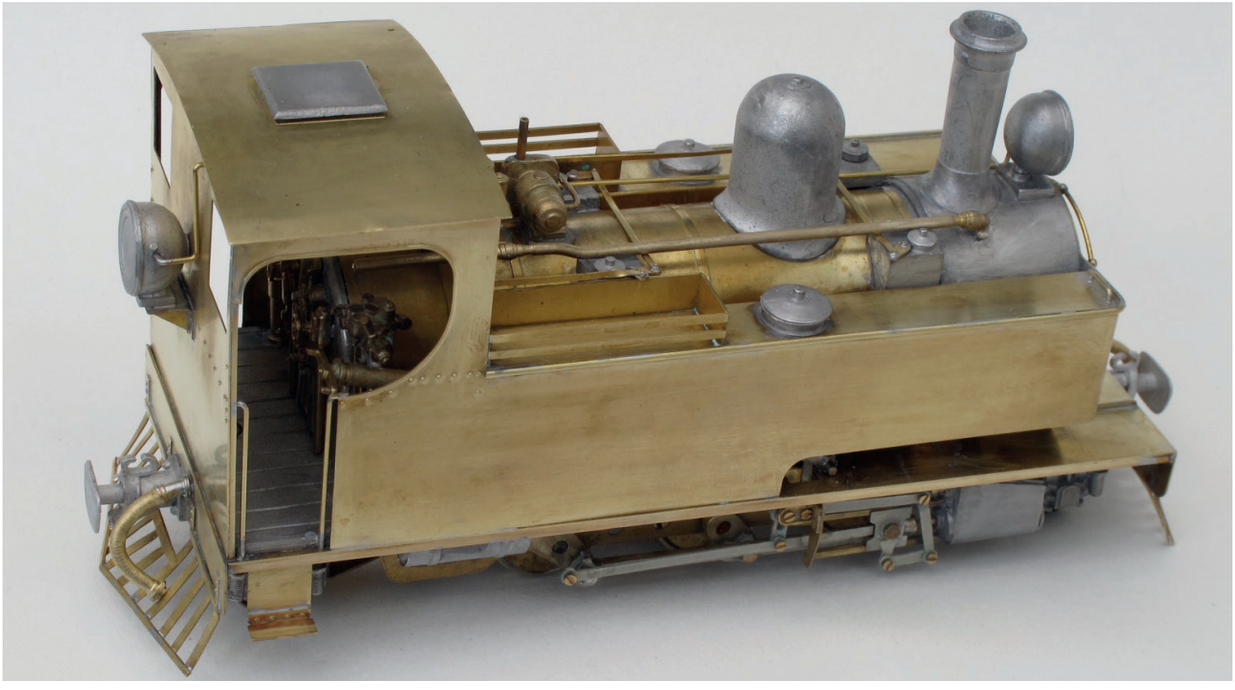
Later fitted with extra bunkers as on 84 and 85 bringing capacity up to 25 cwts.

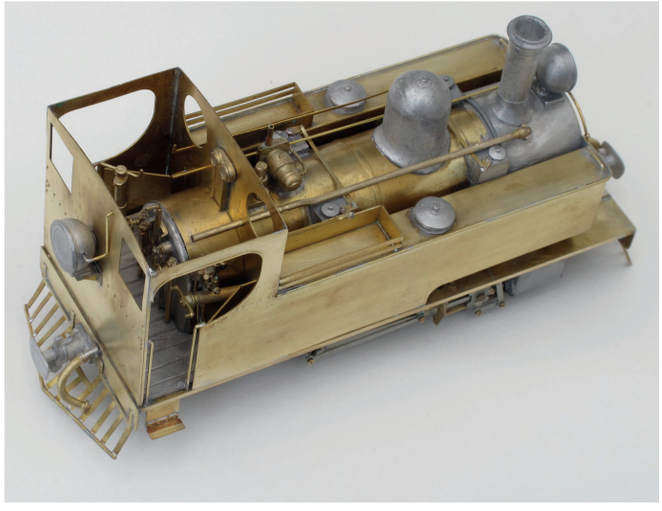


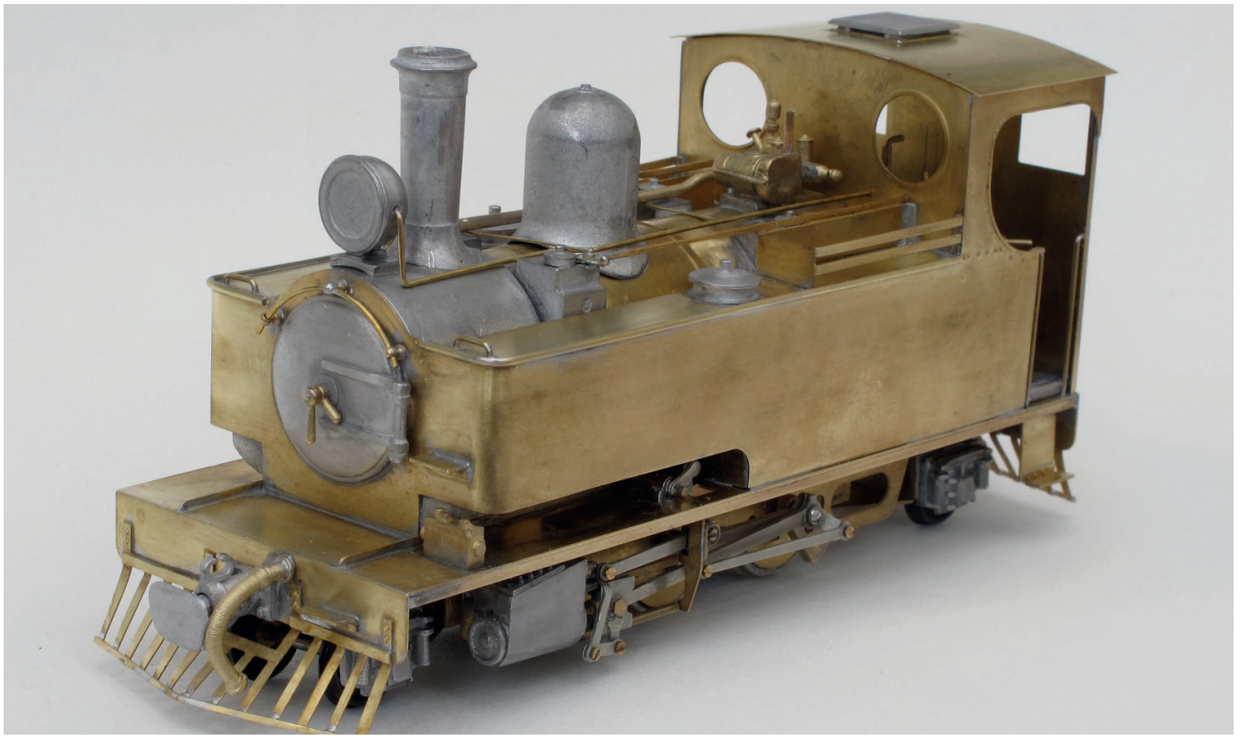
LIST OF SIERRA LEONE RAILWAY 2-6-2 TANK LOCOMOTIVES SHOWING HUNSLET NUMBER, DATE OF DESPATCH AND SLGR (OR SLR) NUMBER

673	22.6.1898	SLGR 21	826	30.7.1903	SLGR 32	1202	28.11.1919	SLR 43
674	22.6.1898	SLGR 22	834	11.12.1903	SLGR 33	1203	18.12.1919	SLR 44
675	22.6.1898	SLGR 23	835	12.12.1903	SLGR 34	1204	8.1.1920	SLR 45
709	19.1.1900	SLGR 24	836	28.1.1904	SLGR 35	1409	17.11.1920	SLR 46
710	26.1.1900	SLGR 25	837	9.2.1904	SLGR 36	1410	18.11.1920	SLR 47
744	18.4.1901	SLGR 26	1011	18.10.1909	SLGR 37	3398	24.6.1947	SLR 81
745	27.4.1901	SLGR 27	1012	21.10.1909	SLGR 38	3399	24.6.1947	SLR 82
800	17.1.1903	SLGR 28	1013	21.10.1909	SLGR 39	3400	11.7.1947	SLR 83
801	6.2.1903	SLGR 29	1014	25.10.1909	SLGR 40	3814	7.10.1954	SLR 84
802	13.2.1903	SLGR 30	1081	21.9.1911	SLGR 41	3815	7.10.1954	SLR 85
825	17.7.1903	SLGR 31	1145	31.12.1913	SLGR 42			









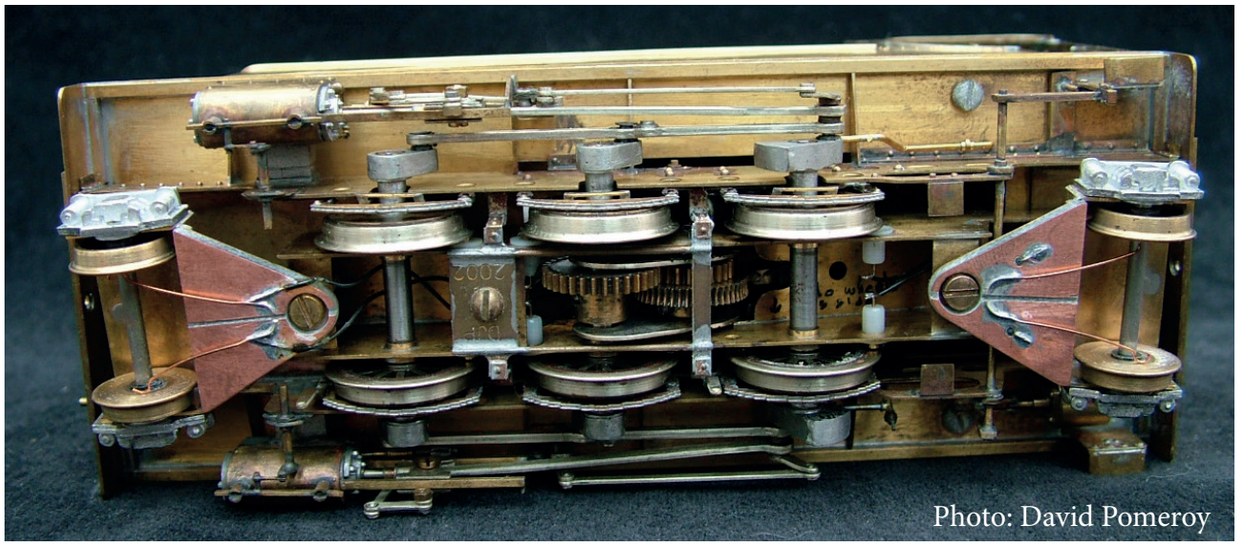


Photo: David Pomeroy

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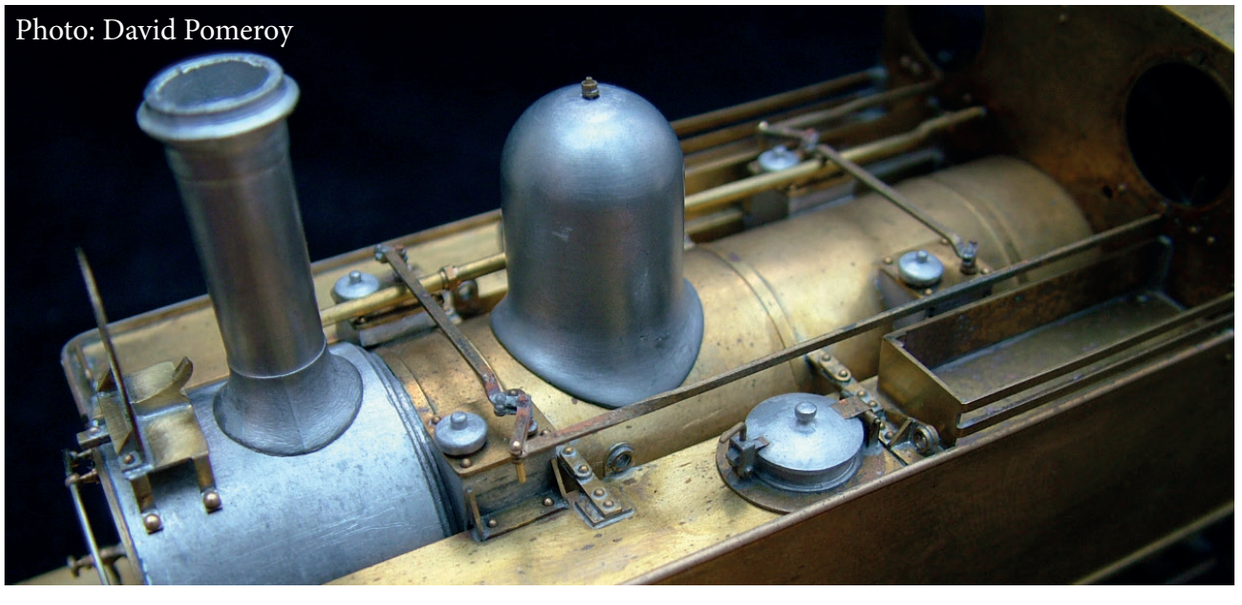

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- Assisting in the collection, classification, preparation, editing, printing, production, publication, circulation or issue for sale of data, information, reproductions, books, periodicals, papers and pamphlets dealing with or relating to the purposes of the Friends of the Sierra Leone National Railway Museum.
- Encouraging the study of railway transport in Sierra Leone and its history.

We are a charity registered in the UK, with a local branch operating in Freetown, Sierra Leone.

Helen Ashby – Chair
foslnrm@outlook.com

FRIENDS OF SIERRA LEONE NATIONAL RAILWAY MUSEUM

Chair: Helen Ashby
c/o141 Manor Drive North, York, YO26 5SD
Telephone: 01904 399680 E-mail: helen.ashby23@sky.com

Secretary: Anthony Coulls
c/o 1 Vaughan Street, Shildon, DL4 1LD
Telephone: 07792 898540 E-mail: ajcoulls@yahoo.co.uk

SIERRA LEONE RAILWAY LOCOMOTIVE NO 85 RESTORATION APPEAL

2-6-2 Tank locomotive No 85 of 1954 was the last of this class of engines built by the Hunslet Engine Company of Leeds for the Sierra Leone Railway. It remained in operation until the railway closed in 1975, when it was purchased by the Welshpool & Llanfair Light Railway in mid-Wales. It worked on the W&LLR until 2010, when its boiler certificate expired.

The Friends of the Sierra Leone National Railway Museum are now working in partnership with the W&LLR to get the locomotive back in operation.

If you would like to see No 85 steam again, please use the attached form to make your donation.

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I wish to make a donation to the Friends of Sierra Leone National Railway Museum to help No 85 steam again.

- I enclose a cheque for £ …… (Cheques payable to Friends of Sierra Leone National Railway Museum and posted to Helen Ashby, Chair – FoSLNRM, 141 Manor Drive North, York YO26 5SD).
- I have donated online at https://cafdonate.cafonline.org/18554#!/DonationDetails
- I have donated online direct to the Friends of the Sierra Leone National Railway Museum and referenced No 85 (Account details: Bank: NatWest, Payee: Friends of the Sierra Leone National Railway Museum, Sort Code: 56-00-70, Account No: 42630053)

Title ……Forenames ……Surname ……

Address ……

……Postcode ……

Telephone: ……Email: ……

Boost your donation by 25p of Gift Aid for every £1 you donate
Gift Aid is reclaimed by the charity from the tax you pay for the current tax year. Your address is needed to identify you as a current UK taxpayer.

In order to Gift Aid your donation you must tick the box below:

☐ I want to Gift Aid my donation of £_____ to the Friends of Sierra Leone National Railway Museum

I am a UK taxpayer and understand that if I pay less Income Tax and/or Capital Gains Tax than the amount of Gift Aid claimed on all my donations in that tax year it is my responsibility to pay any difference.

If you pay Income Tax at the higher or additional rate and want to receive the additional tax relief due to you, you must include all your Gift Aid donations on your Self Assessment tax return or ask HM Revenue and Customs to adjust your tax code.

Signed ……Date ……