

MERIDIAN MODELS

40, MORELAND AVENUE

BENFLEET, ESSEX, SS7 4HB

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MM2 KERR, STUART DIESEL

HISTORY OF THE PROTOTYPE

This kit represents the Kerr, Stuart & Co. Ltd. range of standard narrow gauge diesel locomotives produced between 1928 and 1930, and the 60 HP class in particular. One of a choice of two versions may be made using this kit, The prototype of the range No.4415/28 was constructed in 1928 ran trials on the Welsh Highland Rly where it hauled trains on the Bryngwyn branch It was later transferred to the Festiniog Railway where its duties included shunting Minfordd yard, After return to the makers it was used by the contractors building the East Lancs. road, later still it was re-gauged to 3 foot and sent for further trials, this time in Ireland on the Castlederg and Victoria Bridge Railway.

In 1930/31 it became the property of the Hunslet Engine Company together with the other assets of Kerr, Stuart. Rebuilt once again it was exported to Mauritius in 1934 for use on the sugar estate railways at Union Vale. Re-engined in 1945 the loco continued to be used until the late 1960's when it became spare loco to more modern Hunslet built locos. On closure of the rail system the loco was placed on a plinth at the sugar works as a reminder of the railways service. In 1997 the loco was jointly presented to the Greenwich and District Narrow Gauge Railway Society and the Festiniog Railway Company by its latter owners, Mon Trésor, Mon Désert Sugar Co and returned to the United Kingdom for preservation and eventual restoration to running order.

A total of 7 production locos were built. The Sudan Gezira Board had 4 built for their cotton field lines. These were builders Nos. 4418, 4432 - 4434. The alternative parts supplied with this kit enable one of these to be modelled. Builders Nos. 4431 - 4431 were built as a twin unit, with the cabs coupled back to back, for the 75cm. gauge Central Railway of Ecuador. Number 4419 was a 3' 6" gauge example for the Roan Antelope Copper Mine in Northern Rhodesia (now Zambia) The basic design was used for 30 and 90 Hp engined locos, the former having 2 axles

BIBLIOGRAPHY

The British Internal Combustion Locomotive, Webb, B, David & Charles (OOP)
The Welsh Highland Railway, Lee, C.E., Welsh Highland Railway (1964) Ltd
The Welsh Highland Railway, Boyd, J.I.C., Oakwood Press
Industrial Railway Record, December 1977, Industrial Railway Society
Narrow Gauge and Industrial Railway Modelling Review, Nos. 32 -33, Roy C. Link

CHASSIS

This model is designed to use a Minitrix 0-6-0 mechanism as its power unit which requires certain modifications to fit properly. First remove the N gauge coupler fixings, then remove the cylinder block by releasing the keeper plate. The connecting rods can be removed by carefully prising out the crank-pins. Drill a 1/16th hole through the chassis block and keeper plate from the top using the existing threaded hole as a guide. Cut off the coupler mounting pockets so that the chassis is a loose fit into the footplate. Pass the 10 BA chassis fixing bolt through the the chassis and into the the footplate casting. Thread a nut onto this bolt and tighten. After nut has been fixed to footplate, remove the chassis.

BODY CONSTRUCTION

After reading through the instructions and the exploded drawings, study the parts and remove any moulding 'flash' and feeder pips. The experienced modeller may wish to use low-melt solder, but epoxy resin glue or 'super-glue' can be used quite satisfactorily.

Start assembly by ensuring that footplate is flat in both planes, fix outer frame members after drilling any holes for sand pipes etc. (see sketch) Fix the bonnet halves parts so that they lie square on a flat surface. Fit the exhaust and air cleaner intake covers (the cylindrical casting) to the bonnet tops. Followed by the sand-boxes which should be drilled 3/64th on their undersides to fit the sandpipes (Prototype version) Or bell and exhaust silencer for the ' tropical' production version.

Fix the cabside louvers in a desirable position along the runners with the arrows pointing up. The wire provided is passed through the footplate and into the sand-boxes. Additional details to be made by the builder may be fitted as indicated in step 4, for example sand box operating linkage and bonnet cover handles.

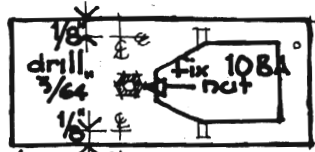
Painting Details

After thoroughly cleaning the assembled body painting may be carried out with your own chosen scheme or livery. Information on actual prototype liveries are scarce, but can be stated with some certainty that when 4415 was constructed light grey was the standard colour in which the loco was painted. In addition, white lettering proclaiming the builder and the fact that this was a diesel locomotive . see recommended bibliography for further details.

FOOTPLATE [W.H.R.]

1

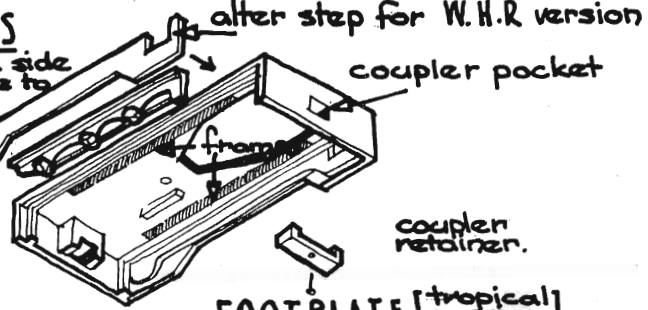
chassis



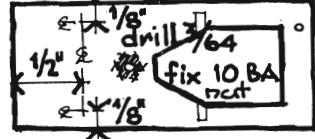
step as supplied [tropical version]

FRAMES

File flat one side of each frame to make a pair fit flat side to centre.



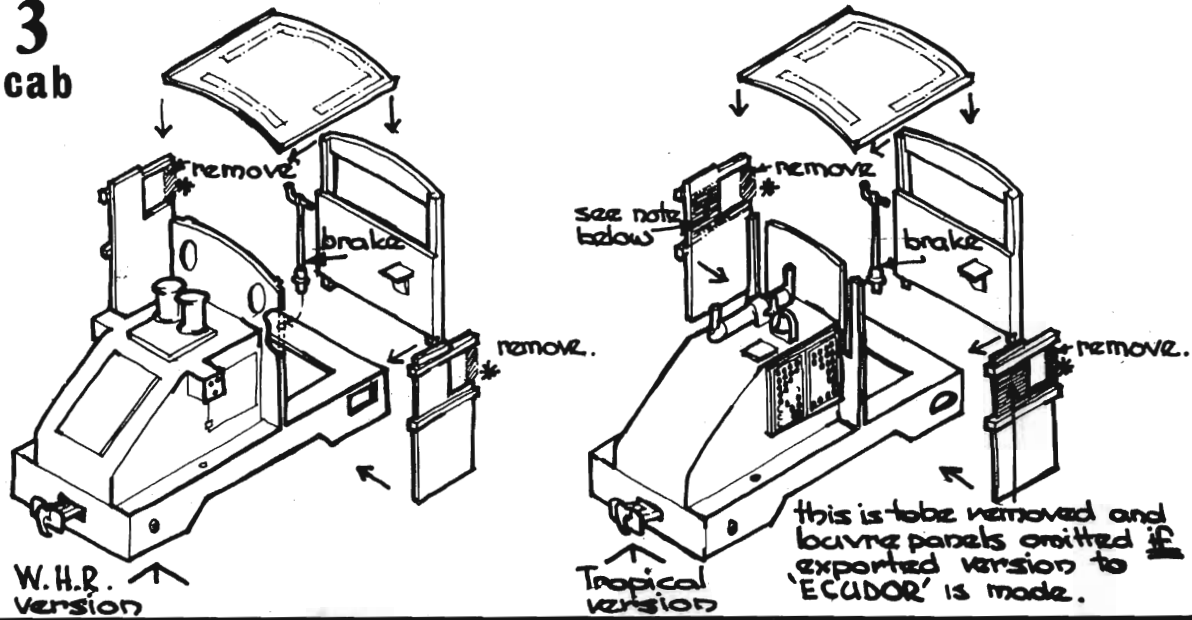
FOOTPLATE [tropical version]



009 coupler
coupler retainer

3

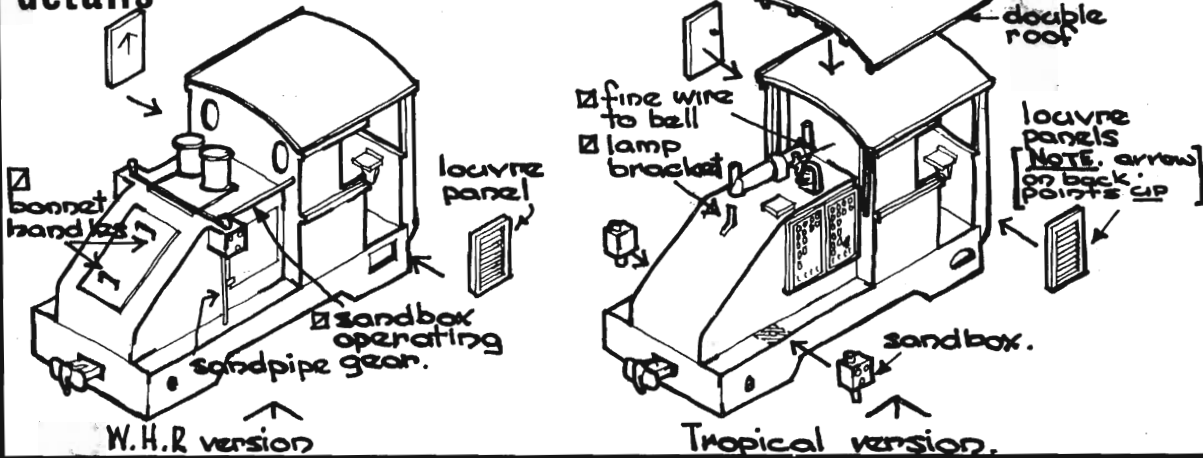
cab



4

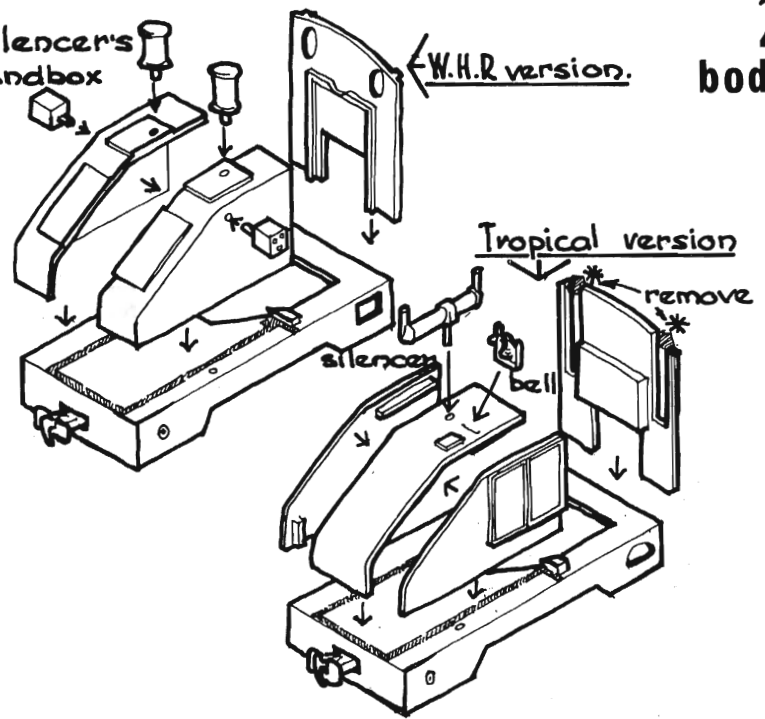
details

NOTE items marked are not included in kit and should be made from brass rod & strip



silencers
sandbox

2
body



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