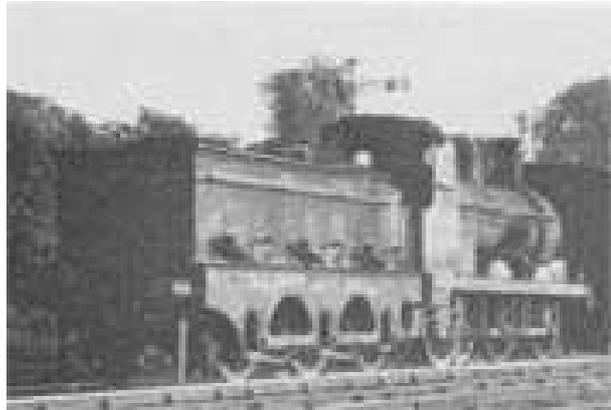


Modelling the EKR with SER-Kits

Dan Garrett February 2017

Ex SER/SECR O/O1 locos

These were bought at different times and modified in different ways. I am no expert on all the variations, but several EKR modellers have bought my O1 version and been very happy with both the kit and the subsequent model.



From a modeller's point of view, the resin 'boiler' casting (which actually includes smokebox and firebox as far as the cab) is fine. I have examined large numbers of photos and the boiler bands are in the appropriate position within a scale inch or two. (Nit-pickers should note that boiler clothing sheets are not all the same size and therefore bands can be in slightly different positions, despite being nominally the same.) The kit includes smokebox door and darts.

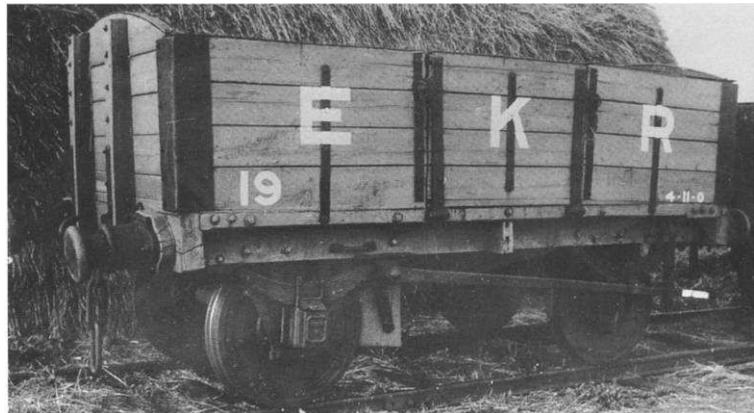
The O1 kit contains a set of castings for the boiler-side steam reverser and cab controls. You need to source Wainwright H chimney, dome and safety valve, firebox 'back-head' and cab fittings.

The etch has a variety of tender toolboxes and arc coal partitions which should cope with the many variations.

For more details download pdfs of the SERKits Catalogue, O/O1 order form free kit instructions

Arc-end wagon No.19

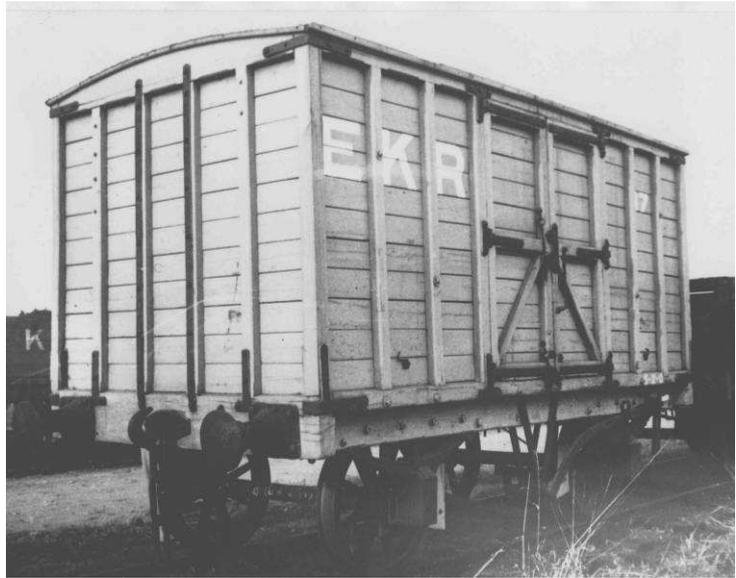
This has been identified as an 1864 SER coal wagon, and is covered by SER-Kits **CW83**. The only obvious difference between this and the kit is that the wooden brake block. It's easy enough to remove the 'iron block' brake from the combined hanger and block casting and replace it with a styrene or wood block.



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Van No.17

This has obviously been rebuilt from an SER covered van. There appears to be no record of the length although various guesses have been made. The body is well represented by SER-Kits **VAN70**, although extra end strapping would be needed to exactly match the photo. The running and buffing gear have been 're-versioned', presumably in the EKR's workshops:



- The original 4ft van springs have been replaced with 3ft 3in standard open wagon springs.
- The single block brake has been replaced by a single-sided RCH pattern with centre double Vee suspension for the brake lever and centre crank, and push-rods operating wooden brake blocks on the wheels.
- The buffers have been replaced with metal heads and ogee (reverse-curve' stocks).

SER-Kits can supply the kit as a special order for the same price as the van, but re-packaged as follows:

- Resin body castings and rolled styrene roof. The ends have an integral headstock ('buffer beam')
- Micro-strip for the solebars. You apply bolt head detail.
- 4 castings of combined W-iron, axlebox, springs and spring-hangers (Catalogue WAX60)
- 4 self-contained buffers as supplied with TT60 kits (Catalogue BUF1L)
- No torpedo vents (don't seem to be any). Four can be added for £2.00
- Brake gear to be supplied by modeller, except for brake guard, supplied as a casting and brake lever, supplied as an etch (i.e you supply brake blocks – styrene, push-rods, centre crank and vees. If you have built one of the other kits with etched brake gear, you will probably have spares already.

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