

## 4mm SER/SECR/SR etches: notes for modellers

### Class Q/Q1 and Metropolitan Class C



#### The etches

These are reduced in CAD from 7mm and are highly accurate and detailed, and etched on 0.10mm N/S. I suggest a prospective buyer should download the 7mm instructions which will give you a good idea of what you will have to do. They include a key to the numbers on the etch. Go to [www.serkits.com](http://www.serkits.com)

The following information is compiled from notes and photos supplied by a 4mm modeller who built the first O and Q in 4mm. Would others add to this to help other builders of the locomotives by emailing me at [serkits1@aol.co.uk](mailto:serkits1@aol.co.uk).

#### List of parts

From **Branchlines**:

All Wainwright on their list, although they do some Stirling fittings for the Q version.

Notes by the modeller who built the first etches

- Chimney. A bit high for Q No.181 but beggars can't etc...
- Safety valve. This stands too high. filed some of the bottom of the cowl and cut the valves themselves off, shortening them by about 3/4 of a mil. I drilled up into each valve with a .5 drill and into base the same, pegged them with 0.5 n/s wire and soldered the valves back in place. What fun.
- Dome. This was a disappointment due to the casting sprue being on the side of the dome. ( All these fittings are lost wax by the way. ) I had a lost wax Midland Johnson dome spare, so I wacked that in my mini drill, filed the top collar off, tided up and polished it, and it came out spiffing. A word you hardly hear nowadays. :-)
- Steam reverser. A beautiful casting. Just need to take a little off the top oil pot as it's a little high, and a bit different to the one on the Q/Q1's.

- **Branchlines** sell Wainwright sprung buffers, part number KM 428. They are a Keen Maygib product.

From **South East Finecast**

All these fittings are in white metal

- Smokebox door.
- Tank fillers.
- Sandbox lids.
- Smokebox dart and whistle, and handrail knobs etc. can be picked up from many of the usual kit manufacturer's.

Chris Cox of **5 and 9 Models** is considering producing 4mm castings for SER prototypes.

All the rest of fittings, such as pipes for condensing apparatus on the Q, are made from brass from Eileens Emporium or similar.

The flanges on the Q condensing pipes are from 10BA washers wacked under the riveting tool.

Reservations

Dan Garrett asked me to report on the kits. One thing I have found as time (and handling) goes on is the very thin half-etch on the edges of the running plate, especially where the tabs come through. I have found the outer bits on some have broken away and have managed to reform them in solder.

This is probably not a problem in 7mm of course.

*DG replies:* Forewarned is forearmed, The purpose of the 1/2-etched edges is to avoid overscale thickness, as the original was probably only 1/4" or 3/8" thick. After adding bunker, tanks and front wheel covers, I suggest running solder along the bottom face against



the valance to create a kind of wedge profile in cross-section. This will be hidden by front and rear buffer beams.

## Class O/O1

In order to fit a boiler and brakes onto the etch, some changes have had to be made from the 7mm etch. In particular:

### Chassis

- A separate chassis for the 'early' O (i.e. the 1879 batch without locomotive brakes) has had to be omitted. The variant can be modelled by following these processes:
  1. Before folding the chassis, note that on the inside of the frames at the rear there is an S-shaped  $\frac{1}{2}$  etched line. Cut the corner of the frames off to this line. If you are modelling the 1879 batch but modified for vacuum brake, leave the corners on. Its purpose is to allow tiny brake cranks to be fitted connected by flat rods to the brake blocks.
  2. Look for two parts (mirror images) labelled **A**. These are to be laminated inside the front of the frames, hard up against the tilted cylinder block front, thus giving a deeper, straighter profile. The early front guard irons have a different profile and should be soldered to the new profiles with a lower MP solder.
  3. The chassis width is 25mm in 7mm, and will therefore scale down to slightly under 14mm. For EM and P4, follow instructions for S7, if necessary slightly reducing the width of the separate spacers.

### Brakes and springs

- Etches are provided which are castings in the 7mm version.
  1. The loco springs are labelled **B** and are fitted to the chassis by locating with pins as with the 7mm castings.
  2. The loco brakes labelled **C** require the blocks, etched front and rear to be laminated either side of the hangers, locating them with wire or pins through the etched holes. They are to be hung as for the 7mm version on wire rods protruding from the frames just under the footplate. If considerable side play is needed on the centre driving wheels, then the rear laminate could be omitted.
  3. The tender brakes labelled **D** only have one laminate each and are therefore 'handed' right and left. The tops are to be soldered underneath the body/running-plate.

### The Boiler

1. The boiler is half-etched to allow the bands to stand proud. For rolling, find sticky tape approx. 0.25mm thick (or two layers) and put between bands. (Some double-side tape is just right if you leave the second removable plastic in place. Note that the band centred on the firebox appears to be there on all Os and O1s. However, it has been omitted on the Bluebell Railway No.67.
2. There are three boiler formers, one for the firebox and two for the boiler itself. In order to fit them on the etch, the latter are in two halves with half-etch bands to overlap and solder.
3. I had to omit a  $\frac{1}{2}$  etched strip to solder inside the boiler to join it when rolled. The modeller must now supply this, from spare etch.

**Class A – no specific notes** © SER-Kits and contributors 2015