

FOREWORD

The rebuilt Royal Scot was effectively Stanier's final express passenger design and many argue that it represents the ultimate British 4-6-0. The rebuilding retained the original Fowler cab which gave the locomotives a less modern appearance than their mechanical design deserved.

It has been almost 5 years since our last LMS locomotive kit and we have attempted to take the standard higher. We have completely redesigned the chassis and wherever possible have tried to design in practical solutions to enable you to build a model which is as close to true scale as possible in every respect. We have again decided to use nickel silver for all of the etchings and have reduced the whitemetal castings to the bare minimum; wherever possible lost wax castings are used for strength and ease of soldering.

Another innovation is the use of our web site (www.brassmasters.co.uk) to show close-up photographs of the kit. We aim to develop this to provide photographs of each main step in the construction process so that you can see what we are getting at if the instructions and drawings are not sufficient in their own right. These can be downloaded onto your machine and looked at in detail. We will also be happy to field questions via e-mail.

We have reduced the prototype notes to a minimum, given the two recent books devoted to the class, and have concentrated on the instructions and more drawings.

Finally, thanks go to Geoff Hurley for his skill in turning the plans and photographs into a superb kit – definitely our best yet.

We look forward to hearing from you as construction progresses, and we hope to see many completed models over the next months, or years !

John Jennison

March 2001

History

The first parallel boiler Scot to be converted with a 2A taper boiler was 6103 in July 1943, following the rebuilding in 1935 of 6399 Fury with a no.2 taper boiler. The remainder of the class were rebuilt over the next few years with the last conversion of 6137 in March 1955.

Variations

The rebuilt locomotives were reasonably uniform in appearance over their working lives, although they did receive several general improvements along with other LMS express classes. The variations which did exist arose partly because of the long period of rebuilding and partly because of features inherited from the parallel boiler era. Further detail on these can be found in the reference books referred to below.

As a guide the main visual variations relevant to the construction of this kit are described below :

Smoke deflectors	Not fitted to the first rebuilds, 6115 was the first fitted in 1947, added to all of the rebuilds from late 1949 onwards. 46106 was fitted with BR style deflectors from July 1954.
Coupling rods	The original Scots had fluted rods with rectangular ends; these were replaced on some locos by plain section rods with rounded front-ends. Some locos had fluted rods with rounded front-ends.
Double sandboxes	The characteristic double sandboxes on the footplate were not originally on the first few rebuilds.
Front footplate steps	Smaller steps were fitted when smoke deflectors were added
Footplate valence	Early rebuilds had a beaded valence
Centre cylinder cover	Some locomotives had an inspection cover
Top feed cover	The later Ivaat variety with an additional cover plate was fitted to many locomotives from 1950 onwards.
AWS	AWS was fitted to the class from the late 1950's but not all locomotives were modified
Speed indicators	Speedometers were also added in the final few years but to relatively few locomotives
Balance weights	Several different types of balance weights existed

Tenders

All of the rebuilds were paired with Stanier 4,000 gallon riveted tenders except for the following

Stanier 3,500 gallon	6104 up to March 1961 6162 from March 1961
Stanier 4,000 gallon welded	6123 April 1953 to November 1957 6132 July 1952 to November 1952 6142 November 1957 onwards 6163 January 1952 to March 1952 6165 August 1960 onwards

Note the Wild Swan book incorrectly states that some locomotives ran with part welded tank tenders – the tender numbers referred to are not for that type of tender, which ran primarily with the Black 5's.

The tenders were all specifically modified to run with the Scots; the footplates were built up to match the level of the cab floor and this is the main reason for the very small number of changes in tender type involving transfers to or from other classes.

Liveries

Three main liveries were carried, and only the final style was applied to every locomotive

LMS unlined black	Applied to wartime rebuilds
LMS 1946 black	
BR mixed traffic lined black	
BR apple green	Applied to a few only eg 6139
BR lined green	

As always, a photograph of the particular locomotive at the date to be modelled should be obtained.

Reference books

The Book of the Royal Scots.	British Railways Illustrated Special	Irwell Press 1999	Photo of every loco plus extracts from Engine Record Cards
LMS Locomotive Profiles No 1. The Re-Built Royal Scots	James /Hunt/Essery	Wild Swan 1999	NRM official drawings
An Illustrated History of LMS Locomotives. Volume 5	Essery/Jenkinson	Silver Link 1989	General historical background
The Stanier 4-6-0s of the LMS	JWP Rowledge and B Reed	David & Charles 1977	
The Royal Scots and Patriots of the LMS	OS Nock	David & Charles 1978	
Royal Scots	D Binns	Wyvern Publications 1988	
Stanier Locomotive Classes	AJ Powell	Ian Allan	
LMS Locomotive Design and Construction	AF Cook	RCTS 1990	
LMS Locomotive Names	John Goodman	RCTS 1994	
Power of the Royal Scots	D Jenkinson	OPC	