Supplementary instructions for inclusion on website:

Belgravia:

1. **Fold-up front springs**: ***Please also note that there is a further development in this saga: the replacements were found to be faulty as well. This has led to the need to re-issue them. Their issue will be contemporary with the release of the Sussex kit as soon as possible.***
   These were not able to be etched in quite the detail I had at first hoped - especially the ends of the front spring support bars. Getting these parts right was the reason for delay in the releasing the kit. I had hoped to enable some kind of bolt head to be arranged by having a 1/2 etched hole at both the top (spring leaf) and bottom (frame) anchor points, but the process would not allow it with .325mm n/s - the holes simply etching into obliteration. It took 4 failures to convince me that I had to rethink it, so I opted instead for the tiny overlays provided - for those who wish to use them. They can be either soldered on to the 2 'circular' anchor points on the frame, and the top front spring attachments, or discard and ignore! If you do opt to use them, it might be good to leave them attached to the fret as long as possible. Only solder on ***after the springs are fitted in place***, and cut off waste fret after soldering. Do check that the 'banjo end' will pass through the front footplate slot. This was, I confess, a smidgen of overkill after all the failures. I figured that if it looked wrong, then a wipe with a Swiss file would rectify them. Another, fiddly, option would be to centre-punch the 'circular' ends and 'twiddle-drill' them to pass a small-headed pin through. In fact, you may consider the circular end at the frame anchor point is not quite correct, but I left it in case builders wanted to try and attach with pins (or even wire). A simple answer would be to file the side 'bulges' down, and just leave the end radiused. According to your choice and eyesight! ***The same applies to Craven tender springs.***

2. **Front axlebox**: my apologies for an omission here; there should be a rectangular cut-out on the frame overlays to locate the two castings. I had not noticed this omission before the instructions were finally printed. You can either file the equivalent of 0.15mm off the back of the castings, or cut it out of the 1/2 etched overlay ***before*** attachment - or ignore the difference and simply attach as is.

3. **Leading Wheel splashers:** these have **only** been provided for Kensington and Westminster – as they alone had the 4’ 3” leading wheels – and therefore the small splashers behind the footplate-mounted springs. Evidence is clear in photos.

4. **Carisbrooke tender springs**: Most of the Craven tenders had the same style of double support straps (total 4 per footplate spring - 2 each end) as the locos. The exceptions were "Carisbrooke" and "Freshwater" - which had "Y" shaped straps. Castings are supplied from Chris Cox's tenders, which have separate spring leaves. Because of this, it may mean that to squeeze and solder the n/s leg etchings together may well produce a stronger component. It would also need a slightly different approach when fitting to the footplate - as the not all the holes provided will not match up now. I leave the choice to you. Do note whether the spring 'push-rods' are on the outside (visible) or inside (unseen). At the time of writing I do not have a relevant photo to consult.

Stroudley Outside Frame Tender:

The only modification that has been made to this kit, since first release, is the provision of etched nickel silver under-hung springs - instead of the superbly cast though rather fragile whitemetal ones. These are so vulnerable during construction that I decided to make the change. They are made up from 2 pieces, which are soldered face-to-face - **ensure that the tiny 1/2-etched area on each hanger faces its opposite number.** Together, this forms a 'slot' which passes either side of the tender frame. Now that the springs come separate from the whitemetal axleboxes, greater care will be needed not to let this flood with solder during joining of both halves together. Now simply slide up into position and solder sparingly. It is likely that just a touch of liquid flux judiciously applied would draw any excess of solder into position. A pair of locking tweezers will greatly assist in this procedure. Whitemetal axleboxes are glued in place.

1. **Also please note:** ignore the 1/2-etch line along the upper part of the insides of the tender sidesheets - both **Belgravia** and **Goodwood** had the full-height version - as the C1's did.

2. **Outside Frame Tender** lower frame sides: There is a real space shortage for those working in P4. If it is found that there is not quite enough space between the frames and the wheels, a small shim will need to be cut and soldered in between, and filed back to the outline.

3. **Tender hand brake**: This has caused a good deal of problems, as the handle part was originally a whitemetal casting which, though beautifully cast, was way too weak. Therefore the castings have been included, but I suggest you cut it off the handle, and substitute a small brass split-pin, through which you can solder a wire handle. This, in turn, can be Araldited into a drilled hole on the top of the cylindrical body.

4. **Lower outside frame front loop**: if you look at photos of this part, you will see that the 'return curve' - that sweeps down to the large lower tender step - is too far back. It will need a gentle rounding until it lies level with the front end of the full cut-out 'loop' above. Use either an oval or rat-tail section needle file.

Sussex:

Sussex cab: there is a problem waiting to happen here, if construction commences regardless of the need to paint the cab before it is attached. The springs for the rear trailing wheels will obscure the bottom front corners of the cab sides, so painting must be done first.

Here is the solution:
First, complete building the outside frames, smokebox and boiler as a unit. Then build the cab as a separate entity, but using the slots on the footplate as a guide. Once the 3 parts have been soldered together - 2 side sheets and front spectacle plate - add cab lookout beading and vertical handrail - pushing through eye provided and soldering just under roof edging. *Take care to get this vertical.*

Now add the inside 'boxes' - duly labelled on the fret as l.h.s. & r.h.s. - that for l.h.s. is shorter. Fold up and solder, ensuring the extra tab with the hole in is securely fixed to the rear edge, and solder two captive 2mm nuts on the top of these tabs. Then attach to the cab, only tack-soldering along the upper edge, to ensure no solder will creep down and reach the footplate. Now lift the cab off and complete the soldering.
The wire spigot on the rear firebox former will act as a location for the cab front (drill out the mark) and the 2 screws will hold the rear down. Take care to ensure that the cab sits down well on the footplate with nothing preventing it 'sitting down'.
If preferred, the firebox locator could be replaced with another screw, with the head greatly thinned, pushed through the former from inside and soldered, and a duly thinned nut attached in the cab. This would need a small drill-dimple in the back of the firebox backhead to accommodate it.

Improved Drag beam: (instruction paragraph numbers **21, 22)** The drag beam link arrangement is now changed. I have re-designed this part, and now it has two 'wings' that fold inwards, and the parts in which the link-pin holes are situated have been broadened. This makes a kind of box into which the chassis rear end can now be located – needing just one screw at the front end, which enters a captive nut under the smokebox, as is the usual way in my kits.