



BR 9F 2-10-0

As an Accucraft factory training model

KIT and Factory BUILT

BR F9 Prototype History and Specifications

'BR9F' was the last steam British Railway locomotive to be built.

This BR Class 9F, designed at Derby under the direction of R. A. Riddles, was built in 1960 at Swindon. This was British Railways' final and probably their most successful design. A total of 251 of this class were built to haul heavy freight traffic, but when

required, they successfully worked express trains such as the "Pines Express."

"I am sure it has been truly said that no other product of man's mind has ever exercised such a compelling hold upon the public's imagination as the steam locomotive. No other machine in its day has been a more faithful friend to mankind nor has contributed more to the growth of industry in this the land of its birth and indeed throughout the whole world... Those who have lived in the steam age of railways will carry the most nostalgic memories right to the end."

The single largest class of new locomotive to be constructed after the Nationalization of Britain's railroads in 1948, the 251 representatives of the Riddles-designed Class 9F 2-10-0 were amongst the most powerful steam locomotives ever constructed in the United Kingdom.

First introduced in 1954, these impressive locomotives were destined never to fulfill their true potential as, in 1955, the Modernization Plan foreshadowed the complete elimination of steam traction from Britain's railroads. Construction of the class continued until 1960, when No 92220 Evening Star became the last main line steam locomotive to be constructed for use by BR. By this date, however, it was clear that the class was destined to have a relatively short life and, by the final withdrawal of main line steam in August 1968, many of the class had been withdrawn after less than a decade in service. Designed primarily for heavy freight traffic, where they performed superbly on services such as the iron ore duties from Tyne Dock to Consett, the '9Fs' were equally at home on passenger turns. Amongst the lines that were to see the class regularly hauling passenger trains was the ever-popular Somerset and Dorset line between Bournemouth and Bath.

Specifications of 9F class

Gauge: 1/32 – Gauge One

Total Length: 627 mm (24.685 inches)

Engine 398 mm (15.669 inches)

Tender 229 mm (9.015 inches)

Width: 86 mm (3.85 inches)

Height: 125 mm (5 inches)

Cylinders: 2 Cylinders with Drain Valve

Bore: 13 mm x Stroke 22 mm mm

Valve stroke: 6 mm x 6

Steam Port: 2 x 6

Valve Gear: Walschaert, Valve Travel 66 mm,

- Cut off 75% (full gear)

Wheel Arrangement: 2-10-0

Main Driving Wheel: 46.8 mm

Leading Truck Wheel: 28 mm

Lubricator: Roscoe Displacement Type

Axle Driven Pump: Bore 5 mm x Ram Stroke 6 mm

Boiler: C Type with 8 mm water tube

Boiler Capacity: Water 255 cc at 80% full

Normal Working Pressure: 3-4 kg/sq. cm

Burner: 3 Tube Alcohol Burner

Controlling Features and Other Devices:

Regulator Valve, Blower Valve Reverser Handle Drain Valve Handle By-pass Valve

2 x Safety Valves Blow-down valve Water Gauge Pressure Gauge and Superheater

Tender: Hand pump mounted Removable alcohol tank capacity 180 cc Methylated alcohol

Minimum Radius: 2 mm (6 1/2 feet)

Take a closer look at the pilot model - [click here](#) Assembly and Test Report by Markus Neeser - [click here](#)