

### PAYMENT AND DELIVERY

The kit is supplied in four instalments spread over 12 months as production of the parts progress. Deliveries will start with the tender, followed by the loco frames and etchings and ending with the boilers, controls and details.

Initial payment is by deposit (card, bacs or cash) paid with your order, followed by twelve monthly instalments by Standing Order through your bank ( we will supply a Standing Order form). Please arrange payments at the start of the month.

Other payment methods can be arranged on request. Please note that should you decide to cancel your order, the deposit is not refundable. All Prices shown include 20% VAT.

### COLLECTION

From works or pick up at shows/exhibitions as production progresses, or collect at the end once complete.

	Deposit	Instalments	Total	Ready to run
Static kit	£129	12 x £128	<b>£1,665</b>	£4,163
Spirit fired	£215	12 x £215	<b>£2,795</b>	£7,150
Coal fired	£235	12 x £230	<b>£2,995</b>	£7,490
Rebuilt Static kit	£141	12 x £133	£1,737	£4,343
Rebuilt spirit fired	£231	12 x £222	<b>£2,895</b>	£7,250
Rebuilt coal fired	£239	12 x £238	<b>£3,095</b>	£7,590

### POSTED

Add **£10** to each instalment to cover the cost of four postages. Total **£120**. Receive the kit in four packs over the twelve months, posted using the Royal Mails' 'Special Delivery' service within UK. These are guaranteed delivery before 1pm the next day, must be signed for and have adequate compensation against loss and damage.

### EXPORTS

For overseas customers, the instalment weight is limited to below 2Kg to keep airfreight cost down. The payment in four instalments reduces bank charges. Please enquire for further details. Post is easier and cheaper in one box when the kit is complete.

### R-T-R

On order 10% deposit will be requested, a provisional completion date will be given and payment schedule. Preferred Loco name, number and livery will be requested when order placed.

## **BARRETT STEAM MODELS LTD**

THE OLD EXCHANGE  
47A CORONATION ROAD  
HIGH HEATH,  
PELSALL,  
WALSALL. WS4 1BG

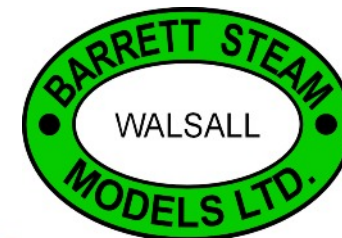
Works Tel. 01922 685 889.

Website :- [www.barrettsteammodels.co.uk](http://www.barrettsteammodels.co.uk)

E-mail :- [locosales@barrettsteammodels.co.uk](mailto:locosales@barrettsteammodels.co.uk)



### GAUGE ONE MODEL MAKERS KIT



## L.M.S. ROYAL SCOT

In the autumn of 1926 the North British Locomotive company was asked by the LMS to design a new 4-6-0 for express passenger work. This was undertaken under the auspices of Sir Henry Fowler. The following February an order was placed for a batch of 50 to be ready for the summer. The first on was delivered in July. Following some initial teething problems the remainder of the order started to arrive in the autumn of that year. Such was need and the confidence in the design, no prototype was built. It appeared with the standard 3500 gal Fowler tender. A tragic accident at Leighton Buzzard in 1931 was thought to have been caused by restricted vision due to smoke and steam 'clinging' to the boiler. After trials to overcome the problem, smoke deflectors were introduced. Stanier's arrival as CME saw further changes. The first was to the main axleboxes where his version, based on Swindon practice, reduced hot boxes from 80 to 7 per year. In 1936 some locos were fitted with his new high sided 4000 gallon tender, designed for the Jubilees. Following the unsuccessful high pressure experiments, Fury was rebuilt with the new 2A boiler in 1935. Fury was renamed British Legion. After a period of development the tapered boiler and double chimney was shown to bring considerable advantages to the performance and economy. A programme of rebuilding with the 2A boiler started in 1943. The last conversion was completed in 1955. Withdrawal started in 1962 and finished in 1965. To join our range will be the later rebuilt Royal scot.



## THE MODELS

Original large boilered version, they can be built with or without the smoke deflectors. The tender choice is either the original 3500 gallon tender or the Stanier 4000 gallon version. In common with our other designs, the working valvegear will be a robust, slip eccentric, protected between the frames. The outer Walshaerts valvegear will move in a prototypical manner but not be functional, what has been referred to as 'Bullshaerts'!

The new version we are completing is the rebuilt Royal Scot with 'v' rim wheels and tapered boiler.

Both versions are available as spirit fired or coal fired for those who want a challenge.

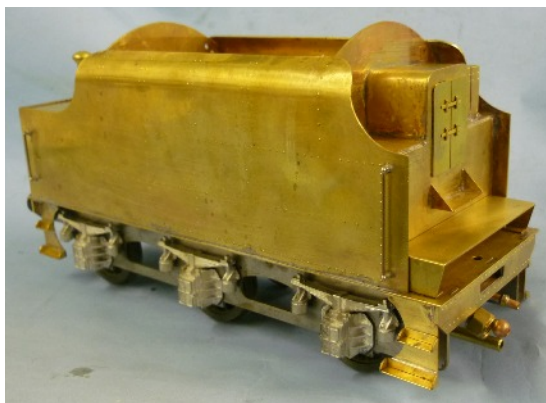
The boiler is built, tested and certified. The cylinder units come as a 'loose assembly' with pistons and valves in place ready for you carry out the final assembly and seal it up. Items such as hand and axlepump bodies are pre assembled. The kit includes laser cut steel items, etched brass components, all machining done, pressure gauge, screws, nuts, rivets, 'O' ring seals, springs etc. to complete the assembly.

You will require a bench and vice, some hand tools, a drilling facility (which could be an electric drill on a stand) and a small gas torch for soldering. The work includes bending sheet metal, drilling piloted holes out to size, tapping threads in holes ( in many cases nuts could be used instead), soft and hard ( silver) soldering of small items.

The model making hobby is littered with part built projects which have been abandoned because the modeller has hit a problem. Included in the price are two hours of our time, a 'get out of trouble' service. It could be advice on the phone, a practical soldering training session in our works, correcting a mishap or setting valve timing. Apart from phone calls, a modest charge will be made for time spent over your two hours.

We can also supply replacements for individual components providing they are returned for us to identify. For etched items there will be charge depending on the size. Whitmetal returned with stamped addressed packing are free. Laser cut steel may be a problem as there are minimum order quantities involved and we shall only order a limited number of spares.

The Construction Guide comprises over 50 pages of photographs, exploded diagrams; produced on 3D CAD, and text, together with identification diagrams and drawings. It takes you through each stage of the build, including jigs and methods, settings and adjustments, finishing with operation and use.



## LOCO SPECIFICATION

Length	660mm
Track radius	2.6m 8'6" minimum
Weight	7.5 Kg Approx
Fuel	Alcohol (Methylated spirit) supplied by constant level feed system. To 'toast rack' style wick burner.
or	coal
Boiler	Internally fired, multi flue, superheated, with safety valve. Built from copper and bronze, silver soldered throughout. Tested to 200psi (13bar) Maximum safe working pressure 100psi (6.5bar)
Spirit	dry firebox sides, water level valve
Coal	Wet firebox sides, with watergauge
Controls: loco:	Regulator, blower, low water level test valve, pressure gauge.
tender:	water pump bypass, fuel valve.
Cylinders	Two, 1/2" bore x 7/8" stroke ( 12.5mm x 22mm)
Valvegear	Slip eccentric, slide valves
Lubrication	Displacement (Rosco) type.
Water feeds	Tender carries water in rear tank containing hand pump. Loco has axle pump driven from driving axle.

