

## DELIVERY AND PAYMENT

The kit is supplied in four instalments. The first pack is dedicated to the tender, starting with the etchings. Pack 2 sees a start to the loco frames, progressing through wheels and suspension, motion, boiler and controls in pack 4.

The initial payment will be your deposit, reserving your kit. When the batch starts we request that you set up a 'Standing Order' with your bank for the twelve instalments. We shall supply a standing order form with our details. Please arrange payments for a date at the beginning of the month. Other Payment methods can be arranged upon request.

We will quote overseas postage on request.

## COLLECT

Ex- works. No postage. Pay a deposit and 12 instalments, then collect the kit by arrangement or as one box at the end of the twelve months.

	Deposit	Instalments	Total	RTR
Spirit	£223	12 x £222	<b>£2,880</b>	<b>£7,218</b>
Static	£136	12 x £133	<b>£1,732</b>	<b>£4,330</b>

## POSTED

All kits are delivered by special delivery in 4-5 packs at 3 monthly intervals, total cost £120. This works out at an additional cost of £10 per month

For overseas customers, the total cost would include the price of the complete kit plus the cost of delivery to your country per instalment. Please enquire for more details.

GWR 3000  
gallon tender



## BARRETT STEAM MODELS LTD

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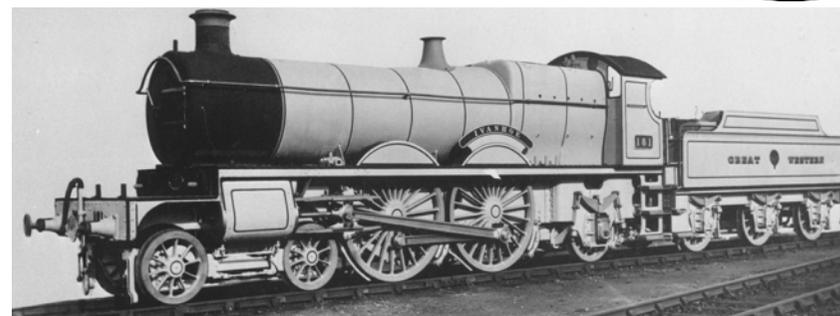
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Prices include UK VAT at 20%    Vat Reg. No 923 332057



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## MODEL MAKERS KITS



## G.W.R. 4-4-2 'SCOTT'

### The Genealogy of the GW 2 cylinder

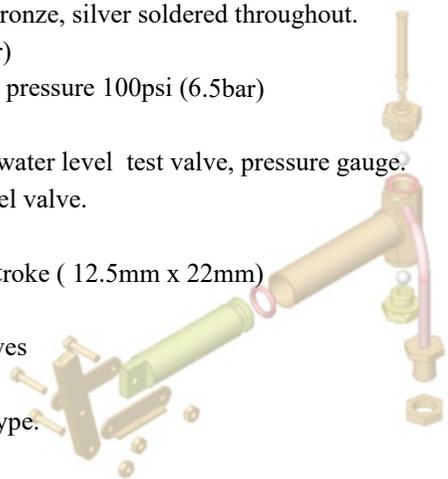
G. J. Churchward started to develop his new designs in 1901, before he took over from William Dean in 1902. His first production express locos were a series of Atlantics and 4-6-0s (2971 - 2990) They all had 6' 8 1/2" driving wheels, 3'3" bogie wheels, inside steam pipes and 3500 gallon tenders. These appeared in 1905 and were classed as Scotts as they bore the names from Walter Scott's Waverley novels. Several were built as 4-4-2s and later converted to 4-6-0, with others treated visa-versa, whilst the merits of both wheel arrangements were being gained. 1906 saw the completion of ten further 4-6-0s (2901 - 2910) called 'The Ladies'. They were fitted with both long or short cone boilers.

They all had the square footplate drop forward of the cylinders and no drop at the cab end. 1907 saw the first of the true Saints, Nos 2911 - 2930. These all had the long cone No 1 boiler with curved footplate drop at front and rear, and carried the names of Saints. The final version appeared in 1911 as the Courts (2931 - 2955). These were visually the same as the Saints but incorporated a number of technical advances. In December 1912 there was a revision of the Company's numbering scheme and all the above groups were classed as Saints.



**LOCO SPECIFICATIONS**

Length	25.25" (642 mm)
Track radius	7 ft (2.13 M) minimum
Weight, dry.	10 - 12 lb (5 - 5.5 Kg) Approx.
Fuel	Alcohol (Methylated spirit) supplied by constant level feed system to 'toast rack' style wick burner.
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)
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. Main loco axleboxes individually sprung. Bogie equalised and sprung. Buffers and coupling hooks sprung.



**The MODEL MAKERS KITS**

These are produced for those whose machining facilities or skills are limited or whose modelling time is at a premium. 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. Whitemetal 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.

