

### 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 (cheque 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.

Spirit Deposit	£153	Instalments 12 x £143	Total	<b>£1,869</b>
Static Deposit	£83	Instalments 12 x £76	Total	<b>£995</b>
Ready to Run		electric £2,488	Steam	£4,673

### **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.

Regrettably, we cannot accept orders from North America or Canada due to restrictions placed on us for Product Liability cover by our insurers.

### **BARRETT STEAM MODELS LTD**

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Hours 9 - 5 Mon - Thurs; 9 to 1pm Fri

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## MODEL MAKERS STARTER KIT



### MIDLAND / L.M.S. CLASS 2P 4-4-0

The 2P class of locos were initially the result of Fowlers rebuilding program of earlier inside cylinder 4-4-0s during the period 1912-1924. These all had 7'-0" drivers and were coupled to Johnson flared top tenders. They became known as the '483' class. In 1928 Fowler instigated a batch of completely new class 2Ps which by 1932 numbered 138 locos. These all had 6'-9" drivers and were coupled to fowlers flat sided tenders. They carried running numbers 563 to 700. Included in this batch were three supplied to the Somerset and Dorset Joint Railway, Nos. 633,4,5. The last of the 2Ps was scrapped in 1963 and non were preserved. During their lifetime they appeared in MR/ LMS red, SDJR blue, LMS black and BR black liveries.

### **THE MODEL**

Our model represents the Fowler version of 1928 with the 6'-9" drivers and flat sided tender. It can be built as Midland / early LMS with the reverser and ejector on the right or later LMS / BR with them on the left. The frames are laser cut steel as are the coupling and connecting rods. The sheet metalwork is etched from brass with all components ready profiled, self jiggging assembly tabs where possible and holes piloted. The tender contains a hand pump, allowing extended running times. The lubricator will need refilling after about 30-40 minutes. The meths capacity should give well over 30 minutes use, depending on speed and load. We have made provision for the addition of an axle pump system at a future date.



At Barrett Steam Models we embrace traditional skills of the craftsman together with modern technology. Computers are at the heart of design, accurate production of etching masks and laser cut steel. We use CNC for production machining and pattern making. We cast our own whitmetal and inject our waxes for investment (lost wax) casting.

### MODEL MAKERS STARTER KITS

These are ideal for those whose machining facilities or skills are limited or whose modelling time is at a premium. They are a good stepping stone from the 4mm and 7mm kits into the world of gauge one. The 2P is a little more challenging than the recently introduced L.N.E.R. J38. It has two inside cylinders instead of one.

By choosing a loco with a flat sided tender and firebox sides it keeps the sheet metal work much simpler than say our City of Truro and Atlantics. It does introduce splashers but these will be supplied ready to screw in place. As with the J38, we have listened to some people's concerns about soldering and designed it for construction without the use of solder.

Boilers are built, tested and certified. The steam chests and cylinder units come as 'loose assemblies' with pistons and valves in place ready for you to carry out the final assembly and seal them up. The kit includes etched brass components, a number of investment castings in brass, plus detail castings in whitmetal. All machining is done but the final cleaning up and finishing is left to the builder. Pressure gauge, screws, nuts, rivets, 'O' ring seals, springs etc. are included 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. The work includes simple bending of sheet metal along etched fold lines, drilling piloted holes out to size, and using engineering adhesives and sealants as specified.

The model making hobby is littered with part built projects which have been abandoned because the modeller has hit a problem. We offer a free two hour '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. It could be two hours free consultation or training session in our works. Over and above the two free hours there will be a nominal charge.

We will also supply replacements for individual components, providing they are returned for us to identify. For etched items or investment castings there will be a charge depending on the size. Whitmetal castings returned with a stamped self addressed packing are free.

The construction guide comprises many photographs and text together with identification diagrams and drawings. It takes you through each stage, including settings and adjustments, finishing with operation and use.

### LOCO SPECIFICATION

Scale	10mm : 1ft
Length	21.75 " ( 553mm)
Weight	8 lb (3.4kg) dry weight.
Fuel	Methylated spirit supplied by constant level feed system.
Cylinders	Two, 1/2" bore x 7/8" stroke ( 12.6 mm x 22 mm)
Boilers	Internally fired, multi flue, superheated. with safety valve. Built from copper and bronze, silver soldered throughout. Tested to 200psi(13bar) Max. pressure 100psi (6.5bar)
Controls	Regulator, blower, pressure gauge, spirit valve and water level test cock.
Valvegear	Slip eccentric.
Lubrication	Displacement (Rosco) type.
Water feeds	Water carried in the tender which contains handpump A retro fit axledriven pump with its pipework and bypass control valve will be available from 2019.
General	Front bogie is sprung. All other axles unsprung. Buffers and coupling hooks are sprung. Wheels and axles are to Gauge One 'Standard' dimensions. Minimum Radius of curves 7' 6" (2.3 m) on prototype.

