

PAYMENTS & DELIVERY

Production of the kit starts with the tenders and associated components. Progressing through the loco frames and body etchings, wheels and suspension, motion, boiler and controls. We are offering the following delivery methods and respective costs. We normally ask for you to set up standing orders through your bank (forms will be provided) to pay the instalments but other payment methods can be arranged. Please ask for more information.

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.

Spirit	Deposit £192	Instalments 12 x £186	Total £2,424
Coal	Deposit £207	instalments 12 x £204	Total £2,655
Static	Deposit £122	Instalments 12 x £111	Total £1,454

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.

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



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MODEL MAKERS
KIT

DUAL FUEL MODEL



Photo. The production prototype

MIDLAND / L.M.S COMPOUND

The first five 'Compounds' were designed by Johnson and built during 1902/3. Deeley succeeded Johnson and having made some modifications produced a further 40 during the four years between 1905/9. All the compounds up to this date had 7' drivers. No further Compounds were built until Fowler, after reducing the driving wheels to 6'9" diameter, produced a further 150. Their handsome line, particularly in the red livery, has always endeared them to modellers.

THE MODEL

This model was originally conceived as a spirit fired loco but several requests for another coal fired kit have encouraged us to think again. The result is the Dual Fuel option. The design has been modified to allow it to operate as a spirit or coal fired model. The change over between the two fuels taking about ten minutes. If you want a nice relaxed run then set up the spirit burner. If you fancy the aroma of a coal fired loco and the challenge of firing a narrow box, then remove the burner and fit the grate and ash pan.

Our model represents the Deeley version. To ensure that the sprung suspension can work effectively, the wheels are turned to 6'9" thereby allowing vertical clearance between the flanges and the boiler. For those of you modeling the LMS version they are spot on. If you are modeling the Midland version, then it represents a set of wheels that have been well used and re-profiled to the minimum diameter allowed before new tyres were shrunk on. The frames are laser cut steel, as are the coupling and the connecting rods. The sheet metalwork is etched from brass with all components ready profiled with self jiggling assembly tabs where possible and holes piloted.

The loco has hand and axle driven pumps 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. The coal fired option will run for as long as you can keep shoveling.

BARRETT STEAM MODELS LTD

John Barrett started Barrett Engineering in 1980 having spent many years in engineering quality management. Our core business is building high quality, reliable, live steam, gauge one locos. During our thirty years we have been in continuous full time manufacture and can justifiably claim that ,together with our production team, we have more experience of design and manufacture than any other in this field. In recent years his son Steven, joined the business.

With the retirement of John the business has changed name becoming Barrett Steam models Limited still manufacturing to a high standard, kits for locomotives, coaches, wagons and some track side accessories, with the occasional ready-to-run commission being taken.

MODEL MAKERS KIT

These are ideal for those whose machining facilities or skills are limited or whose modeling time is at a premium. They are a good stepping stone from the 4mm and 7mm kits into the world of gauge one. The compounds are a little more challenging than the B4 'Doddle' and the forthcoming G.E.R. J65 tank kit. The flat tender and firebox sides mean that the sheet metal work is more straightforward than our City of Truro and Atlantic kits.

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 not. 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) and a small gas torch for soldering. The work includes simple bending of sheet metal, drilling piloted holes out to size, soft soldering and some silver (hard) soldering of small components.

The model making hobby is littered with part built projects which have been abandoned because the modeller has hit a problem. We offer 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. We include two hours free consultation or training session in our works and will try to advise over the phone during normal working hours. 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 the 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 of 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 SPECIFICATIONS

Scale	10mm : 1ft
Length	22 3/4" (580mm)
Fuel	Alcohol (Methylated spirit) supplied by constant Level feed system or for the Dual Fuel option, coal.
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 (13 bar) Max. allowable pressure 100psi (6.5 bar)
Controls	Regulator, blower, pressure gauge, spirit valve and water level test cock On Dual Fuel version the water level test cock is replaced by a sight glass water gauge.
Valve gear	Slip eccentric
Lubrication	Displacement (Rosco) type.
Water feeds	Water carried in the tender which contains hand pump, and axle driven pump with its pipework and bypass control valve.
General	Loco suspension, buffers and coupling hooks sprung. Wheels and axles are to Gauge One 'standard' dimensions.

