



PAYMENTS & DELIVERY

Production of the kit parts starts with the tender 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.

	Deposit	Instalments	Total	RTR
Static/un-powered kit	£174	12 x £164	£2,142	£5,141
Spirit kit	£259	12 x £253	£3,295	£7,908
Coal Kit	£279	12 x £268	£3,495	£8,388

POSTED

Add £10 to each instalment total £120, Parcels sent by Royal Mails' 'Special Delivery' service for the UK. These are guaranteed delivery before 1pm the next day, must be signed for and have adequate loss or damage compensation. Delivery sent each quarter. 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.

Tender Stanier
4000gallon



BARRETT STEAM MODELS LTD

The Old Exchange,
47A Coronation Road,
Pelsall,
Walsall,
WS4 1BG,
ENGLAND

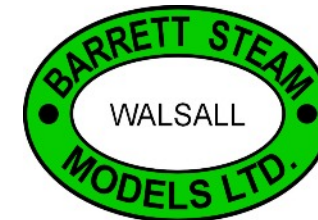
Website :- www.barrettsteammodels.co.uk
E-mail :- locosales@barrettsteammodels.co.uk

Telephone :- 01922 685 889
Office Hours 9am to 5pm



March 2025

GAUGE 1 MODEL MAKERS KITS



L.M.S. 4-6-0 5XP 'JUBILEE'

Following the introduction of the Royal Scot class in 1927 it was felt that another loco of similar power but reduced weight and thus greater route availability was required. William Stanier, the new CME, arrived in 1932 and set about the task. Starting with the Scot chassis and motion a new tapered boiler was added, the first example 5552 appeared in 1934.

Further orders were added until the class totalled 191. During their lifetime there were many versions. The obvious visible changes were from the straight throatplate 2A boiler to the new sloping 3A version. Domes and water feed boxes also moved to suit. Later in their lives some of the class were 're-built' with double chimneys.

Most of the Jubilees were fitted with Stanier 4000gal, 7ton, roll top tenders. However, number 4564-73 were fitted with Fowler 3500g ones, displaced from the Scot rebuilding program. Liveries started in LMS red but included the late BR black and BR green. BR also experimented with blue and green versions.

THE MODEL

Our model is based on the original single chimney version with either the 2A or 3A boiler. 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 book 'LMS Jubilees No.2' by Essery and Toms, (Wild Swan 1994) gives full accounts of all variants.

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.

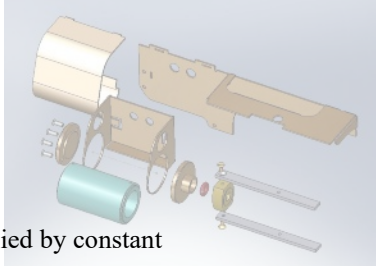
The model making hobby is littered with part built projects which have been abandoned because the modeller has hit a problem. Included in the price are two hours of our time, a 'get out of trouble' service. It could be advice on the phone, a practical soldering training session in our works, correcting 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. 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 30 pages of photographs, exploded diagrams produced on 3D CAD and text, together with identification diagrams and drawings. It takes you through each stage, including jigs and methods, settings and adjustments, finishing with operation and use.

LOCO SPECIFICATION

Scale	10mm to 1 foot		
Length	647mm (25.5")		
Track radius	2.3m (7'6"t) minimum		
Weight	5 Kg (10 lb) est.		
Fuel	Alcohol (Methylated spirit) supplied by constant level feed system to a 'toast rack' style wick burner.		
Boiler	Internally fired, multi flue, superheated, with safety valve. Built from copper and bronze, silversoldered 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, 12.7mm dia x 22mm stroke (1/2" x 7/8")		
Valvegear	Slip eccentric, slide valves, between frames		
Lubrication	Displacement (Rosco) type.		
Water feeds	Tender carries water in rear tank containing hand pump. Loco has axle pump driven from driving axle.		
General	Buffers and coupling hooks sprung.		

