

### DELIVERY AND PAYMENT

The kit is supplied in 4 quarterly instalments. The first pack is dedicated to the tender. Pack 2 sees a start to the loco with laser frames and chassis etc, progressing through wheels and suspension, motion, boiler and controls for packs 3-4.

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	£246	12 x £242	<b>£3,150</b>	<b>£7,245</b>
Coal	£266	12 x £257	<b>£3,350</b>	<b>£7,705</b>
Static	£164	12 x £157	<b>£2,048</b>	<b>£4,915</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.

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## GAUGE 1

### MODEL MAKERS KITS



### G.W.R. Grange 2 cylinder 4-6-0s

Collett followed Churchward and in 1924 rebuilt Saint Martin with 6' driving wheels, 3' bogie wheels and a cab with side windows. The design was a great success. Renumbered 4900 it became the first of the Mixed traffic 'Hall' class.

Even before the Hall was developed, the operating department had suggested a version of the 43XX Mogul, fitted with the Saint No 1 boiler. By 1936 the early Moguls were beginning to be withdrawn. Collett retained ten used sets of 5' 3" driving wheels, cylinders, motion and tenders from these locos and together with the No 1 boiler, built the first of the new Grange class. These were an immediate success, so 100 moguls were dismantled, their parts recycled and the batch increased to 80 (6801 - 6879).

None of this class have been preserved but there is a replica under construction using parts from an ex-Barry Hall.

## The MODEL MAKERS KITS

These are designed and 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 Steam Chest units come as a 'loose assembly' with valves in place ready for you carry out the final clean and assembly. Items such as hand and axlepump bodies are pre assembled. The kit includes laser cut steel items, etched brass components, Lost wax brass and whitemetal castings.

All machining is done. Pressure gauge, screws, nuts, rivets, 'O' ring seals, springs etc. are supplied to complete the assembly. We do not supply paint, transfers, solders, time or patience.

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.

### Support for the model maker.

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.

When we are halfway through the final cut of a cylinder bore or a long soldering job and someone phones with a question that could have been answered by reading the manual we do sometimes get a little annoyed. Having said that we also accept that sometimes a paragraph may not answer your question, in which case a phone call is quite acceptable as we can then edit the text for future editions.

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 castings 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, photographs 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 SPECIFICATIONS

Length	25.25" (642 mm)
Track radius	7 ft 6" (2.39 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.

