

This contains Society products (some in stock) and other supplier's items (some historic). Items not available from the supplier may turn up in the Society's Secondhand Sales. Images are not always available.

Organised by grouping company and wheel arrangement Loco Kits

Loco Kits; GWR

3SMR GWR Collett 48XX / 14XX 0-4-2T with a separate Romford brass Each 31.50
LG3/X chassis kit powered by a Romford Terrier motor, later in 1966
LG48X modified with a white metal chassis to take a Triang X500 motor
(for Minic cars and 00 Rocket). In 1977 the mark III had a
Fleischmann motor. Essentially an accurate model apart from the
cab roof profile which should be 1 mm taller in the centre.
Numbers 4800 - 4874 and 5800 - 5819. Wheel base 7' 4" - 8' 2".
The 611 version of the 3SMR etched chassis has the wrong wheel
spacing but 1202/1402 may be in hand to correct this. First
advertised in November 1963. Currently available as 3SMR
LG48/X with an etched chassis. The correct wheels for a 48XX
are: drivers 5' 2" 15.5 mm 16 spoke pin between, trailing truck 3' 8"
11 mm 10 spoke.
xGEM






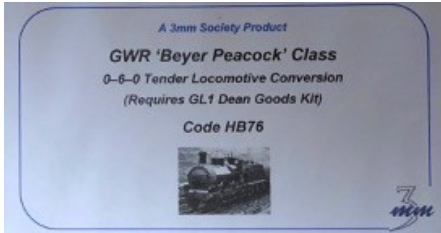
3SMR GWR Collett 57XX 0-6-0PT to fit Triang T90 Jinty (or T95 Diesel Each 43.50
LG1/X Shunter) chassis. New for the 1967/8 GEM catalogue. Alan
LG57X Searle's Signal Products did a kit of the missing bits such as
injectors and sandboxes, some of which are now available from the
3 mm Society and most of the others are in Bruce Hoyle's list
available from David Stapleton Engineering. It looks better without
Gem's skirt to hide the Triang chassis. Numbers 5700 - 5799,
6700 - 6749, 7700 - 7799, and 8700 - 8749. The 3 mm Society
outside frame kit HB76 can be used to back date this locomotive to
make an 0-6-0PT rebuild of a Beyer Peacock, GWR numbers 322 -
323 and 325 - 327. A white metal and brass side frames substitute
chassis was made in 1971 to take a K's mark II motor after Triang
chassis disappeared. The 3 mm Society offered variants with
different wheel spacings. The GEM kit is currently available as
3SMR LG57/X with an etched chassis. Wheel base 7' 3" + 8' 3".
3SMR 601 chassis with plain rods was intended for 0-6-0PTs but
fold up 1203/1403 replaced it. The correct wheels for a 57XX are:
drivers 4' 7½" 13.875 mm 14 spoke pin between.
xGEM


3SMR 57xx Class 0-6-0PT Pannier Tank Locomotive (flat-top cab) Each 55.00
L.1021 Mixed media Brynkit



3SMR 8750 Class 0-6-0PT Pannier Tank Locomotive (round-top cab) Each 55.00
L.1022 Mixed media Brynkit



| Code | Description | Unit | Price | Picture |
|------------------------|--|------|-------|---|
| 3SMR C7 | GWR Hawksworth 94XX 0-6-0PT with taper boiler. Introduced in a BEC advert in Model Railway News of May 1962. Reviewed in the June 1962 Railway Modeller. A reasonably accurate model although it would benefit from shortening the front of the foot plate by a millimetre and fitting proper GWR locomotive buffers. The buffer beam is too wide; it should be 24 mm (8"). The smokebox door is too flat and the chimney is 3 mm (1") too far forwards. The cab / bunker is 1 mm too low. Numbers 3400 - 3409, 8400 - 8499, and 9400 - 9499. Only 9400 - 9409 came before nationalisation. Wheel base 7' 3" + 8' 3". 3SMR 601 chassis with plain rods was intended for this kit but 1203/1403 replaced it. The correct wheels for a 94XX are: drivers 4' 7½" 13.875 mm 14 spoke pin between. Sharman lost the ½" off most GWR 4' 7½" wheels but produced a 14 mm wheel, M426, specifically for the Pannier tanks. x Esanel | | |  |
| | On a Triang chassis with Romford wheels | | | |
| KL2 3SMR C14 | GWR Collett 97XX 0-6-0PT, 9700 - 9710 condensing pannier tank to fit Triang T90 Jinty (or T95 Diesel Shunter) chassis. K's | | |  |
| | on a Triang chassis | | | |
| 3SMR LG4/X LG57X | GWR Collett 56XX 0-6-2T. The kit contained a cast chassis. Numbers 5600 - 5699 and 6600 - 6699. Swindon built the first 150 but Armstrong Whitworth built the last 50 which had copper chimney caps and shorter safety valve covers. New for the 1974 GEM catalogue but took a long time to appear, probably late in 1975. Reviewed in Mixed Traffic number 42 in October 1975. Currently available as 3SMR LG57/X with etched chassis. Wheel base 7' 3" + 8' 0" - 6' 6". 3SMR 613 chassis with plain rods is intended for this kit. The correct driving wheels for a 56XX are: drivers 4' 7½" 13.875 mm 14 spoke pin between, trailing 3' 8" 11 mm 10 spoke. x GEM | Each | 43.50 | |
| GL001 | GWR 2301 Dean goods 0-6-0. Body & tender only white metal cast kit. Nos 2301-2360 and 2381-2580 but 2491-2510 were rebuilt as 39XX 2-6-2T. 3SMR etched Nickel Silver chassis 603 is for this locomotive but may be replaced by a fold up Bryankits 1201/1401. | Each | Oos |  |
| HB076 | GWR "Beyer Peacock" 322 Conversion kit This White metal conversion kit allows the conversion of the Society GL001 Dean Goods or the GEM 3SMR G1 GWR 57xx kits to the tender or tank versions of the Armstrong - Beyer Peacock GWR "Beyer" 322 class engines with Belpaire firebox. Nos 322-341 and 350-359. Rebuilding resulted in 322-327 becoming 0-6-0ST and apart from 324, they later became 0-6-0PT. For the tender version the rear of the frames must be cut away by some 9½ mm, check with a drawing, and the steps shortened to 3½ mm-. In both cases discard the footplate: for the tender version it will be necessary to cut away part of the rear lower smokebox - reducing the width of the front splashers will help here. The firebox also needs trimming front and rear and the cab cutting to fit. For the Pannier, assemble the tank sides to boiler top and front before fitting. The GEM kit is a Little over 1 mm too wide and the new footplate 1 mm too narrow if assembled tightly, so assemble the footplate with a gap between the frames and the buffer beam units, filling the gap with solder or Milliput. The tender engine uses the narrow, thicker buffer beam and the drag beam with a slot to take the tender coupling; the tank uses the wider, thinner, buffer beams. Appearance of the tank is greatly improved by fitting firebox sides and boiler undersides. The side frames have been made to accept a chassis with wheelbase 24mm + 24mm, fractionally under scale. The kit predates the Bryan kits 57XX but can probably be used with that as an alternative to the GEM variant. | Each | 8.00 |  |

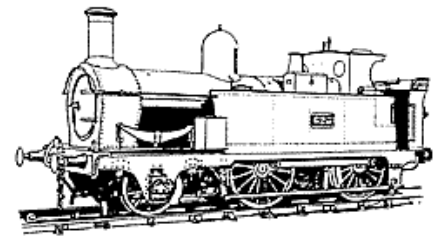
| Code | Description | Unit | Price | Picture |
|------------|--|------|-------|---|
| 3SMR C9 | GWR Collett 2251 0-6-0 to fit the Triang T90 Jinty (or T95 Diesel Shunter) chassis. GWR numbers 2200 - 2299 and 3200 - 3219. Cast plates for 2248 included in the kit. The kit has a Churchward 3,000 gallon tender with short fenders and a 7' 6" - 7' 6" wheel base but lacks the vacuum cylinder. A few of these ran with 4,000 gallon ROD tenders. Frank Vescoe claimed this as the most popular BEC TT kit. First advertised in March 1964 Railway Modeller. As the new etched and cast resin hybrid probably replaced it, and has much better proportions, this kit may not survive. Wheel base 7' 3" + 8' 3". 3SMR chassis 603 with plain rods was intended for this locomotive but is being replaced by foldup 1201/1401. The correct wheels for a 22XX are: drivers 5' 2" 15.5 mm 16 spoke pin between, tender 4' 1½" 12.375 mm 12 spoke. xBec | | Oos |  |

On a Triang chassis

| | | | | |
|-----------------|---|------|-------|--|
| 3SMR L.1007A | 2251 Class 0-6-0 Loco & Standard 3500 gal Tender Mixed media Brynkits | Each | 65.00 | |
| 3SMR L.1007B | 2251 Class 0-6-0 Loco & Collett Flush Bottom 3500 gal Tender Mixed media Brynkits | Each | 65.00 | |
| HB064 | GWR 2-4-0 '3206' Barnum with Belpaire firebox with the Dean Goods tender. | Each | 22.00 | |



| Code | Description | Unit | Price | Picture |
|-------|---|------|-------|---------|
| RX001 | <p>GWR 455 Armstrong Medium Metro 2-4-0T, Society etched kit from Rod Neep artwork, originally no chassis</p> <p>It now comes not only with a chassis but with an extra etch by Andrew Thomas which enables the later versions of the locomotive, with enclosed cab, to be modelled.</p> <p>A large class of locos built between 1869 and 1899 with numerous variations in boiler, tanks, cab and bunker. Thirty one were rebuilt with much larger tanks in 1898/9. The kit depicts a loco with medium tanks, half-cab and either Belpaire or round top boiler.</p> | | 45.00 | |



GWR Metro Tank – Nick Salzman



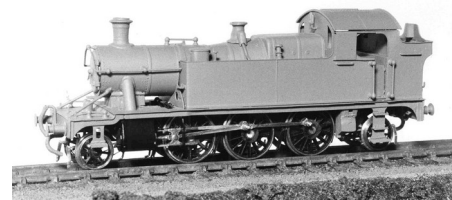
Photo Nigel Brown Enclosed Cab version



Photo Nigel Brown Enclosed Cab Version

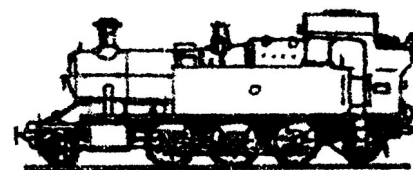
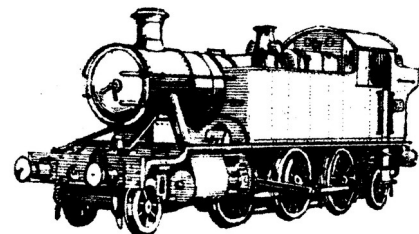
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|-----------------|--|-------|
| 3SMR LS27 | GWR Aberdare Class 2-6-0 Loco & 3,500 gal tender Etch | 31.00 |
| 3SMR LG43/X. | <p>GWR Churchward 43XX 2-6-0, originally with its own white metal chassis requiring a K's mark II motor. Numbers subject to some shuffling, the basic 43XX occupied 43XX, 53XX and 63XX. Several 43XX were given 1' cast extensions to the front buffer beams to improve riding and renumbered as 83XX which proved successful; however they reverted to 43XX and 65 53XX then had the same conversion to become 8300 - 8364. Subsequent erosion of 43XX by conversion to Grange and Manor led to reabsorption into 53XX. 9300 - 9319 had side window cabs and were later renumbered 7322 - 7341. The kit has a Collett 3,500 gallon tender with long fenders and a 7' 0" - 7' 6" wheel base but the wheel base should be 7' 6" - 7' 6" and it lacks the vacuum cylinder. New for the 1969/70 GEM catalogue. Reviewed in Mixed Traffic number 18 in September 1969. A pretty accurate kit. Currently available as 3SMR LG43/X with an etched chassis. Wheel base 8' 9" - 7' 0" + 7' 9". 3SMR chassis 614 with plain rods is intended for this kit. The correct wheels for a 43XX are: pony 3' 2" 9.5 mm 10 spoke, drivers 5' 8" 17 mm 18 spoke pin in line, tender 4' 1½" 12.375 mm 12 spoke.</p> <p>x GEM</p> | 62.50 |
| 3SMR L.1013A | GWR 43xx Class 2-6-0 Loco & Standard 3500 gal Tender Brynkits | |

| Code | Description | Unit | Price | Picture |
|-------|--|------|-------|---------|
| MX001 | GWR Churchward 45XX Small Prairie 2-6-2T. Malcolm Mitchell Modelex/Churchward etched brass kit with nickel silver chassis and 3mm Society white metal fittings from Alan Searles masters. Nos 4500-4574. | Each | Oos | |



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| | | | | |
|-------|--|------|-------|--|
| MX002 | GWR Churchward 45XX Small Prairie 2-6-2T. Alan Searle 'Signal Products' cast white metal body kit with Malcolm Mitchell Modelex/Churchward etched nickel silver chassis kit. Nos 4500-4574 | Each | 47.20 | |
|-------|--|------|-------|--|



| | | | | |
|--------------------|---|--|-------|--|
| 3SMR L.1011 | GWR 4575 Class 2-6-2T Small Prairie Tank Locomotive Brynkits | | | |
| KL1 3SMR C15 | GWR Collett 61XX 2-6-2T Large Prairie to fit Triang T91 Castle chassis which required some serious liberties with the dimensions. The number 6117 is sometimes cast on the bunker side. K's | | | |
| 3SMR L.1012 | GWR 51xx/61xx Class 2-6-2T Large Prairie Tank Locomotive Brynkits | | | |
| 3SMR LS301 | GWR 42xx/52xx Class 2-8-0T Tank Loco mixed | | 65.00 | |
| 3SMR ES41 | GWR 33XX Dean Bulldog 4-4-0. Choice of 3 tenders but so far without castings, | | 25.00 | |
| 3SMR LG38 | GWR Churchward 38XX County 4-4-0. One of the last 10 with dropped foot plate at the cab. Numbers 3800 - 3839. 3800 was 3473 until 1912, and 3831 - 3839 were 3474 - 3482, so the last 10 which the kit represents are 3820 - 3829. Utilises many parts from the 43XX including the 3,500 gallon tender, produced following a long gap in 1984 after Roy Dock took over at GEM apparently because George wanted one himself. Advertised in Mixed Traffic number 60 in July 1980 but not reviewed until number 75 in 1984. Currently available as 3SMR G8 (or LG38 but that could be a typo). Wheel base 7' 0" bogie - 12' 0" - 8' 6". 3SMR 8' 6" 618 chassis with fluted rods will fit but is actually over length at 8' 8". The correct wheels for a 38XX are: bogie 3' 2" 9.5 mm 10 spoke, drivers 6' 8½" 20.125 mm 22 spoke pin in line, tender 4' 1½" 12.375 mm 12 spoke. x GEM | | 48.00 | |
| 3SMR L.1001A | GWR 78xx Manor Class 4-6-0 Loco & Standard 3500 gal Tender Brynkits | | | |
| 3SMR L.1002A | GWR 68xx Grange Class 4-6-0 Loco & Standard 3500 gal Tender Brynkits | | | |

| Code | Description | Unit | Price |
|--------------|---|------|-------|
| 3SMR LG60 | GWR Collett 60XX King 4-6-0 to fit the Triang T91 Castle chassis, and T92 tender. The Triang 4-6-0 chassis has 8' 0" + 8' 0" coupled wheel base, the Castle bogie is 7' 0". Numbers 6000 - 6029. A fairly good model allowing for its Triang Chassis. The cab windows need widening for all but one of the class and the outside steam pipes are a bit thin. Details worth attending to include sandboxes under the cab, cab handrails, side restraining springs on the bogie, a fire iron tunnel on left foot plate by the cab, pipes for the top feed, a reversing rod on right hand side, removing most of the nameplate supports, lifting holes in the front of the frames, steps on the front foot plate curve, and adding 1 or 2 (to taste depending on locomotive and period) of the sausage like protrusions where the smokebox meets the boiler which I think have something to do with oil pipes passing the superheater header. The GWR fitted taper shank buffers as per 3 mm Society RR5 which BR swapped to parallel, similar to the GEM buffers, late in life. From 1949, mechanical lubricators were added in various places. The tender wants a fall plate, a pair of brake standards, and some real coal. Advertised in September 1965 Railway Modeller. Currently available as 3SMR LG2 without chassis or tender. Wheel base 7' 8" bogie - 5' 6" - 8' 0" + 8' 3". The correct wheels for a King are: bogie 3' 0" 9 mm 10 spoke, drivers 6' 6" 19.5 mm 22 spoke pin between, Collett 4,000 gallon tender 4' 1½" 12.375 mm 12 spoke, wheel base 7' 6" - 7' 6". GEM | | 33.00 |

Picture



On a Triang Castle chassis, Triang wheels and tender

Loco Kits; LMS



| | | | |
|--------|--|------|-------|
| VW3 | LMS 0F, L&Y Aspinall class B7 'Pug' 0-4-0ST. Dudley Withers' etched and cast kit. Wheel base 5' 9". LMS numbers 11201 - 11257. The cab fret is intended to make a square by 3 etch folds and a joint; it is virtually impossible to make this square unless the fret is divided at the centre fold and the box assembled with 2 folds and 2 joints. The correct wheels for a Pug are: drivers 3' 0" 9 mm disc, 18" stroke but the kit uses (used?) 10.5 mm disc to make room for the gear wheel. | Each | Oos |
| CML001 | MR/LMS/BR 1377 Class 0-6-0T Open or Closed Cab/ Round or Belpaire Firebox) x Finney & Smith | Each | 35.00 |
| JM002 | LMS 3F Fowler Jinty 0-6-0T, John Maidment JM etched brass kit with nickel silver chassis and 3mm Society white metal fittings. Brass tube for boiler supplied. LMS Nos 7260-7681. Early engines No 7100-7149 and 16400-16764 until 1934-1938. 8 went to the WD in 1940 of which 3 failed to survive Dunkirk while the other 5 worked for SNCF until 1948. 7456 and 7553 emigrated to NCC in 1944. | Each | Oos |
| KD003 | LMS 2F, L&YR Barton Wright class 25 (Alias class F15) 'Ironclad' 0-6-0 tender loco. George Norton etched brass kit with nickel silver chassis and 3mm Society white metal fittings, originally sold without the chassis GN7. LMS Nos 12015-12064. Requires a length of 14 mm tube for the boiler. | Each | 28.80 |



Photo Finney & Smith

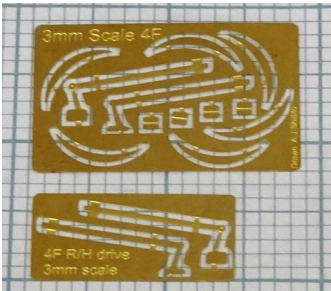
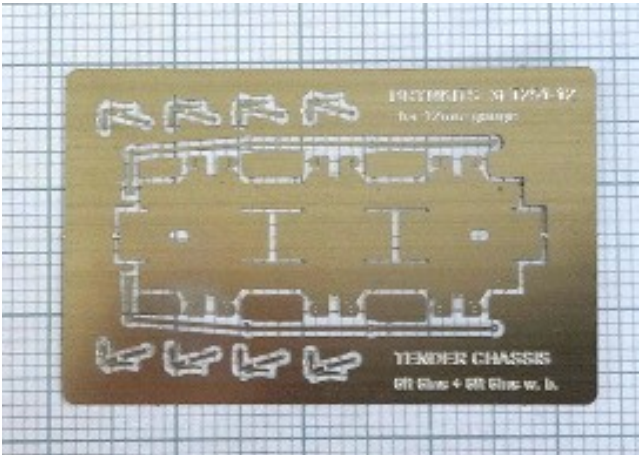
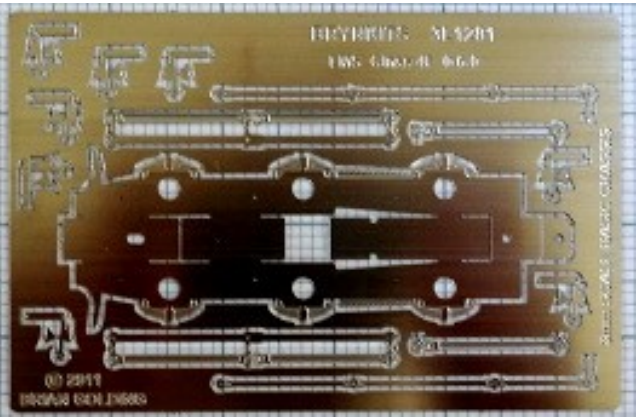
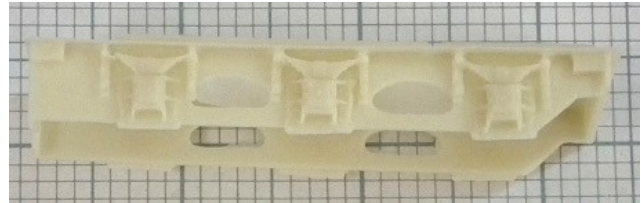
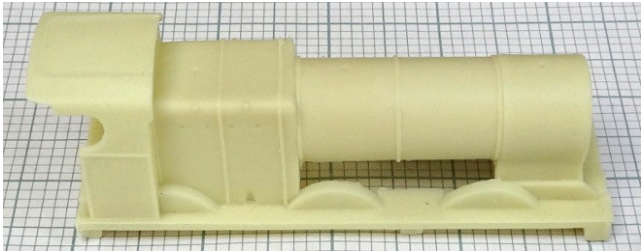









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| Code | Description | Unit | Price | Picture |
|-------------|--|------|-------|---|
| GN001 | LMS 2F, MR Johnson 0-6-0 '1698' (aka 3130) with round top firebox and 2,950 gallon tender, LMS Nos 3130-3189, George Norton etched brass kit with nickel silver chassis and white metal fittings from Bruce Hoyle. | Each | 47.20 |  |
| JM006 | LMS, MR 3F 0-6-0 with Belpaire firebox and 3,250 gallon tender, John Maidment JM etched brass kit with George Norton nickel silver chassis (from the 2F GN1) and 3mm Society white metal fittings. Most 3F's were rebuilds of 2Fs. | Each | Oos |  |
| 3SMR LS2 | LMS/MR 4F Class 0-6-0 Loco & Tender with chassis | | 50.00 | |

| Code | Description |
|--------|--|
| EBL001 | LMS 4F 0-6-0 Resin bodies and etched chassis |

| Unit | Price |
|------|--------|
| | 117.50 |





| Code | Description | Unit | Price | Picture |
|-------------------------------|---|------|-------|---|
| 3SMR E/9 3SMR C2 LB4 | LMS Fowler 4F 0-6-0, using the 2P Fowler 3,500 gallon tender. A model of an LMS built left hand drive engine LMS numbers 4207 - 4556 and 4562 - 4606. The kit was advertised by BEC in November 1960 Model Railway News but not reviewed until February 1962. It was introduced as Esanel reference number E/9 in an advert in the December 1960 Railway Modeller and reviewed in January. Currently available as. 3SMR have also done a cast / etched hybrid 4F which has an etched boiler with a cast firebox and tender. That is currently available as 3SMR ECS2 and was introduced in 1982. Wheel base 8' 0" + 8' 6", etched chassis 3SMR 604 or 606 [labelled for 4F] with fluted rods or Society JM3. The correct wheels for a 4F are: drivers 5' 3" 15.75 mm 16 spoke pin in line, tender 4' 3" 12.75 mm 12 spoke. Fowler 3,500 gallon wheel base 6' 6" - 6' 6". xEsanel | | 29.95 |  |
| 3SMR LBH1/X | LNWR Coal Tank 0-6-2T Tank loco body with chassis (L/601) | | 29.50 | |
| GN004 | LMS 7F, L&Y Hughes class 31 (Alias class Q4) 0-8-0 tender loco with large boiler, LMS Nos 12840-12994. George Norton etched brass kit with nickel silver chassis and Bruce Hoyle's white metal fittings. | Each | 42.00 |  |
| KD001 | LMS 2P, L&YR Aspinall Radial class 5 (Alias class K2) 2-4-2T. George Norton etched brass kit with nickel silver chassis and 3mm Society white metal fittings, originally sold without the chassis GN8. LMS Nos 10621-10954. Requires a length of 14 mm tube for the boiler. | Each | Oos |  |
| HB047 | LMS 2MT Ivatt 2-6-0 with 3,000 gallon tender. Jidenco etched brass kit with nickel silver chassis and 3mm Society white metal fittings. LMS Nos 6400-6419 plus BR 46420-46527. Comet derived etched nickel silver chassis. | Each | Oos |  |
| HB46 | LMS 2MT Ivatt 2-6-2T. Jidenco etched brass kit with nickel silver chassis and 3mm Society white metal fittings. LMS Nos 1200-1209 plus BR 41210-41329. Chris Thane Comet derived etched nickel silver chassis. | Each | Oos |  |
| DM001 | LMS 4P Stanier 2 Cylinder 2-6-4T. Body only white metal cast kit, LMS Nos 2425-2494 and 2537-2672. Originally designed to fit a Triang Castle chassis with the GK1 valve gear fret, Sold with chassis | Each | Oos |  |
| JM005 | LMS 7F Fowler S&DJR 2-8-0, small boiler with 3,500 gallon Fowler tender. John Maidment JM etched brass kit with nickel silver chassis and 3mm Society white metal fittings. S&D 80-90, LMS 9670-9680, renumbered in 1932 as 13800-13810. | Each | 52.50 |  |

On a Triang chassis

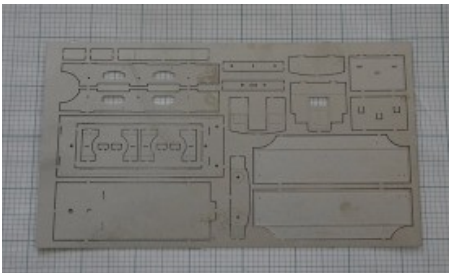
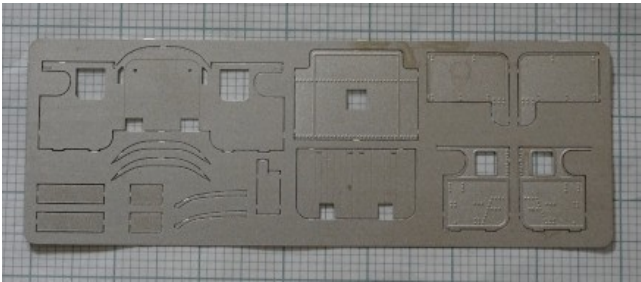
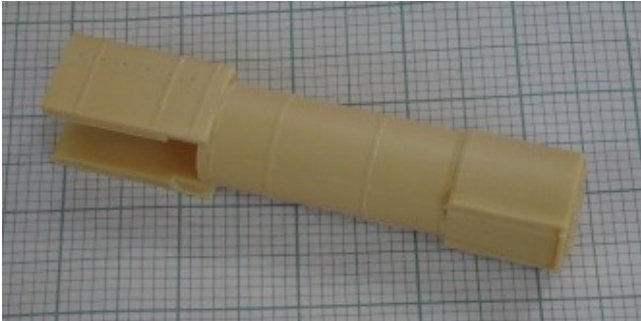
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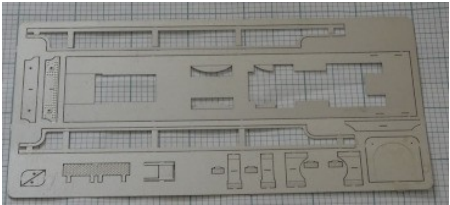
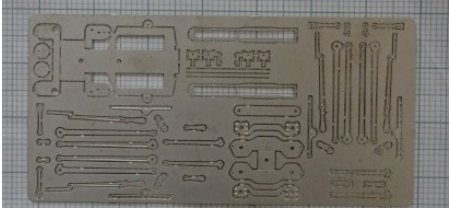
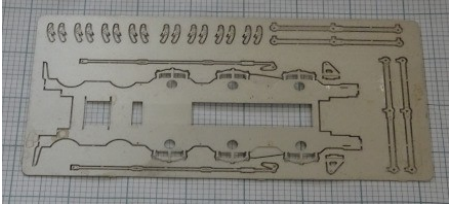
| Code | Description | Unit | Price | Picture |
|---------------|---|------|--------------|---|
| MR001 | LMS 8F Stanier 2-8-0. Mike Raithby etched brass kit with Nickel Silver chassis and whitemetal fittings, supplied with an etched fully rivetted 4,000 gallon tender [MR002], but alternative part rivet [MR003] & welded [MR004] patterns are available. LMS Nos somewhat complicated by WD building, borrowing, purchasing, and reselling, basically LMS 8000-8775. LNER O6 Nos 3100-3167, first 24 originally 7651-7675. Some 8Fs had Fowler tenders which are available from Worsley or by special request, the Society. | Each | Oos |  |
| | LMS / LNWR Whale Superheated Precursor and Bowen Cooke George V 4-4-0, round top firebox, the only external difference after superheating was the splashers. Supplied with a Bowen Cooke pre 1916 3,000 gallon tender with D frame slots and 6' 9" + 6' 9" wheel base, albeit too short at 6' 4" + 6' 4" in the kit. LMS Precursor numbers 5187 - 5319 and George V number 5320 - 5409, survivors had 20,000 added in 1934. This kit was introduced as two separate kits with a cast chassis at the September 1963 'Hobby Show' and first advertised in October 1963 Railway Modeller. Later a single kit contained both sorts of splashers. The kits were originally motorised with a K's tender motorising kit. Retooled to take a K's mark II in the engine in 1966. Unavailable since the 1973 catalogue but supposed to be included in 3SMR's Heritage programme. Wheel base 6' 3" bogie - 8' 10½" - 10' 0". Can use 3SMR 10' 0" chassis 616 with fluted rods intended for a T9. The correct wheels for a Precursor and a George V are: bogie 3' 3" 9.75 mm 10 spoke. Non superheated Precursors had 3' 9" bogie wheels until given piston valves and extended smokeboxes to match the George V when bogie wheels were usually changed to 3' 3". Drivers large hub 6' 9" 20.25 mm 20 spoke pin in line, most George V were built with large hubs, the first 20 and all Precursors without; they got swapped later. Tender wheels 3' 9" 11.25 mm 10 spoke | | | |
| | Gem. | | | |
| 3SMR LB2PX | LMS 2P Class 4-4-0 Loco & Tender | | 40.00 | |
| JM007 | LMS 2P Fowler 4-4-0. John Maidment JM etched brass kit with Allen Doherty Worsley Locomotive Works etched nickel silver chassis, 3SMR 3,500 gallon Fowler tender and 3mm Society white metal fittings. This is the LMS version [MR locos have bigger driving wheels and generally Johnson tenders.]. The LMS Nos for these are 563-627 and 633-5. | Each | 47.20 Oos |  |
| LG6 | LMS Fowler parallel boiler Royal Scot 4-6-0 to fit T97 Britannia chassis. LMS numbers 6100 - 6169. New for the 1967/8 GEM catalogue and unveiled at the Easter 1967 MRC exhibition. It was available as 3SMR LG6 but is not listed at present. Wheel base bogie 6' 6" - 5' 8" - 7' 4" + 8' 0". A Chris Thane Comet derived etched chassis which includes the bogie is available, 3SMR chassis 620 is not right wheel base although it claims to be. The correct wheels for a Royal Scot are: bogie 3' 3½" 9.875 mm 10 spoke, drivers 6' 9" 20.25 mm 21 spoke pin in line, Stanier 4,000 gallon tender 4' 3" 12.75 mm 12 spoke, wheel base 7' 6" - 7' 6". GEM | | | |

Code Description
AM005 LMS Patriot 4-6-0 with tender

Unit Price Picture
75.00

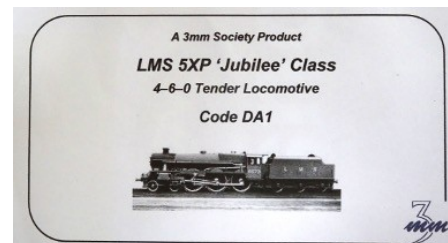


tender



| Code | Description | Unit | Price | Picture |
|------|-------------|------|-------|---------|
|------|-------------|------|-------|---------|

| | | | | |
|-------|---|------|-------|--|
| DA001 | <p>LMS 5XP Stanier Jubilee, Nos 5552-5742. David Andrews etched kit with its own chassis with Bruce Hoyle's castings & Stanier 4000 gallon tender</p> <p>The kit includes parts for both Short Firebox (vertical throat plate) and later Long Firebox (sloping throat plate) boilers. The sandbox lids LBR66 are omitted (the alternative variant of lid is included). Wheels pin between 6' 9" 20.25 mm 21 spoke Stanier wheels with bevelled rims and webs on the spokes beside the crankpin - though Jubilees, Patriots and Scots could and did exchange driving wheels so the earlier Fowler pin in line flat rim no web were seen on Jubilees. There is also an intermediate version of the 6' 9" wheel with a bevelled rim on the pin in line wheel, no webs. The tyre was allowed to wear to 6' 6¾" before re-tyring. The early Crewe built Short Fire Box 3A boiler Jubilees (5552-6, 5607-5654) had Claughton bogies with 6' 3" wheelbase (Wheel base bogie 6' 3"-5' 10½ "-7' 4"+8' 0") rather than the Stanier De Glen 6' 6" bogie, wheel base bogie 6' 6"-5' 9"-7' 4"+8' 0". The kit only includes the De Glen bogie. 5735 Comet and 5736 Phoenix were rebuilt to 6P with 2A tapered boilers in 1942. Bogie wheels 3' 3½" 9.875 mm 10 spoke; there are variants of spoke and boss shape.</p> | Each | 73.50 | |
|-------|---|------|-------|--|



Jubilee tenders are very confusing; 5552-6 started with Fowler 3,500 gallon tenders [5 ½ ton] but Stanier 4,000 [9 ton] as built for 5667-5692, or the similar 3,500 gallon tender [7 ton] [available from Worsley Works] as supplied with 5617-5666 later replaced many. 5607-5616 started with the 10 Stanier Fowler hybrid 3,500 gallon tenders [7 ton] [available from Worsley Works] with higher straight sides than the ordinary Fowlers (these were later given to new 4Fs in exchange for new 4,000 gallon tenders). North British built 5557-5606 were delivered with Stanier 4,000 gallon tenders but largely swapped them for Fowler tenders from Royal Scots. All 3 variants of 3,500 gallon tender were 6' 6" + 6' 6", the 4,000 gallon tenders were 7' 6" + 7' 6". 5642 and 5552 exchanged identities when the new 5552 became Silver Jubilee. 45 4Fs built between 1937 and 1941 used ex Jubilee Fowler tenders allowing new Stanier tenders to go to Jubilees. Later some 18 Jubilees lost Stanier tenders to Rebuilt Patriots. The Princesses also got involved in Jubilee tender swaps. Tender wheels 4' 3" 12.75 mm 12 spoke though some Stanier tenders acquired disc wheels - probably from Brighton and LNER built tenders.

Loco Kits; LNER

| | | | |
|--------|---|-------|--|
| CML007 | LNER/BR Y1/Y3, LMS & GWR Sentinel VB 0-4-0T x Finney & Smith | 30.00 | |
|--------|---|-------|--|



Photo Finney & Smith

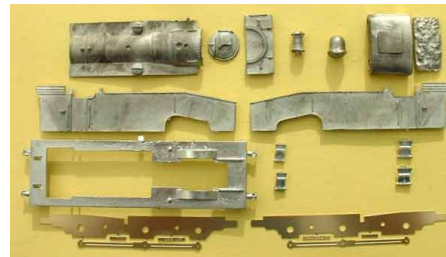
LNER J50/2 Gresley GNR J23 0-6-0T.
Finney & Smith



Photo Finney & Smith

| Code | Description | Unit | Price | Picture |
|----------------------|---|------|-------|---------|
| 3SMR C6/X LB50 | LNER J50/3 / Gresley GNR J23 0-6-0T. Introduced by Esanel in an advert in May 1961 Railway Modeller and Model Railway News, then reviewed in October Railway Modeller. Wheel base 7' 3" + 9' 0", 3SMR chassis 608 is intended for this kit. The correct wheels for a J50 are: drivers 4' 8" 14 mm 14 spoke pin between. Was 3SMR C6, now C6/X which includes etched chassis & spacers for both 12mm & 14.2mm. | | 27.00 | |

x Esanel



On a Triang chassis with Romford wheels

| | | | | |
|--------|---|------|-------|--|
| CML002 | LNER J65 GER E22 0-6-0T x Finney & Smith | Each | 35.00 | |
|--------|---|------|-------|--|



Photo Finney & Smith

| | | | | |
|--------|---|------|-------|--|
| CML009 | LNER J67/1 and J69/2, GER R24 Holden 0-6-0T, Finney & Smith - Connoisseur etched kit. This is the Shunting version of the narrow tank buckjumper. Wheel base 6' 4" + 7' 6". The first 140 Buckjumpers as built with narrow tanks and as 45 reached the LNER. Only 3 of the early J67/1 narrow tank engines were passenger fitted with taller tanks in LNER days, the other 42 were shunters as represented by the kit without condensing apparatus. The few with higher pressure boilers were J69/2. The correct wheels for a J67 are: Passenger locomotives (generally not as per the kit), drivers 4' 0" 12 mm 10 spoke pin between, 20" stroke (in line and 22" stroke according to Sharman but I think that would be the iron 15 spoke shunter wheel rather than the 10 spoke steel wheel) Most shunting only Buckjumpers as in this kit had cast iron wheels with 4' 0" 12 mm 15 spokes, pin in line, 22" stroke. | Each | 35.00 | |
|--------|---|------|-------|--|



Photo Finney & Smith

| | | | | |
|--------|--|------|-------|--|
| CML003 | LNER/BR J68 GER C72 0-6-0T x Finney & Smith | Each | 35.00 | |
|--------|--|------|-------|--|



Source unkown

Code Description
 CML004 LNER J69/1 GER S56 0-6-0T
 x Finney & Smith

Unit Price
 Each Oos

Picture



Photo Finney & Smith

CML005 LNER J71 NER E 0-6-0T
 x Finney & Smith

Easch Oos



Photo Finney & Smith

3SMR LNER J72, NER E1 0-6-0T to fit the Triang T90 Jinty (or T95 Diesel Shunter) chassis. A later Raven derivative of a Worsdell class with a longer bunker. The last new BEC locomotive, it contains a lot of G6. Checking against the drawing there are some discrepancies;- the Bunker is 2 mm too long, tanks 2.5 mm too high, boiler 3 mm too big on the diameter, cab 3 mm too high, splashers wrong shape. When built these can look ok until something scale stands along side. The price that is paid to make it fit a Triang chassis. First listed in GEM catalogue for 1968/9. Wheel base 6' 8" + 7' 0". 3SMR chassis 609 claims to be for this. The correct wheels for a J72 are: drivers 4' 1" 12.25 mm 12 spoke pin in line. Was 3SMR C13, now C13/X including the etched chassis & spacers for both 12mm & 14.2mm.
 x Bec

27.00



On a Triang chassis with Romford wheels

CML006 LNER J79 NER H2 0-6-0T
 x Finney & Smith

Each 23.50



Photo Finney & Smith

| Code | Description | Unit | Price | Picture |
|-----------------------|---|------|-------|---------|
| 3SMR C4/X LB11X | LNER J11/3 0-6-0. 1942 Thompson rebuild from GCR 9J 'Pom Pom' with higher boiler and long travel piston valves. Introduced by Esanel in an advert in December 1961 Railway Modeller, but first advertised by ADUR models in October. The part splashers in front of the cab should have concave curves blending into the cab front. There should be a pipe above the handrail on the driver's (RH) side, probably a vacuum ejector as it exhausts into the smokebox. It has (slightly misplaced) holes for Ross pop safety valves on the firebox, which don't seem to be in the kit (try Society R6C for a B1, which may also include a whistle). Wheel base 8' 1" + 9' 0", 3SMR chassis 607 is intended for this kit. The correct wheels for a J11 are: drivers 5' 1" 15.25 mm 15 spoke pin between according to Sharman but RCTS green book says 5' 2". Tender 4' 3" 12.75 mm 12 spoke according to Sharman but RCTS says 4' 4". These engines had 3,250 or 4,000 gallon tenders with 6' 6" - 6' 6" wheel base, the kit tender is 4,000 gallon (I believe) with 4 plated coal rails (and the axle holes aren't parallel). January 1970 MRC has a drawing on page 15 and August 1998 Railway Modeller has an Ian Beattie drawing. Was 3SMR C4, now C4/X which includes etched chassis & spacers for both 12mm & 14.2mm. | | 34.95 | |

| | | | | |
|-------|--|------|-------|--|
| LR003 | LNER J3, GNR J4 Gresley rebuilds, with 4' 8" diameter boilers, from Stirling and Ivatt 0-6-0s. M&GNJR class DA rebuilt (all with class A tenders). Kit based on the 315 and 343 series. London Road Models [George Norton] etched brass kit with nickel silver chassis and 3mm Society white metal fittings. Prototype had tenders of classes C and E and larger D and F, the kit comes with a Stirling D. | Each | 36.70 | |
|-------|--|------|-------|--|

| | | | | |
|-------|--|------|-----|--|
| GN003 | LNER J6, GNR J22 Ivatt & Gresley 0-6-0 521 or 536 series, Ivatt GNR class A tender, with 6' 6" + 6' 6" (horse shoe) or 7' 0" + 6' 0" (self trimming) wheel base. Stirling class D tender available separately (GN5). George Norton etched brass kit with nickel silver chassis and 3mm Society white metal fittings. | Each | Oos | |
|-------|--|------|-----|--|



© Geoff Helliwell - 3577

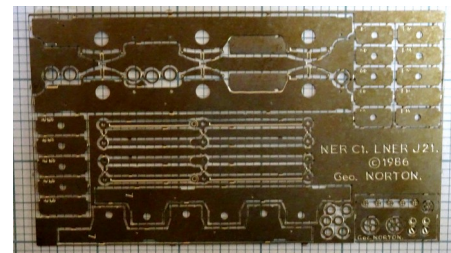
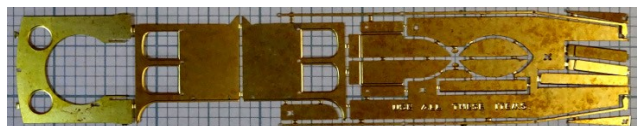
| | | | | |
|--------|---|------|-----|--|
| CML008 | LNER F GER Y65 2-4-2t x Finney & Smith | Each | Oos | |
|--------|---|------|-----|--|



Photo Finney & Smith

LNER J15 GER Y14 Worsdell 0-6-0
Finney & Smith

| | | | | |
|-------|--|------|-------|--|
| GN010 | LNER J21, NER C Thomas W. Worsdell 0-6-0 tender loco. George Norton etched kit comprising etched brass parts to convert body etch from KD002 (for the J25/P1) plus a separate nickel silver chassis. Uses the castings in the KD2. Requires a length of 14 mm tube for the boiler. | Each | 13.60 | |
|-------|--|------|-------|--|



| | | | | |
|-------|--|------|-------|--|
| KD002 | LNER J25, NER P1 Wilson Worsdell 0-6-0 tender loco. George Norton etched brass kit with nickel silver chassis and 3mm Society white metal fittings, originally sold without the chassis GN009 (and if you want to do a GN010 conversion to J21, NER C, you don't want this chassis). Requires a length of 14 mm tube for the boiler. | Each | 25.00 | |
|-------|--|------|-------|--|



| | | | | |
|-------|---|------|-------|--|
| PS001 | LNER J39/1 Gresley 0-6-0. Proscale etched brass kit with 3,500 gallon group standard tender, nickel silver chassis and 3mm Society white metal fittings. No splashers provided. Construction article in MT 147. | Each | 42.00 | |
|-------|---|------|-------|--|









| Code | Description | Unit | Price | Picture |
|--------|---|------|-------|---|
| LR002 | LNER K2/2, GNR H3 Gresley 2 cylinder 2-6-0 with Ivatt GNR type B flared 3,500 gallon tender. London Road Models etched brass kit with nickel silver chassis and 3mm Society white metal fittings. | Each | 47.20 |  |
| | | | | © Geoff Helliwell - 61730 |
| ECS30 | GCR/LNER/GWR O4/R.O.D. 2-8-0 Cast loco body/etched tender | | 30.00 | |
| SB001 | LNER D17/1 & D17/2, NER classes M & Q, Wilson Worsdell 4-4-0 with 3,940 gallon tender. Steve Barnfield etched brass kit with nickel silver chassis and 3mm Society white metal fittings. Supplied with Sharman bogie and tender wheels but not driving wheels. | Each | 45.10 |  |
| | | | | © Geoff Helliwell |
| PS002 | LNER B1 Thompson 4-6-0 with 4,200 gallon group standard tender. Proscale cast and etched brass kit with nickel silver chassis and 3mm Society white metal fittings. Bill Bedford does an etched add on boiler and cab, CES 114 for those who dislike the white metal version supplied. | Each | 47.20 |  |
| | | | | © Geoff Helliwell - 61369 |
| SB002 | LNER B16/1, NER S3 Raven 3 cylinder 4-6-0. Steve Barnfield etched brass kit with 4125 gallon tender, nickel silver chassis and 3mm Society white metal fittings. | Each | 51.00 |  |
| SB002W | LNER B16/1, NER S3 Society Finescale Wheels available only with the kit, optional extra Bogie 3' 2" 9.5 mm 12 spoke, drivers 5' 8" 17 mm 20 spoke pin in line, 26" stroke. tender 3' 9" 11.25 mm 12 spoke | Set | | |
| LR003 | LNER J3, GNR J4 Gresley rebuilds, with 4' 8" diameter boilers, from Stirling and Ivatt 0-6-0s. M&GNJR class DA rebuilt (all with class A tenders). Kit based on the 315 and 343 series. London Road Models [George Norton] etched brass kit with nickel silver chassis and 3mm Society white metal fittings. Prototype had tenders of classes C and E and larger D and F, the kit comes with a Stirling D. | Each | 36.70 | |
| 3SMR | LNER Gresley A4 4-6-2, sold, until they ran out, with the open | | 48.00 | |
| LG4 | spoked Triang Continental Pacific chassis but with the XT60 motor | | 80.00 | |
| LG4X | sold separately. The pre-war streamlined skirt hides the lack of suitable valve gear. Later sold to fit a T97 Britannia chassis. An etched Britannia Chassis is available from Worsley Works 12mm or 14.2mm at £19.50. The Triang Pacific chassis coupled wheel base is 7' 4" + 7' 4" and the bogie is 6' 4". Kit introduced in 1971. Reviewed in Mixed Traffic number 23 in January 1971. Was available as 3SMR G7 Currently LG4. Wheel base bogie 6' 3" - 5' 6" - 7' 3" + 7' 3" - 9' 6". The correct wheels for an A4 are: bogie 3' 2" 9.5 mm 10 spoke, drivers 6' 8" 20 mm 20 spoke pin between, trailing truck 3' 8" 11 mm 10 spoke, 8 wheel tender 4' 2" 12.5 mm disc (though a few acquired spoked wheels off other pacifics), 5,000 gallon tender wheel base 5' 3" - 5' 6" - 5' 3". 3SMR are developing a new A4 nickel/silver etch chassis for the A4. x GEM | | | |

Loco Kits; SR

| | | |
|--------|--------------------------------|-------|
| 3SMR | L&SWR A12 Adams Jubilee 0-4-2. | 31.00 |
| ES15 | | |
| ECS115 | | |




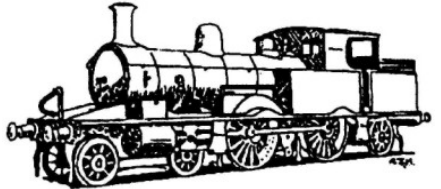
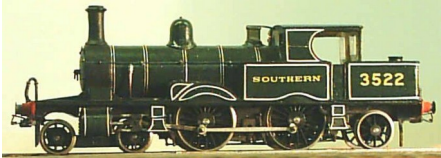





| Code | Description | Unit | Price | Picture |
|------------------------|--|------|-------|--|
| 3SMR ES37 ECS137 | L&SWR O2 Adams 0-4-4T. with mainland bunker. | | 27.50 | |
| 3SMR ES38 ECS138 | L&SWR O2 Adams 0-4-4T. with IOW bunker. | | 27.50 | |
| 3SMR ES40 | L&SWR T1 Adams 0-4-4T. | oos | |  |
| 3SMR ECS3 | L&SWR M7 Drummond 0-4-4T. Long frame version | | 27.50 |  |
| HB53 | SR, LB&SCR A1 and A1X Stroudley Terrier 0-6-0T. Jidenco etched Each brass kit with nickel silver chassis and 3mm Society white metal fittings. LB&SCR Nos originally 35-84, many were sold early in C20 and 600 added to the rest | | |   |
| 3SMR C3 LBE2X | SR / LB&SCR Billinton E2 0-6-0T (Thomas the tank engine is an E2). LB&SCR numbers 100 - 109, Southern 2100 - 2109 from 1931. The kit was advertised by BEC in May 1961 Model Railway News. It was introduced by Esanel in an advert in April 1961 Railway Modeller and reviewed in August. Wheel base 8' 0" + 8' 0", 3SMR chassis 610 is intended for this kit. The correct wheels for an E2 are: drivers 4' 6" 13.5 mm 14 spoke pin in line. | | 29.50 |  |
| 3SMR C8/X LBG6X | SR / L&SWR Adams G6 0-6-0T to fit the Triang T90 Jinty (or T95 Diesel Shunter) chassis. Numbers 160, 162, 237 - 240, 257 - 279, 348, 349, 351, 353, 354. The first BEC locomotive introduced in an advert and review in March 1961 Railway Modeller. Advertised in May 1961 Model Railway News and reviewed in May. Review noted that locomotive comes with a choice of Adam's stovepipe or Drummond chimney. The review sample buffer beams did not line up with the Jinty's which was due to there being three variants of Jinty chassis, the kit was modified to allow for this. Wheel base 6' 10" + 7' 5". 3SMR chassis 609 or the Jidenco chassis 720 intended for etched kit 3SMR ES39. The correct wheels for a G6 are: drivers 4' 10" 14.5 mm 16 spoke pin in line. Was 3SMR C8, now C8/X which includes etched chassis & spacers for both 12mm & 14.2mm. x Bec | | 39.00 |  |
| 3SMR ES39 ECS139 | L&SWR G6 Adams 0-6-0T. etch | | 27.50 | |

© Geoff Helliwell - LSWR 734


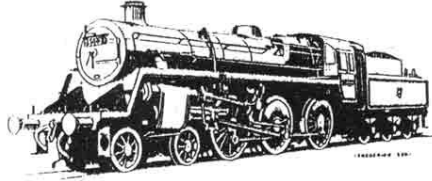
| Code | Description | Unit | Price | Picture |
|---------------------------------|--|-------|-------|---|
| | SR, L&SWR G6 Adams 0-6-0T. Finney & Smith | | | |
| 3SMR ECS114 | L&SWR, SR 0395 Adams 0-6-0 Loco & tender | | 31.00 | |
| 3SMR ES22 3SMR ECS122 | L&SWR 700 Drummond Black Motor 0-6-0. | | 31.00 |  |
| 3SMR ES26 | SE&CR C Wainwright 0-6-0. | 22.00 | | |
| JD14 | SE&CR O1 0-6-0. Wainwright rebuilt from Stirling SER O. | | |  |
| 3SMR C1/X LB1 x | SR Bullied Q1 0-6-0 to fit the Triang T90 Jinty (or T95 Diesel Shunter) chassis. Numbers C1 - C40, later 33001 - 33040. Proposed as the next BEC locomotive in December 1965 and listed in GEM catalogue for 1967/8. Advertised in Mixed Traffic number 6 in August 1966. Kit included cast overlays for the Bullied Firth Brown wheel centres. Wheel base 8' 0" + 8' 6". The correct wheels for a Q1 are: drivers 5' 1" 15.25 mm Bullied Firth Brown, an etched overlay for a 15 mm wheel is included in 3SMR chassis 605, tender 3' 7" 10.75 mm disc. Was 3SMR C1, now C1/X including the etched chassis & spacers for both 12mm & 14.2mm. | 33.50 | |  |
| | x Bec | | | |
| JD018 | SR Z Maunsell 0-8-0T. Jidenco etched brass kit with nickel silver chassis and 3mm Society white metal fittings. Nos 950-957. | | |  |
| 3SMR ES20 3mm Soc JD13 | L&SWR, SR 0298, Beattie well tank 2-4-0WT | 19.00 | |  |
| HB063 | SR, SE&CR N Maunsell 2-6-0 with 3,500 gallon tender and right hand drive. Etched and cast kit based on a Jidenco kit with 3mm Society white metal castings from Peter Wilkin's masters. SE&CR 810-821, Southern numbers A810 - A821 and A823-A875, then 1810-1821 and 1823-1875. Southern 1400-1406 were right hand drive with 4,000 gallon tenders, 1407 - 1414 were left hand drive with 4,000 gallon tenders. | Each | Oos |  |
| JD015 | SR W Maunsell 2-6-4T. Jidenco etched brass kit with nickel silver chassis and 3mm Society white metal fittings. Nos 1911-1925. | | |  |
| 3SMR ES42 | L&SWR D15 Drummond Superheated 4-4-0. | 24.00 | | |
| 3SMR ES16 3SMR ECS116 | L&SWR K10 Drummond Small Hopper 4-4-0. | 31.00 | |  |

(with the bogie tender from a T9 kit)

| Code | Description | Unit | Price | Picture |
|--------------------------------|--|------|-------|---|
| HB41 | SR, L&SWR T9 Drummond 4-4-0 with narrow cab and 4,000 gallon bogie tender, cast white metal body kit. 3SMR chassis 616 is intended for this kit and includes etched tender rails. Nos (with narrow cabs) 113-122, 280-289, 702-719, 721-733 [732 was 773 until 1924]. | Each | Oos |  |
| 3SMR ES25 | SE&CR D Wainwright 4-4-0. | | 25.00 |  |
| 3L/D.801 | SECR/SR Maunsell E1 Class 4-4-0 Loco & Tender | | 65.00 | |
| JD16 | SR 0415, L&SWR Adams radial 4-4-2T. | | |  |
| | SR 0415, L&SWR Adams radial 4-4-2T. Branchlines resin | | 49.50 |  |
| | This is a complete loco kit less motor, gearbox and wheels. It has a one-piece resin moulding for the body and an etched nickel silver chassis, coal rails and steps. Lost wax brass castings are provided for Adams and Drummond boiler fittings, buffers, vacuum pipes and smokebox door handle. Also included are handrail knobs, bearings, wire, screws and pick up materials. Wheels: Romfords can be fitted, but do not look fantastic due to the low number of spokes in a 16mm '00' driver. The 3mm Society offers the correct wheels for all axles. | | |  |
| JD019 | SR, LB&SCR H2 Marsh Atlantic 4-4-2 with 3,500 gallon tender. Jidenco etched brass kit with nickel silver chassis and 3mm Society white metal fittings. LB&SCR Nos 421-426. [This loco looks like a large Ivatt GNR Atlantic, Marsh having used the GNR drawings] | Each | 36.70 |  |
| | | | |  |
| | | | | © George Mitcheson lower picture |
| 3SMR ES19 3SMR ECS119 | L&SWR N15 Urie King Arthur 4-6-0 loco & tender [The Maunsell derivative isn't L&SWR...] | | 36.50 |  |

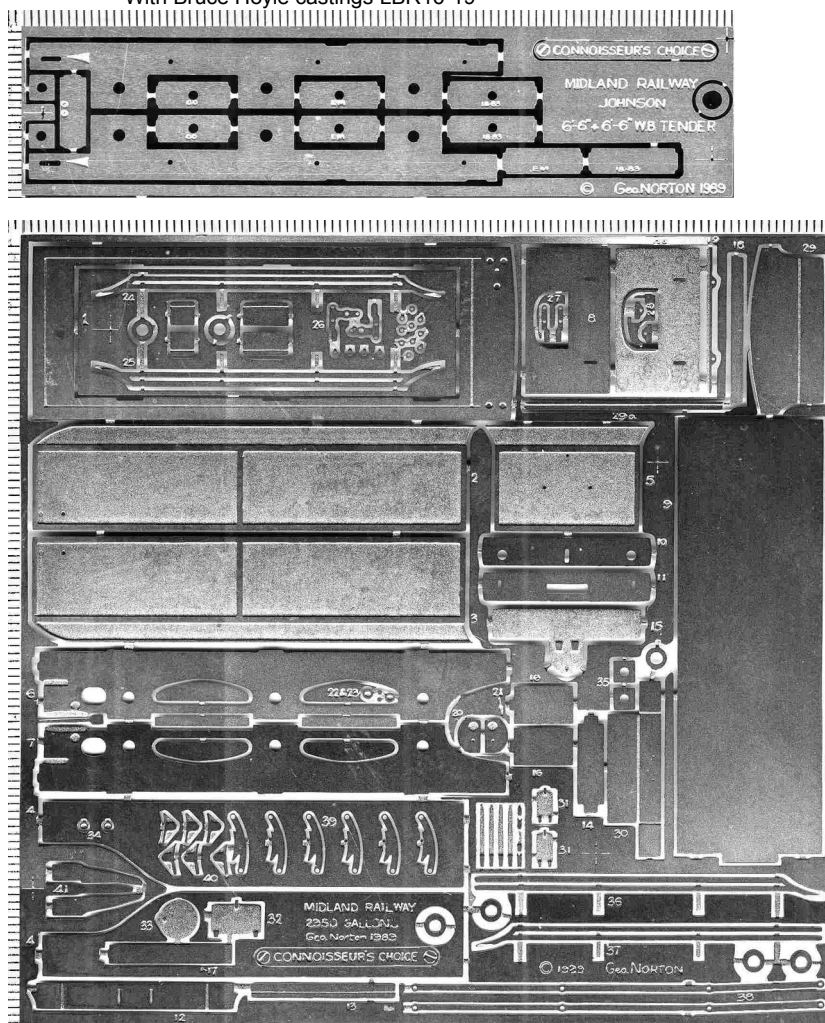
Loco Kits; BR

| | | | | |
|-----------------|-------------------------------|--|-------|---|
| 100-2- 1.002 | Class 3MT 2-6-0 Loco & Tender | | 65.00 |  |
| 100-2- 1.001 | Class 4MT 2-6-0 Loco & Tender | | 65.00 |  |

| Code | Description | Unit | Price | Picture |
|------------------|--|------|-------------|---|
| 100-2-1.001 | Class 4MT 2-6-0 Loco & Tender | | 65.00 |  |
| 100-2-1.004 | Class 3MT 2-6-2T Tank Loco | | 50.00 | |
| 3SMR C11 | BR Standard Riddles class 4MT 2-6-4T 80XXX to fit the Triang T97 Britannia chassis, the Pacific chassis coupled wheel base is 7' 4" + 7' 4". The kit was first advertised in the October 1962 Model Railway News and the November 1962 Railway Modeller. Wheel base 9' 0" - 7' 7" + 7' 9" - 6' 3" - 6' 3" bogie. 80000-80075 had fluted coupling rods, 80076 - 80154 plain. The correct wheels for a standard 4MT tank are: pony and bogie 3' 0" 9 mm 9 spoke, drivers 5' 8" 17 mm 18 spoke pin between. | | Not current | |
| 100-2-1.006 | Class 4MT 2-6-4T Tank Loco | | 50.00 | |
| 100-2-1.003 | Class 4MT 4-6-0 Loco & Tender | | 65.00 |  |
| 100-2-1.005 | Class 5MT 4-6-0 Loco & Tender | | 65.00 | |
| 3SMR C12 and C16 | BR Standard Riddles class 5MT 4-6-0 73XXX to fit the Triang T97 Britannia chassis using T98 BR1 Britannia tender. Esanel did the masters for BEC and it was first advertised in April 1963 Railway Modeller. 73000 - 73049 had fluted coupling rods and Walschaerts valve gear, 73050 - 73124 had plain coupling rods and Walschaerts valve gear, 73125 - 73154 had plain coupling rods and Caprotti valve gear. Was available tender less as 3SMR C12 or with an etched BR1B tender as 3SMR C16. Worsley works do an etched chassis. 73000-73049 had BR1 4,250 gallon tenders with narrow topped coal bunker, 73080-73089, 73120-73134, and 73145-73171 had BR1B 4,725 gallon tenders with wide topped coal bunker. Wheel base 6' 3" bogie - 5' 6" - 7' 0" + 8' 6". The correct wheels for a standard 5MT are: bogie 3' 0" 9 mm 9 spoke, drivers 6' 2" 18.5 mm 20 spoke pin between, tender 3' 3½" 9.875 mm 10 spoke, wheel base 7' 0" - 7' 0". | | Not current | |
| Branch-lines | BR 9F 2-10-0 Loco Body Kit. This contains a one-piece resin moulding for most of the loco body plus brass castings for the vacuum pipes and smokebox door handle, whitmetal single chimney and etched smoke deflectors and steps for loco and tender. | | 26.50 | |
| Branch-lines | BR 9F 2-10-0 Chassis Kit. This all etched nickel silver kit contains: frames of the correct profile with firebox and spring detail, slots for the included fold-up frame spacers (for 12mm and 14.2mm gauge) and centres for screw-up spacers (available separately), motion bracket and a complete set of working Walschaert's valve gear, cylinder back, slide bar, crossheads/pistons, pony truck and brake hangers. It was originally designed to be used with a modified Triang Britannia body and tender and to use the cylinders from that model. | | 19.95 | |
| 3SMR C5 | Brush type 4 to fit the Triang T96 A1A motor bogie (or 2) later to become the class 47. Esanel did the masters for BEC. Announced in December 1966 MRN with review to follow. Advertised in Mixed Traffic number 8 in February 1967. First listed in GEM catalogue for 1968/9. The real loco has 7' 3" + 7' 3" bogies at 37' 0" centres with 3' 9" wheels. | | Not current | |

Tenders; LMS

GN002 Etched Brass MR Johnson 2950 Gallon tender Ex 2F 0-6-0 Each Oos
With Bruce Hoyle castings LBR16-19

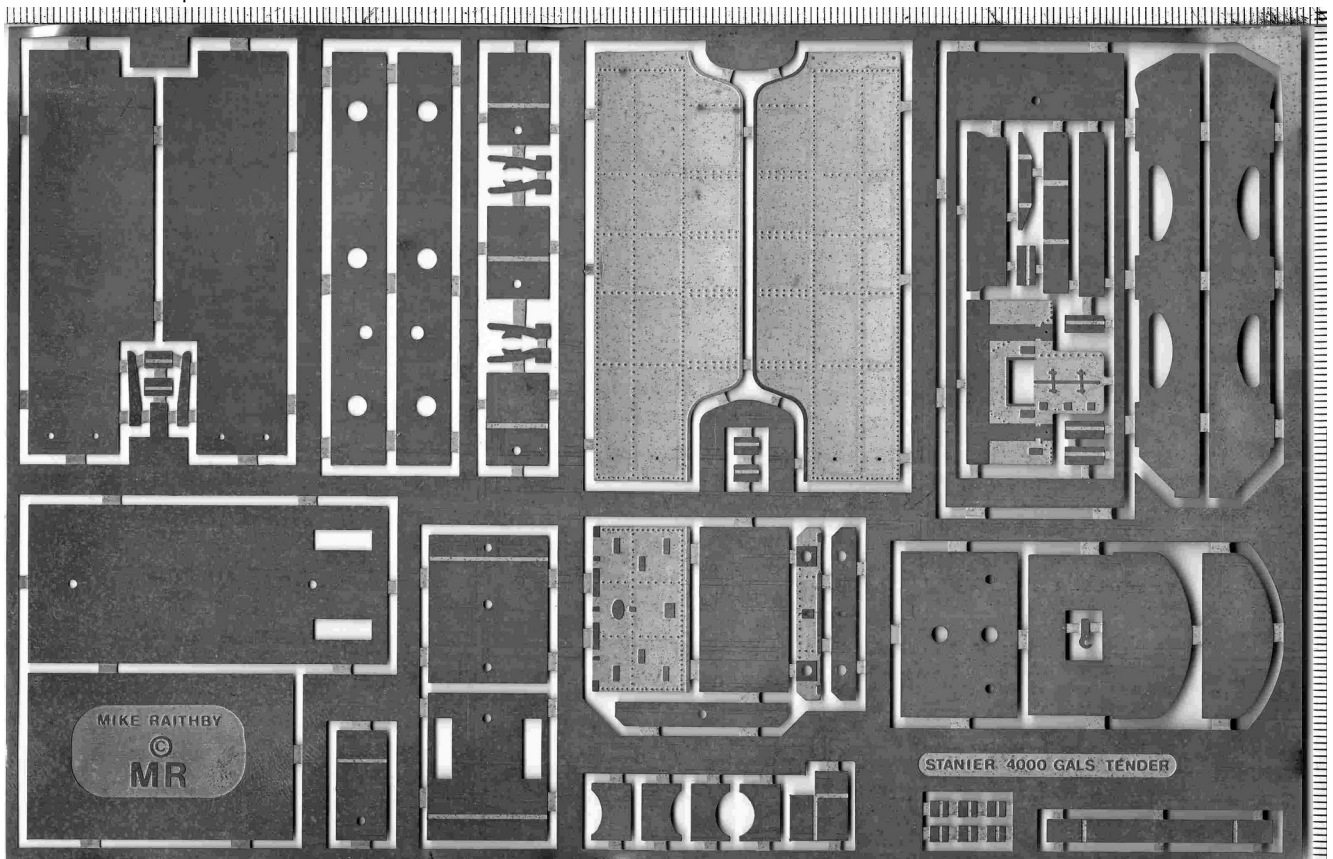
**Stanier 4000 Gallon Tender**

MR002 Fully Riveted, MR003 Part Welded, MR004 Fully Welded as supplied with the 8F kit
From a 2mm Kit By Mike Raithby. Dimensions on diagram are for 2 mm.

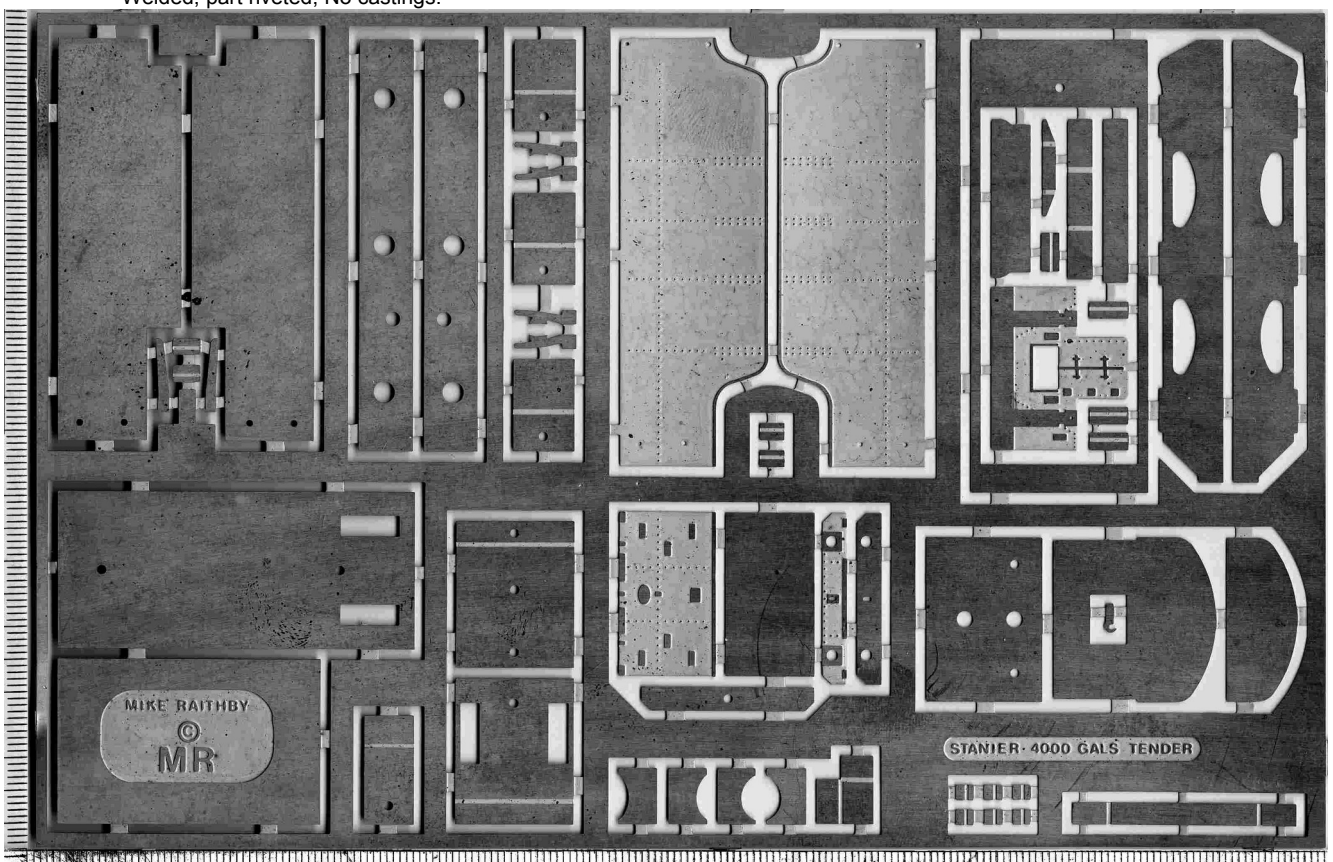
Additional instructions pertinent. to the 3mm version. The 2mm construction is complicated to allow for fitting the motor and for pivoting the tender chassis to transfer weight to the rear of the loco. Unless you want. to build these facilities into the 3mm kit we suggest that a strip of metal 6mm wide is soldered from the front to the rear of the footplate, centrally so that holes and nuts for chassis retaining bolts may be added. The etched footplate otherwise has too little metal at the rear. Assemble the chassis side frames, 31 & 35. We used Bruce Hoyle's chassis locating bolts to keep everything square, using a thin washer to widen the chassis a little. Alternatively washers may be added to the axles between the frames and the wheels. The spacers supplied (32-34) are slightly too wide for 12mm gauge and need to be trimmed slightly to fit. Place the chassis on the footplate and drill locating holes. Solder nuts on top of the footplate and assemble the tender body. Bend the tops of the sides first. Parts 2, 5 & 7 are not necessary and cast side frames are available in place of 29 & 30 if required. By a great stroke of luck the etched axleboxes are exactly the same diameter as the rim on the Society's Kean Maygib 1.5mm inside diameter axle bearings (KM22 (478) 1.5 mm Inside diameter bearings [1.25 mm long, rim 0.25 mm, outside diameter 2.35 mm [= 3/32"])). Fit a bearing to each axle hole in turn making sure it is flush with the outside face of the frame, and solder in place on the inside. Ream out the bearings slightly until the axles rotate freely and check that all the wheels are on the rails and running truly. It may be advantageous to open out the centre bearings slightly to provide some compensation. If all this sounds to complicated or you make a mess of it there is always the Comet tender 7' 6"+7' 6" underframe (CC32). It all assumes the use of Kean-Maygib KM17 (342) 4' 3" 12.75 mm 12 spoke wheels; if you use any other you must make your own arrangements. A few Stanier tenders had disc wheels from LNER 8Fs (O6s) on some or all axles.

MR002 Etched Brass LMS Stanier 4,000 gallon tender Ex 8F 2-8-0 Loco Each 13.00
Fully Riveted, No castings.

| Code | Description | Unit | Price | Picture |
|------|-------------|------|-------|---------|
|------|-------------|------|-------|---------|

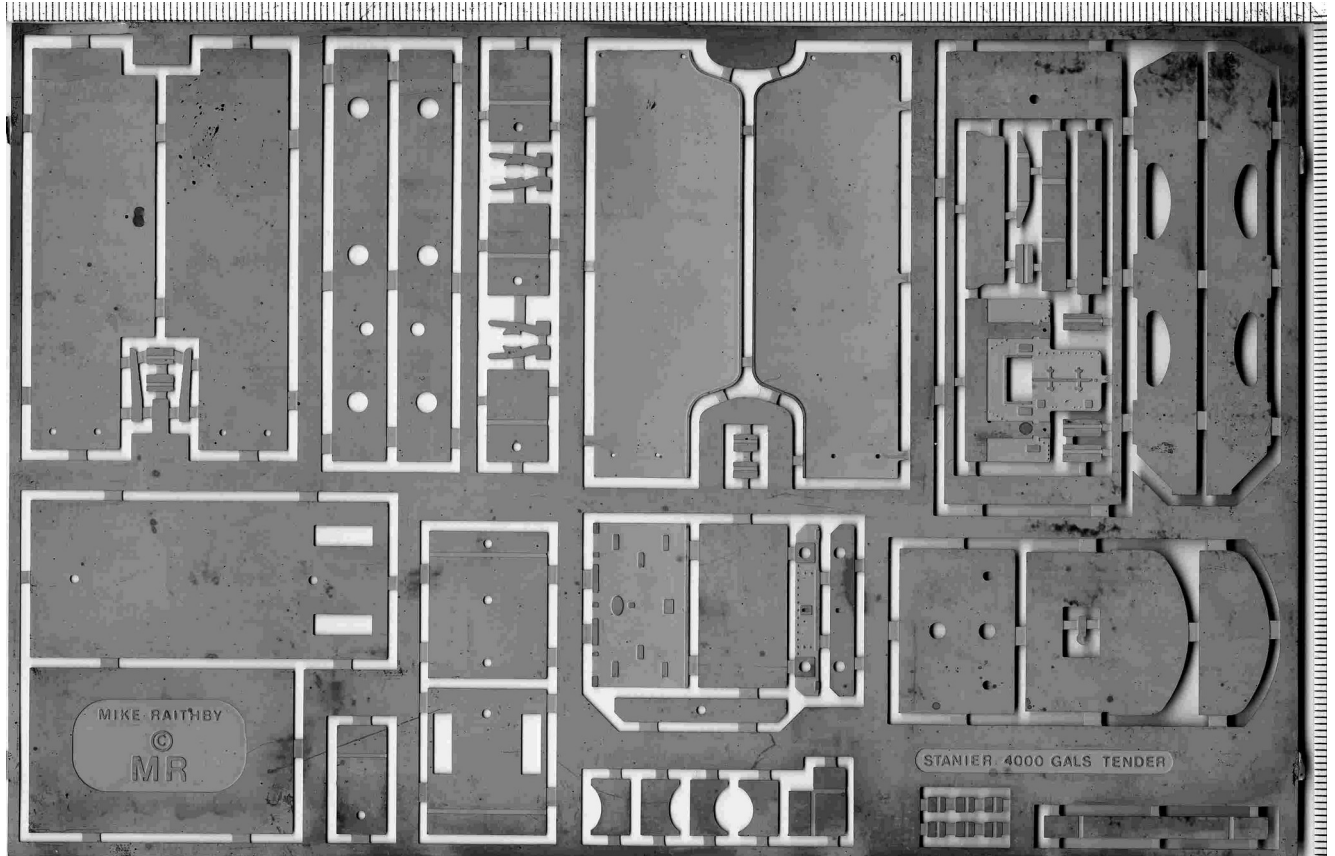


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|-------|---|------|--------|--|
| MR003 | Etched Brass LMS Stanier 4,000 gallon tender Ex 8F 2-8-0 Part Welded, part riveted, No castings. | Each | £13.00 | |
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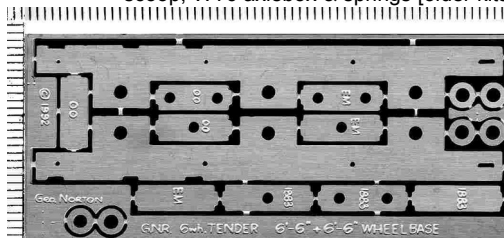
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|-------|---|------|-------|--|
| MR004 | Etched Brass LMS Stanier 4,000 gallon tender Ex 8F Loco Fully Welded, No castings. | Each | 13.00 | |
|-------|---|------|-------|--|

| Code | Description | Unit | Price | Picture |
|------|-------------|------|-------|---------|
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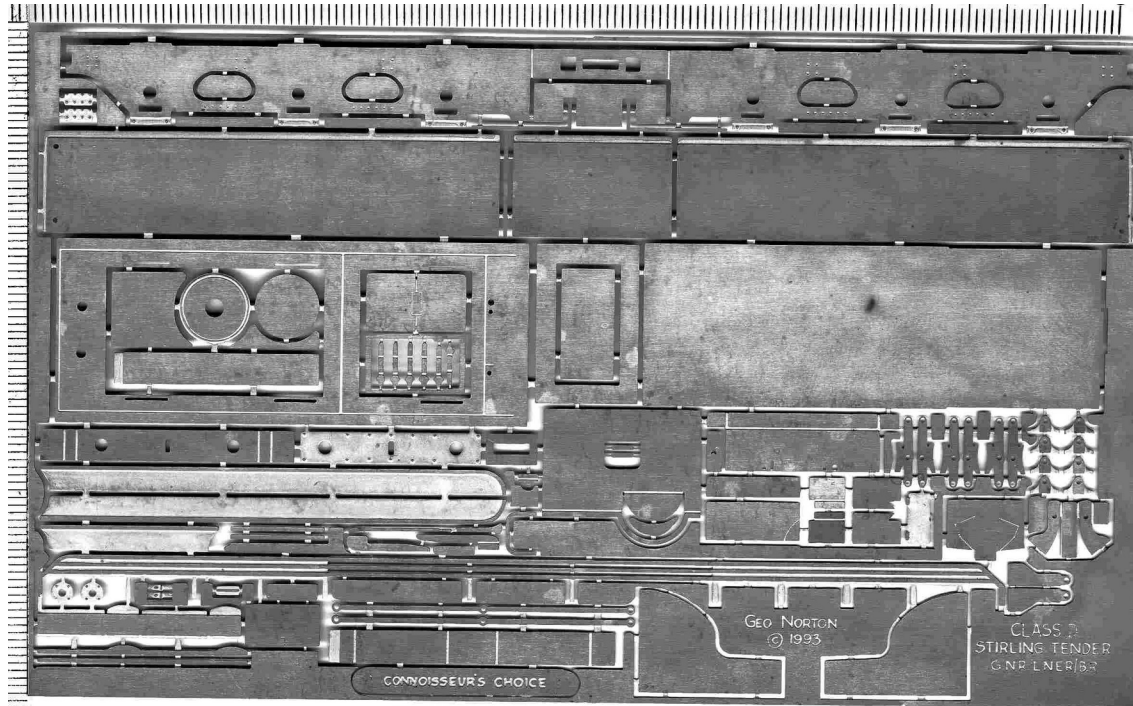


Tenders; LNER

| | | | | |
|-------|--|------|-------|--|
| GN005 | Etched Brass GNR Stirling Class D tender with 6' 6" + 6' 6" wheel base, Supplied with J3, suits some J6 0-6-0 Locos. Supplied with unlisted GNR buffer, tank vents and filler, WT1 scoop, WT6 axlebox & springs [older kits had oversize MS6] | Each | 13.00 | |
|-------|--|------|-------|--|



| Code | Description | Unit | Price | Picture |
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|-------|--|------|-------|--|
| GN006 | Etched Brass GNR Ivatt Class A tender with 6' 6" + 6' 6" (horse shoe) or 7' 0" + 6' 0" wheel base (self trimming) supplied with J6 0-6-0 Locos, self trimming variant with K2. Supplied with unlisted GNR buffer, tank vents and filler, WT001 scoop, WT006 axlebox & springs [older kits had oversize MS006] | Each | 13.00 | |
|-------|--|------|-------|--|

