

# SER-KITS

## Kit Catalogue & price list: Updated January 2014

7mm locomotive, wagon & carriage kits, etches & castings  
for 19<sup>th</sup> Century railways generally  
and particularly the SER, SE&CR, LBSCR, EKR and SR

Other scales: All drawings, the 'Weald Intermediate' and building printouts available in any scale up to 10mm.  
**Class Q/Q1 loco now available in 4mm scale and Class O/O1 in 3.5mm scale (etches only)**



Dover 'Tidal Mail' of 1865, drawn by Cudworth single from Vulcan Works. See P.XXX for the locomotive kit, and carriage and NCPs pages for kits to make the full 14-vehicle train that crashed near Staplehurst with Charles Dickens on board.

Kits are well researched historically, and include a detailed CAD drawing based on given dimensions from Ashford drawings, supplied in a sturdy cardboard box suitable for the finished vehicle. or as printout.

Locomotive kits make up into highly detailed and dimensionally accurate models. The etches are supplied in nickel-silver with parts for most (if not all) variants for each loco. All kits have etchings or castings for dummy motion and valve gear, as well as full cab detail and fittings

Wagon & carriage kits have castings and parts for just about every detail you can see, including – for Break Vans - full slide- or clasp- brakes. Sprung buffers are standard. All you need to complete are wheels (eg Slaters'), paint, 2-part epoxy resin adhesive, transfers.

The *Weald Intermediate Range* is a supply of parts for scratch-builders of particular vehicles. Sides and ends are printed on styrene sheet for you to cut out and laminate. Etches, castings, and styrene strip for framing provided as appropriate.

**Note: Kit prices are down** because the illustrated assembly instructions and historical notes can now be downloaded from the website. Printouts are still available at extra cost.

Website: [www.serkits.com](http://www.serkits.com) email: [serkits1@aol.com](mailto:serkits1@aol.com)

### NEW this catalogue:

- SER Dover Mail 2-2-2
- SER/SECR Resin kit versions of the 4-whl end Birdcage PBV and PLV

### Recent additions

- SER/SECR/SR 0-6-0T Station delivery van
- The top layer of moulding for the 26ft PBV is now supplied already laser cut, avoiding the difficult bit!
- Signalling, ground frame, and point lever etches – see PARTS section

### The one-stop SER shop

In 1975 I made a decision to model the South Eastern Railway of England. Hardly any parts were available, and fewer kits. I longed for a one-stop shop where I could find all that I needed. The solution was, as usual, "If you want it, do it yourself."

Now, nearly 30 years later, SER-Kits is that shop, and I hope the range can continue to grow. Future modellers of this interesting 19<sup>th</sup> Century Railway no longer face the same wait that I did.

Dan Garrett  
GOG4336, HMRS1858, SECSoc76

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### UNDER DEVELOPMENT

Artwork for the **Stirling F and B 4-4-0s** is nearly ready, so they should be available in late 2013.

**A typical English Wain** as seen in the well-known Constable painting.

The **Gilbert Cars**: open verandah and vestibuled versions with resin bodies; etched bogies. Available 2015.

### EXTRA INFORMATION

Livery and lettering:

- SER Carriage transfers for gaps in the Fox range – see Parts section.
- SER wagon transfers available from Fox Transfers.
- SER Cudworth loco lining transfers: artwork complete; awaiting printing
- SER Loco number plates: Correct lettering and numbering artwork for the Cudworth and Stirling versions has been supplied to Diane Carney Nameplates, [www.loco-nameplates.co.uk](http://www.loco-nameplates.co.uk). Her etching is very fine and clearly shows the tiny "South Eastern Railway" etc.
- Livery details are included with kits and drawings, and now show lettering where appropriate.

Historical

- All kits contain sufficient historical information to enable you to build models accurate in appearance for different dates. SER-Kits is happy to answer historical queries in relation to the kits by email, or by post provided an SAE is included.

SER-Kits suggests that modellers interested in the SER, LCDR and SECR visit the South Eastern and Chatham Railway Society, [www.southeasternandchathamrailway.org.uk](http://www.southeasternandchathamrailway.org.uk).

### TERMS

Kits and parts are only available direct from D. Garrett, 20 Weald Close, Weald, Sevenoaks, Kent, TN14 6QH (Mail order only) or e-mail [serkits1@aol.com](mailto:serkits1@aol.com)

**Cheques** made out to D. Garrett with order. Locomotive kits and etches - £50 non-returnable deposit, balance payable when I let you know the kit or etch is ready.

#### New Postal Charges\*

- **Wagon, Carriage & Road Vehicle kits**: One only, £3.50. Two only, £5.50. Three or more, £7.
- **Parts**: no postage when part of an order including one or more kits. On their own, in small padded bag: £2.50. Larger quantities or resin castings: please check.
- **A4 Drawings** in flat photo-type envelope: £2.50. A3 drawings folded to A4, same. Tube extra.
- **Transfers**: no postal charge with kit, or if you send an SAE with cheque.
- Overseas insured postage at cost + £2.50.

Customers are welcome to pick up an order by prior arrangement. (3 miles off M25 Jn5)

\*Post Office parcel charges have doubled in the last couple of years, closing many small post offices. Only large central offices will remain where parking costs and queuing will apply. Free market economics!

Kit availability and instructions printouts for those who can't download: **see next page**.

**NOTE re INSTRUCTIONS:** Kit prices have been *reduced in 2014* because instructions (but not the drawings) will omitted. They can be downloaded as free pdfs from the website. If printouts required, add £2 for wagons and road vehicles; £3 for carriages and horseboxes, £6 for locos.

New mail orders direct from SER-Kits generally dealt with in 5-10 working days. Kits are produced on a batch basis, and as demand often outstrips my ability to cast parts, there may sometimes be a wait of a few weeks. As far as possible, I will advise on delivery times. Cheques will not be cashed until order despatched.

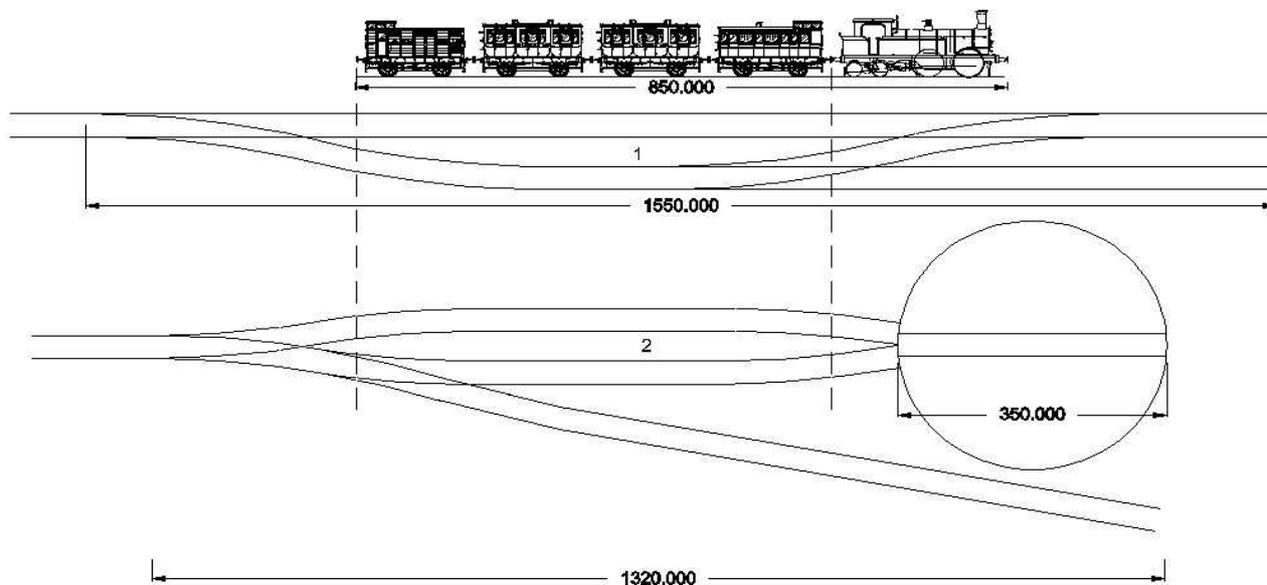
As and when time permits, kit specifications are improved. Wagon and Carriage kits all have high quality resin castings. If you have an old kit or second-hand kit with red resin castings, consider replacing them. Self-contained buffers are now supplied assembled.

## Why model the 19<sup>th</sup> Century South Eastern Railway?

Because not many do! So your model railway will be unusual. At the same time, few 7mm modellers have the space for a large indoor layout. The solution is usually to model a small 1930s or 50s branch line with rail-cars or auto trains. All too often, the compromise is obvious, and a locomotive with one or two bogie carriages rarely looks the part.

On the other hand, in the 19<sup>th</sup> Century, passenger and goods traffic was much less, and photographs of the period often show short trains of four or five four-wheelers. Probably because of the way our eyes interpret these things, a short train of four-wheelers looks more realistic than the equivalent train of modern bogie carriages. At the same time, platforms and sidings were much shorter.

Opinion apart, measurements bear out the possibility of a realistic 19<sup>th</sup> Century layout in a small space:



These two station layouts are reproduced from a scale CAD drawing showing a Stirling Q tank loco with vehicles from the SER-Kits range. The points and curves are 1200mm (4ft) radius.

In the top diagram, the tank loco can run forward, run round the train and pull it out of the station, all in a little over 1 ½ metres. In the bottom diagram, the left-hand crossover is shortened by using a Y-point, and the right-hand crossover replaced by a turntable, following SER practice at Bromley North and Caterham. The turntable is big enough to take an 0-6-0 tender loco without any overhang, yet the total station length is actually reduced to just over 1.3 metres. (I haven't built either of these layouts, so if you're tempted, draw them out full-size to make certain. The clearances for running round are just enough – SER carriages are a scale 7ft 3in. wide – but allow more if you can.)

In the top layout, there can be added interest with a carriage and cattle dock coming off the run round. Private carriages for the gentry (represented by the landau kit) were often loaded onto carriage trucks and attached to trains while their owners travelled in a private saloon carriage.

The bottom layout shows how quite a long siding can be fitted in. Three way points were common in the 19<sup>th</sup> Century (before slips came into use) and would be useful for adding a second siding.

Of course, all the above could apply to any 19<sup>th</sup> Century railway. However three points are in favour of the SER: firstly it has quirky and fairly unusual vehicles such as the passenger brake van and brake 2<sup>nd</sup> with their 'birdcage' observatories; goods vans and brake vans were outside framed. Secondly, there's a huge range of drawings and photographs available, painstakingly gathered by enthusiastic members of the HMRS and SECSoc to assist the scratch builder. Finally, there are few, if any, 19<sup>th</sup> Century railways other than the SER for which there is a dedicated kit and parts supplier. If you look through the following pages, you will see that there are passenger and goods locomotives as well as a wide range of goods and passenger vehicles. Provided I remain in good health, I expect to continue to increase the range of wagons, passenger vehicles and especially locomotives. Watch this space.

### 1899-1960

Don't forget, if you're modelling the South Eastern & Chatham Railway/Southern Railway up to c1930, the majority of my kits' prototypes were still in service. From that date, some horseboxes and wagons still survived, along with the Wainwright reboilered ex-SER locomotives, which are catered for by my etches.

An O1 is preserved on the Bluebell Railway and this variant is covered by the O/O1 etch.

**NOW AVAILABLE!**

**THE CUDWORTH 'MAIL' 2-2-2**

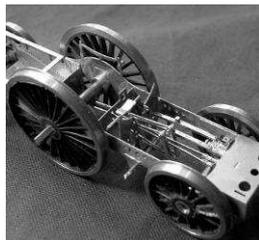
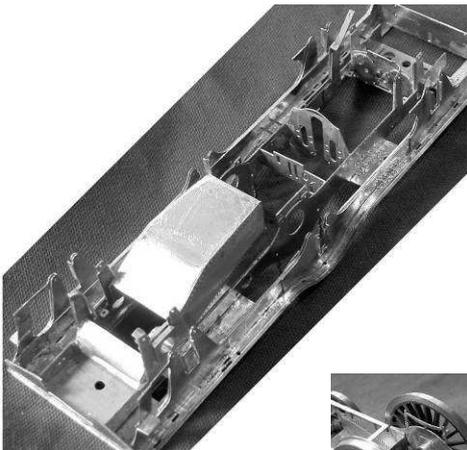


In 1862, James Cudworth introduced these powerful locomotives to handle the heavy express and mail trains from London to the Channel Ports of Folkestone and Dover. They used his ground-breaking patented design for a coal-burning firebox two firing doors and lasted until 1892.

There were two main variants of the locomotive: the batches by Vulcan and Kitson, and the Ashford batches. Within these two categories there were numerous small modifications as the years went by. The kit is supplied as either Vulcan or Ashford versions and the N/S and brass etches contain all the flat parts for either. The castings are in LMA, brass and copper and will make any variant, with or without Smith's vacuum brake, depending on your choice.

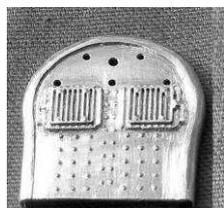
The kit-built prototype handles 30 axles on gradients of 1 in 40 and 4ft radius curves. Carriages and vans are available from the SER-Kits range to build the 1865 Staplehurst Accident train that Charles Dickens nearly died in. Lining transfers are in preparation.

The kit retails at £270 and on receipt of the £50 deposit, a 48-page historical booklet with all known photos and CAD drawings will be sent to enable you to choose your particular loco. The booklet is free to the first 12 purchasers.



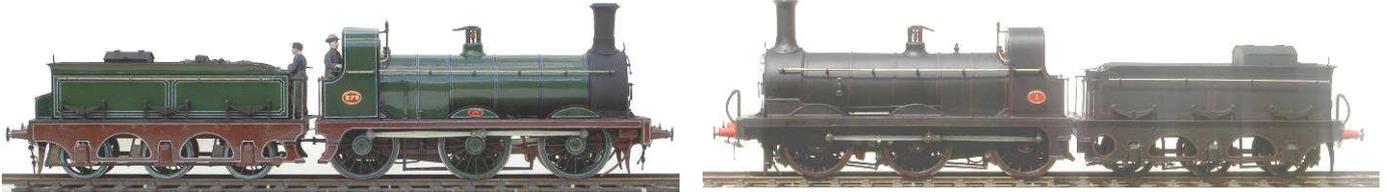
With the Cudworth introduce more of his

castings now available, SER-Kits hopes to locos in the future.



**Wainwright versions:** All SER-Kits locomotive types were in use with the SECR from 1898. As the years went by, they were rebuilt with Wainwright boilers and boiler fittings, and in some cases with new cabs. SER-Kits etches have all the parts for these later variants but boiler castings should be sourced from other manufacturers such as Laurie Griffin Miniatures. Let me know when ordering if you plan to build a Wainwright version and I will omit the boiler castings (except smokebox door) and give you a discount.

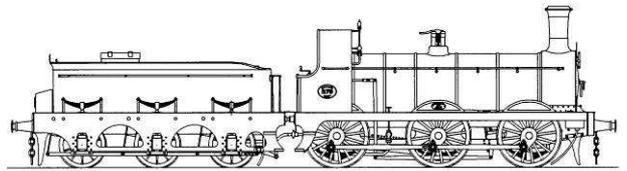
### STIRLING Class O 0-6-0 TENDER GOODS LOCOMOTIVE



The SER's standard workhorse goods locomotive (or the later 'hybrids' of these):

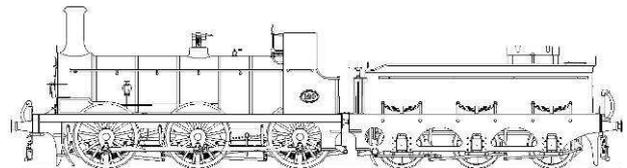
The 1878 version with:

- 'fly-away' steps
- built up chimney
- sandboxes below frames
- horizontal steam reverser
- 'wooden' tender brakes
- short water tank, rear and small 'garden shed' toolboxes.



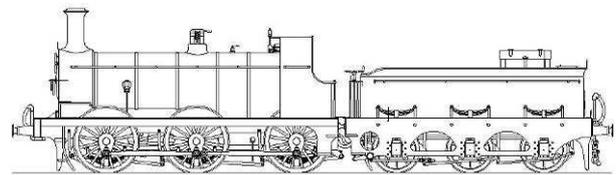
The 'standard' version of the 1880s & 90s:

- later pattern steps
- cast chimney
- brakes on driving wheels
- sandboxes integral with front splashers
- diagonal steam reverser with diagonal link
- long water tank with large 'garden shed' toolbox



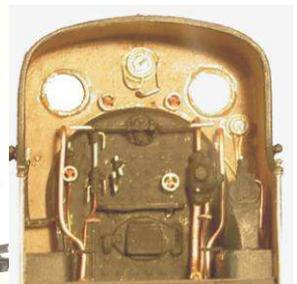
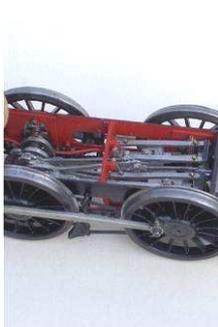
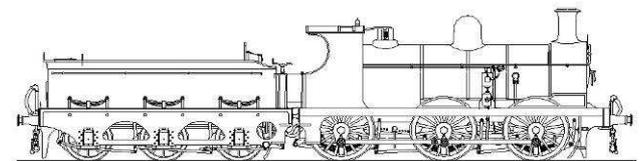
The Wainwright high-boiler version

- as 'standard' version but with higher boiler
- cut down smokebox plate
- higher 'spectacles'



The Wainwright O1 (SECR/SR/EKR, Bluebell Railway)

- Modern cab
- Various toolbox options
- Available late 2010
- Wainwright boiler and cab fittings not supplied - source from other manufacturers.



## SER-Kits

### SER/SECR/SR/BR Stirling/Wainwright Class R/R1 0-6-0 Tank Locomotive

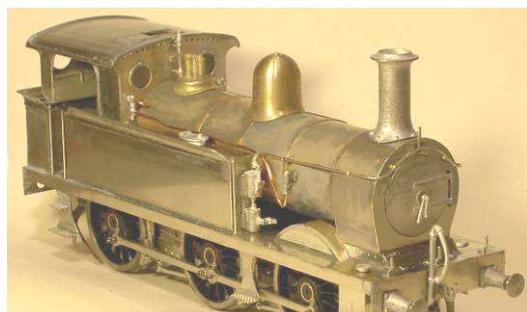
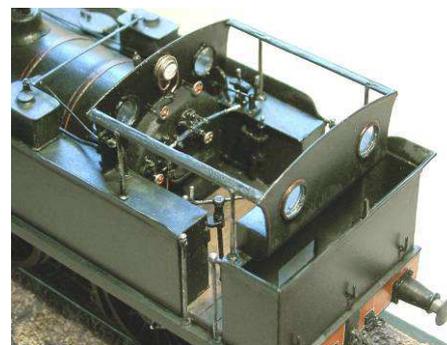
The kit makes all variations of this loco:



- the original batch with canopy cab and tank-top sandboxes
- the 'standard' Stirling version with its distinctive curved cab outline
- the Wainwright R1 version with pagoda cab
- the SR Whitstable branch type R1 with its cab similar to (but different from) the original Stirling cab.

#### Kit specifications:

- Scale drawings (CAD) of the particular version you wish to build, based on NRM originals from Ashford, plus detailed instructions (around 45 pages) with photos and diagrams, plus historical notes
- As with all SER loco kits, the R/R1 is designed to go round 4'0 radius curves.
- 0.5mm nickel-silver etch designed for easy slot and tab construction. All necessary spacers and motion plate included for Scale 7.
- Etched N/S coupling rods to be laminated together for scale thickness and strength.
- Choice of cast resin boiler or etched with formers. Boiler removable for painting.
- High quality low-melt alloy castings for just about all detail that can be seen.
- Cab removable for painting inside. A Stirling backhead casting is included. Full Stirling cab detail castings for regulator, water level, oilers, etc, are an optional extra.
- The folded underframe enables the driving axles to be sprung with the included parts.
- Plunger pick-ups (self-assembly) for all 6 driving wheels. Kit can take Slaters' pick-ups if preferred.
- Simplified motion included in the etch (non-working). Full set of castings (non-working) as an optional extra
- Full brake-gear detail.
- Working sprung steel turned buffers with cast n/s draw-hooks and couplings from Slaters.
- Etched headcode and special boards, lamp castings.
- Suitable for DCC sound with an oval loudspeaker between the frames below the bunker.



R1 nearing completion. Boiler castings from Laurie Griffin Miniatures



## SR/SECR/SER/Metropolitan Rly Class Q/Q1 0-4-4 TANK LOCOMOTIVE



Later large bogie Q in Stirling livery

This kit makes probably all the variations of this loco. 'Probably' because there were so many. There are different frames and bogie frames for the smaller and larger bogie-wheel versions with their shorter and longer bunkers. Also both Q and Q1 cabs. Extra castings are available for the condensing versions. As I concentrate on SER originals, I do not supply Wainwright boiler castings, and for those modellers wishing to make a Q1, I supply the kit without the boiler castings (and at a lower price). The Wainwright castings can be sourced from other suppliers such as Laurie Griffin Miniatures. *If you wish to order please send SAE or email for full spec and pricings for different options.*

### Kit specifications:

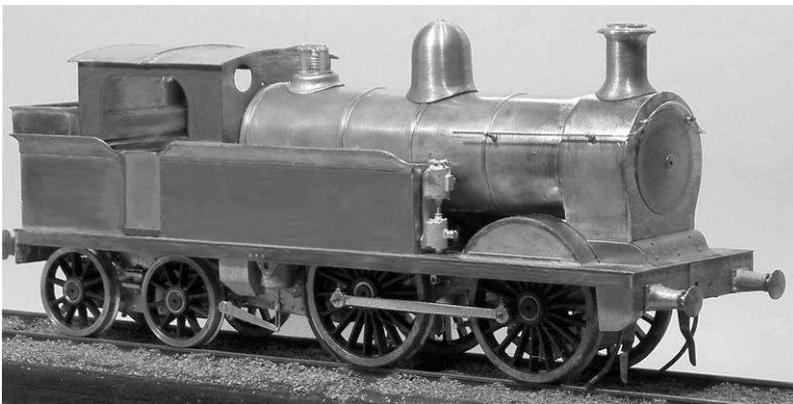
- Scale drawings (CAD) included in kit based on NRM originals from Ashford and Nielsen plus detailed instructions (around 45 pages) with photos and diagrams, plus historical notes
- 20 thou kit nickel-silver etch designed for easy slot and tab construction. S7 motion plate included.
- The folded underframe enables the driving axles to be sprung with the included parts. Simplified motion included in the etch (non-working). Full set of castings (non-working) as an optional extra
- Etched N/S coupling rods to be laminated together for scale thickness and strength.
- Choice of cast resin boiler or etched with formers. Boiler removable for painting.
- High quality low-melt alloy castings for just about all detail that can be seen.
- Cab removable for painting inside. A Stirling backhead casting is included. Full Stirling cab detail available.
- Working sprung steel turned buffers and Slaters couplings.
- Designed to go round 4'0 radius curves. Can almost certainly be amended to sharper curves.



Early small bogie Q in 1881-4 livery

### Wheels and axles.

- Drivers: 18 spoke 5ft 6in, crank between: eg. Slaters 7867SW. Large bogie wheels: 3ft 9in 10 spoke, eg. Slaters 7845. *Note that the early batches had 3ft 0in 8-spoke bogie wheels which I can supply to order.*



Large bogie Q1 nearing completion. Boiler castings from Laurie Griffin Miniatures

There are many minor variations requiring extra choices to be made: Smith's or automatic vacuum, Wainwright or Stirling boiler fittings, dome, Wainwright or Stirling safety valve, variant chimneys, appropriate backhead and cab fittings, appropriate steam reverser. (Note that the tank front reversers are different from the boiler-side reversers of the Wainwright era.) SER-Kits will exchange fittings for a small handling charge.

Condensing version castings



## STIRLING Class A 4-4-0 PASSENGER LOCOMOTIVE



The SER's later passenger locomotive for local services, often replacing the Cudworth 118s. The kit makes up into any one of three versions:

The 1879 version with:

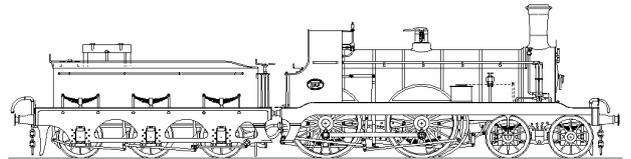
- separate sandboxes (as above)
- built up chimney

The 1880 version with:

- Integral sandboxes (similar to the F class)
- cast chimney

The Wainwright high-boiler version

- as 'standard' version but with boiler pitched higher
- spectacles higher in the spectacle plate



Kit consists of nickel-silver etch, cast resin boiler (no rolling!), whitmetal castings or etched parts for just about every detail you can see in each of the versions. Plus full instructions with diagrams and photographs, and CAD drawings of each version. All axles can be sprung without buying additional parts. Sprung buffers are standard, with cast n/s drawhooks and couplings. Spring pick-up plunger parts supplied and the kit is designed for split-axle bogie pick-up. All rods, tube, wires, nuts & bolts, etc. included.



### FORTHCOMING PROJECTS

#### **BR/SR/SECR/SER Class F/F1 and B/B1 EXPRESS PASSENGER LOCOMOTIVES**

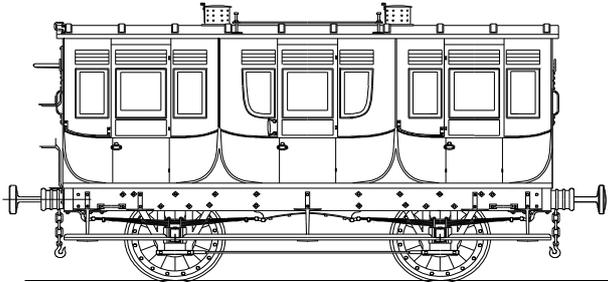
Coming in 2013/14, etches and castings for these popular and long-lasting locomotives. I have delayed these projects in order to bring out the Mail.

### FOUR WHEEL COACHING STOCK KITS

Based on SER examples, these are typical and could find a home on many 19<sup>th</sup> Century layouts. Resin body castings for sides, ends and roof; with etches for compensated W-irons, end-steps and other detail; plus whitemetal castings for the sprung buffers, lamp pots, etc. Interior detail is standard. The resin is different from our wagon kits and reproduces fine window detail while being much less prone to breakage.

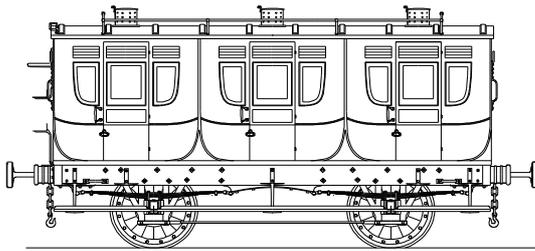
Each kit comes in two versions. As illustrated they suit main-line trains before about 1880. Later the originals were demoted to branch line use, with plain roof, no luggage rails and buffer stocks replaced by 4-rib metal type – this is the second kit version.

#### 1<sup>ST</sup>/2<sup>ND</sup> COMPOSITE CARRIAGE: COMP59



Based on SER diagrams and the corresponding HMRS drawing, this composite carriage was a commonplace vehicle from 1859 in SER main-line trains. Later, they were downgraded to branch-line duties where they remained in service during the early SE&CR period.

#### 1<sup>ST</sup> CLASS 'OLDBURY' CARRIAGE: OLD57



Based on SER diagrams and HMRS drawings, this and similar first-class carriages were essential to main-line services in the days when mainly the wealthy travelled. By SE&CR days they had been downgraded to branch-line duties, some of them running on the Whitstable branch.

#### 1<sup>ST</sup> CLASS COUPE SALOON CARRIAGE: SALN59



Based on an extant SER diagram from 1859 (with a degree of sensible conjecture concerning the window end) this carriage is an unusual addition to a layout, and typical of carriages that could be hired by the wealthy for a day out. If you add the Horsebox with Groom's Compartment and the Carriage Truck with Landau, you will have a model of the kind of private train that was hired by wealthy families to go on holiday across the UK between the 1850s and c1910.

## Brake 2<sup>nd</sup> and 2<sup>ND</sup> CLASS CARRIAGE 1861, BSEC61 and SEC61



Although based on SER diagrams (and HMRS drawings) this 2<sup>nd</sup> Class carriage, built by Wright, was typical of 4 cpt. 2nds running on many railways. By the late 1800s they had been downgraded to branch-line duties. There is a photograph of one in the early 1900s transferred to the Engineering Dept. still with the roof luggage rails.

As with 1<sup>st</sup> Class carriages, the kit can also be supplied with a plain roof to represent the carriage as modified in later years without luggage rails and cross-bearers.

The Brake 2<sup>nd</sup> is available with an etch for the distinctive end 'birdcage' guard's observatory along with the usual steps and fittings etch, plus castings for the slide brake, or an etch for the later clasp brake..

### KIT BASHER'S CORNER

For those who like making unusual vehicles, several of the kits can be 'amended'.

#### Brake Second (no luggage compartment)

All you need is an extra side from the ordinary 2<sup>nd</sup> Class carriage kit to turn the Brake 2<sup>nd</sup> with luggage compartment into this version.



#### First Coupe Carriage

This needs a bit more work. It uses four 1<sup>st</sup>/2<sup>nd</sup> composite and two saloon coupe sides, plus slightly modifying the cast solebars and the I've made one: will you be the second?



roof.

#### Future developments:

Express First with luggage compartments

1<sup>st</sup>/2<sup>nd</sup> Composite Slip Carriage

## SER/LBSCR 1842-1905 HORSEBOX WITHOUT GROOM'S COMPARTMENT. HB42

Complete kit to make these strange little vehicles, almost as wide as long. (A sugar-cube on wheels!) A nice touch is to put a horse inside... Sides are cast in high-quality resin, with full white-metal castings. CAD drawing included based on a recently found original in the National Archives. Almost identical vehicles were used by both the SER and LBSCR (the latter did not have the end diagonals). They were withdrawn in the early 1900s. Note: 3ft 0in wheels even though passenger stock. Photos show that by the 1880s many had been fitted with 4-rib iron buffer stocks and piped for Smith's non-automatic vacuum.



When ordering, please state whether SER or LBSCR, and which buffer stocks you require: hooped or cast. The Vac. Pipes – Smith's or auto are supplied separately. See Parts Section.

## HORSEBOX WITH GROOM'S COMPARTMENT: HB72



Built from 1872, these horseboxes lasted into SR days, and have been extensively described in the South Eastern & Chatham Society's journal. They would probably have started life piped for Smith's non-automatic vacuum. Later they would have been fitted with brakes, and from c1890 Smith's was replaced with the standard automatic vacuum for use across most railways. The kit comes in two versions, piped only or fitted with brakes. State whether you want Smith's (as in photo) or automatic vacuum.

## CARRIAGE TRUCK CT70 WITH LANDAU

The carriage truck accurately reproduces an SER drawing. The basic truck is formed from castings with further detail added from etched components to make an interesting little model with all the adjustable fittings to secure a road vehicle.

The landau is based on a 19<sup>th</sup> century drawing, and cast from high-quality alloy with all the fittings shown in the photo. Three versions are available: both hoods up for rainy weather; one hood up, one folded (for Sunday visits); both hoods folded for sunny day promenades.

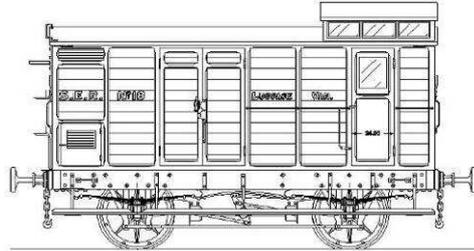


## THE WEALD INTERMEDIATE RANGE

NB: boxes for the finished model are not normally supplied in the Weald Intermediate range

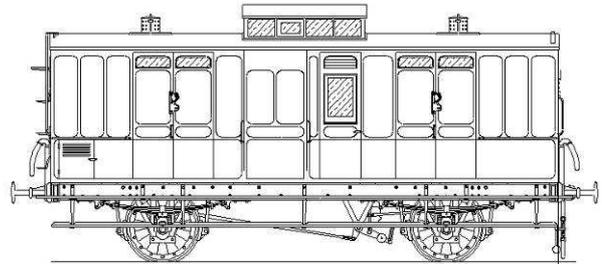
### 18ft BIRDCAGE PASSENGER BRAKE VAN: PBV66

**Note: PBV64 now available as a resin kit.**



The difficult 'birdcage' is etched as are end steps and step hangers. The PBV is in two versions, one with the flatter roof of the early 1860s and one with the more sharply curved roof from 1866. The former is included as a resin casting. Kit contains cast metal axlebox/spring/W-iron assemblies or compensated etch equivalent (state which), cast resin guard's seat and dogboxes. Also full slide brake castings or etch for later clasp brakes, sprung 4-rib buffers, & rear lamp. Plus fully detailed scale CAD drawing showing elevations and plan plus inside and brake details. Correct transfers if required.

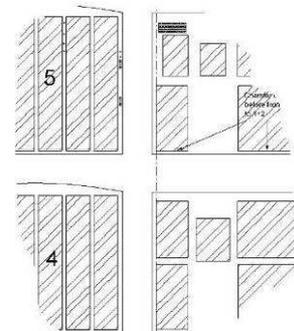
### 25ft CENTRE BIRDCAGE PASSENGER BRAKE VAN: PBV75



The kit contains printed styrene sheet for the sides and ends, including the solebars, for you to cut out. The positions for all the bolts and holes for step hangers are marked. Laminate, score, drill and add the supplied correct size styrene strip to create the panelling. **The curved moulding is laser-cut from 10thou styrene to avoid the difficult bit!**

The difficult 'birdcage' is etched as are end steps and step hangers. The PBV is in two versions, one with Smith's non-automatic vacuum (up to 1890s) and the other for the automatic vacuum. Kit contains brake underframe etch (compensated), steps & hangers etch, and a full set of castings: springs and correct axleboxes, correct 3-rib sprung buffers, oil pots & rear lamp. Plus fully detailed scale CAD drawing showing elevations and plan plus inside and brake details. Correct transfers if required.

### 4 WHEEL 3RD CLASS CARRIAGE

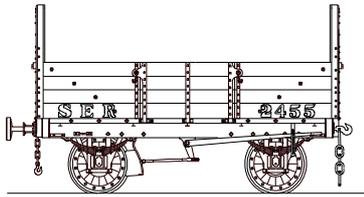


As with the above kits, all the fittings are supplied as etches or castings. The detail diagram shows the way the styrene is printed for you to cut out and layer together. The framing is cut out first and laminated so that it can be cleaned up before adding the planking.

## ROUND END OPEN WAGONS

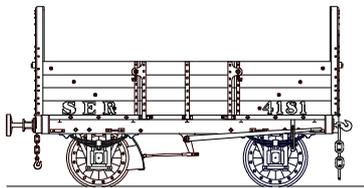
Cast resin bodies on cast white-metal underframes, suitable for assembly with fast 2-part epoxy resin adhesive. Sprung cast buffer stocks and buffers with 5 or 3 link couplings. Push rod or 'cast-iron' brakes as appropriate. NB: For wagons modified by the SECR, kits can be supplied with the iron-block brake at no extra charge if SER-Kits notified at time of order.

### ROW63 - SR Diag.1327



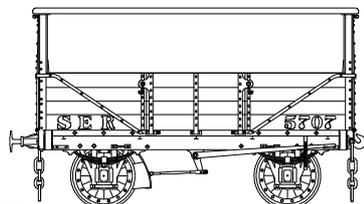
Based on SER drawings No. 306 & 307, this open wagon was built in large numbers during the 1860s. Features include: internal diagonal strapping, narrow end stanchions, 4-rib buffers with 14" wooden-padded heads, single push-rod brake. Can be supplied with hooped buffers for 1858 version.

### SEW63



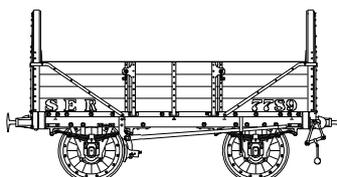
Based on SER drawing No. 307, 50 of these curiously shaped open wagons were built in 1863. As well as the stepped ends, features include: internal diagonal strapping, narrow end stanchions, 4-rib buffers with 14" wooden-padded heads, single push-rod brake.

### ROW77 - SR Diag 1327



Based on SER drawing No. 552, this open wagon was built in large numbers from the late 1870s into the 1890s, before being superseded by versions with angle-iron end-stanchions. Features include: external diagonal strapping, wider tapering end stanchions, 3-rib buffers with 12" metal heads, single push-rod brake and tarpaulin bar. Most of the wagons were running in SE&CR days, when the ends began to be cut down. Quite a number survived into Southern days, still with the round ends, although some were cut down.

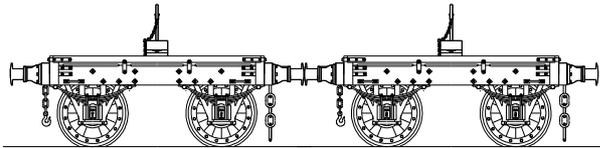
### ROW 85E - SR Diag 1327



Based on SER drawing No.823, 1885. Although the body is virtually identical with ROW77, the larger wheels and iron block brake give it a distinctively different appearance. It appears in several period photos, loaded with bales of straw or hop pokes. Features include: external diagonal strapping, wider tapering end stanchions, 3-rib buffers with 12" metal heads, screw couplings and iron block brake. These also survived with round ends into the SR period.

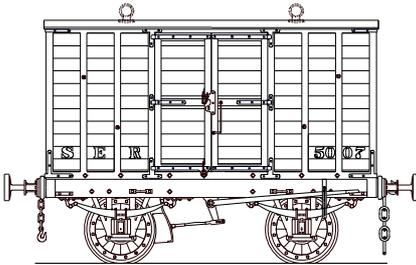
**Safety-chain packs**, a nice finishing touch – see Parts section, £1.70

## Timber Trucks: TT60



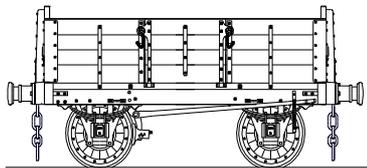
Sold as a pair, these two timber trucks are some of the earliest used on the SER, dating from 1859. With a body length of only 10 feet, they are distinctively tiny. Features include rotating bolster, cast stanchions, fine chain and independently sprung buffers. (Tree trunks not supplied!) The trucks survived into SE&CR days, but may or may not have made it onto Southern tracks. The Caledonian Railway had very similar trucks.

## Covered Van: VAN70 - SR Diag 1553



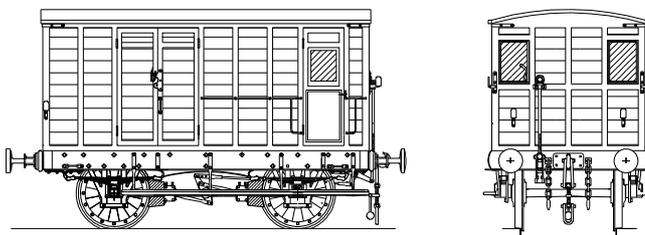
Based on SE&CR diagram 1087, and with detail added from later SER drawings, this 8'0 wheelbase van was a common sight throughout SER and SE&CR days from the 1860s onwards. Up to a hundred survived into Southern Railway days, many becoming tool vans. Features include: external framing, 4-rib buffers with 14" wooden-padded heads, single push-rod brake and torpedo vents.

## Coal Wagon: CW83 - SR Diag No1328



Large numbers of these coal wagons were built for the SER during the second half of the 19<sup>th</sup> Century. This kit is based on Drawing No. 773 dating from 1883. No earlier drawing exists, but photographic evidence suggests that very similar wagons were built at least 20 years earlier. By the 1890s the design was enlarged and updated, but many of these earlier smaller wagons survived into Southern days. From the 1890s they were used as general purpose open wagons, not solely for coal.

## Goods Break Van: GBV60 - SR Diag 1553

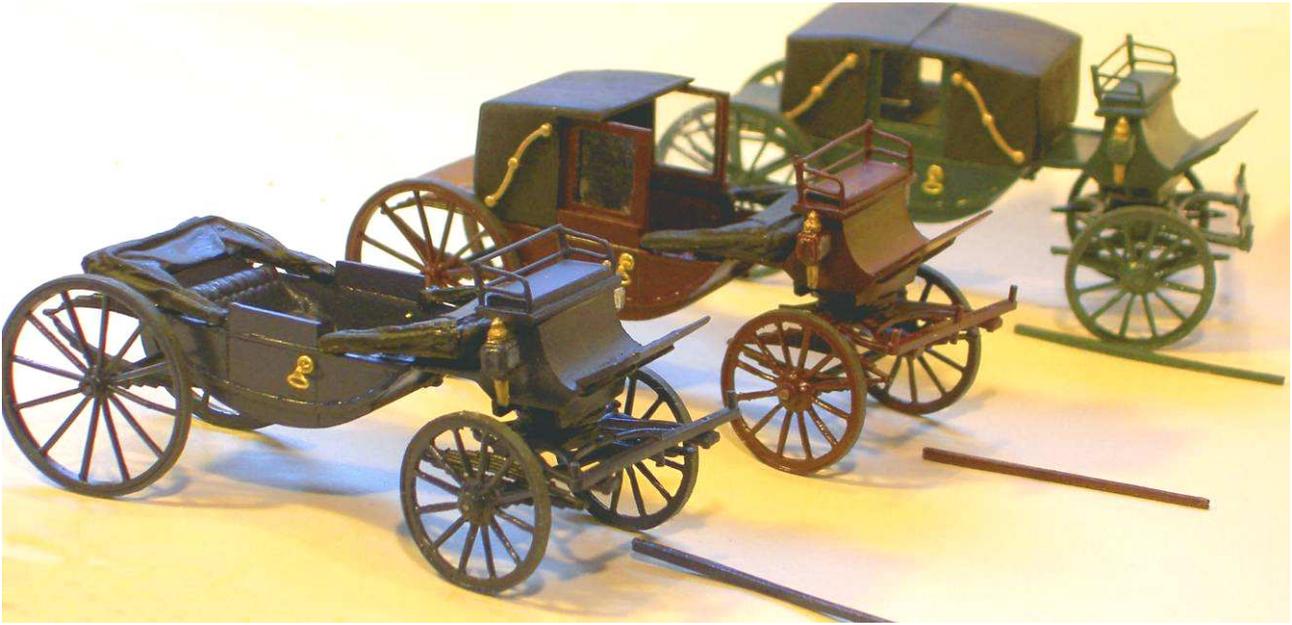


Based on SER Diagram 1322, this type of goods brake van was built for 20 years before being updated with heavier curb-rails and lever-and-link brakes. Kit features include castings to make the complete slide brake with its distinctive external bevel gears; plus cast running board brackets, cast lamp irons, and the distinctive lamp to be placed on the side of the van. (The lamp was intended to show a white light forward to reassure the driver, as well as a red light to the rear.) Many of these vans survived into the 20<sup>th</sup> century, with quite a number running in Southern days on backwater duties.

**Safety-chain packs**, a nice finishing touch – see Parts section, £1.70

## ROAD VEHICLES

### 19<sup>th</sup> Century Landau



The same kit as sold with the carriage truck. The landau is in three versions as shown: open for sunny-day promenades; half-closed for taking the air with privacy; closed for rainy days, or for securing to a carriage truck.

Each kit is of high quality low-melt alloy parts with etched drop-handles. The front wheel assembly pivots for your layout's curved roads. Horses – two or four – should be purchased from other suppliers and harnessed to the landau's splinter bar with leather traces (1.5mm strips of card painted dark brown).

### HORSE-DRAWN DELIVERY VAN



This horse drawn station delivery van with tilt (hood) is based on an extant SER drawing and on a model in the National Railway Museum. The body, chassis and wheels are of high quality low-melt alloy while the tilt is of textured resin. The front wheels are pivoted to suit curved roads. A single horse is required, harnessed with leather traces (see landau notes above) and a driver with leather apron can be placed on the seat which projects into the luggage section (only just visible in the photo).

A ¼ A4 transfer sheet is available separately with the SER lettering shown and the SECR equivalent plus a range of part-words, "HURST" etc, to build up different place names real or fictional (as here). An historical photo shows an identical van used by Carter Paterson, and smaller sheet of suitable transfers for this version is currently available.

## SER-Kits – PRICE LIST January 2014

### LOCO KITS – All in nickel silver, to order only – check for delivery timescale

<b>SER Cudworth Mail</b>	N/S, brass etches, LMA, Brass castings	£270
<b>SER/SE&amp;CR/SR/(EKR)</b> Stirling O 0-6-0 goods loco Stirling A passenger loco	Kit supplied with castings to make one of three different versions.	N/s only £229.00
Stirling Q/Q1 0-4-4 tank and R/R1 0-6-0 tank	Because of the many variations, please use my order forms (by email or SAE)	From £129

### WAGON KITS

<b>SER/SE&amp;CR/SR/EKR</b> Round-end open wagons	ROW63, ROW77, SEW, ROW 85E, CW83	£30.00
<b>SER/SE&amp;CR/SR</b> VAN70	8' wheelbase Covered Van	31.00
<b>SER/SE&amp;CR/(SR?)</b> TT60	Pair of timber trucks	34.00
<b>SER/SE&amp;CR/SR</b> GBV60	Goods Break Van with slide brake and end bevel gears	£43

### COACHING STOCK KITS

<b>SER/SE&amp;CR</b> 1 <sup>st</sup> /2 <sup>nd</sup> 3cpt. 4 wheel compo	COMP59 – moulded roof, rails – plain roof, no rails	63.00 56.50
<b>SER/SE&amp;CR</b> Oldbury 3cpt. 4 wheel first	OLD57 – moulded roof, rails – plain roof, no rails	63.00 56.50
<b>SER/SE&amp;CR</b> 1 <sup>st</sup> 4 wheel Saloon Coupe	SALN59 – moulded roof, rails	63.00
<b>SER/SE&amp;CR</b> 4cpt. 4 wheel 2nd	SEC61 – moulded roof, rails – plain roof, no rails	63.00 56.50
<b>SER/SE&amp;CR</b> 4 wheel 'birdcage' Brake 2nd	BEC61 – etched 'birdcage', slide or clasp brake – state which required	£71.00
<b>SER/early SE&amp;CR/LBSCR</b>	HB42 Early horsebox	33.00
<b>SER/SE&amp;CR/SR</b> Horsebox with groom's cpt	HB72 unbraked HB72 braked	36.00 45.00
<b>SER/SE&amp;CR/(SR?)</b> Carriage truck	CT70 with Landau – counts as one kit for postage with Delivery Van - ditto	32.00 52.00 52.00

### WEALD INTERMEDIATE RANGE

<b>SER/SE&amp;CR</b> 4 whl. pass. brake vans – end bird-cage	PBV63, PBV66 Vac brake not supplied – see Parts section	40.00
<b>SER/SE&amp;CR/SR</b> 4 whl. pass.brake van, centre bird-cage	PBV75 State whether Smiths (pre1890) or auto vac.brake	42.00
<b>SER/SE&amp;CR</b> 4-whl. Third	THIRD65	40.00

### ROAD VEHICLES

<b>LANDAU</b>		23.00
<b>STATION DELIVERY WAGON (COVERED)</b>	SER transfers inc. placenames + £10.50 Carter Paterson transfers with kit + £3.50	23.00
<b>'Constable' FARM WAIN</b>	Coming 2014	tba

## SER TRANSFER SHEETS

These professionally printed waterslide transfers cover 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, compos, slip carriages, PBVs and horseboxes. They are intended to fill the gaps left in the Fox range. The horsebox sheet has the letters SE&CR as Fox do not have an appropriate sheet.

### Passenger Stock

Each sheet contains lettering and numbering for one vehicle. Please state which ones you want:

1. Pre-1870s 1<sup>st</sup> Class, including Oldbury, and 1<sup>st</sup> Class downgraded to 2<sup>nd</sup>.
2. 1859 1<sup>st</sup>/2<sup>nd</sup> Composite/Slip Coach
3. 4whl. 2<sup>nd</sup> and Brake 2<sup>nd</sup>
4. 4whl 3<sup>rd</sup> and Brake 3<sup>rd</sup>
5. End 'birdcage' Passenger Break Van
6. Centre 'birdcage' Passenger Break Van
7. 4whl horsebox both with and without groom's compartment. SER/SECR (2 sets required for 6whl horsebox)



*The following are not specific to a vehicle:*

8. 6 wheel 1870s 1<sup>st</sup>/2<sup>nd</sup>/3<sup>rd</sup> – six of each designation plus two sets of numerals

*And, for certain carriages:*

9. "SMOKING" – red on white x4, plus circular emergency warning discs (red cross in a circle) x 2, plus "OIL" in white for solebars x 12
10. SER Crests and monograms are available as a separate sheet, printed by high-res ink-jet on transparent waterslide decal sheet and sprayed with UV-resistant acrylic. Suitable for a number of carriages (e.g. 4whl 2<sup>nd</sup> and 3<sup>rd</sup>, 6-wheel 1870s). I have produced these myself, and the quality is good, but if you want top quality crests, then you will have to buy the Fox sheet. Fox do not have the monogram (4whl 2<sup>nd</sup> and 3<sup>rd</sup>) in their range.

All the above £2.50 per sheet (£2 when ordered with the appropriate kit).

Send your own SAE and avoid the p&p minimum charge.

NOTE: if you are modelling the later style of lettering with large carriage door numerals – 1880s onwards, you will need to use Fox's SECR carriage sheets as well.

### Station delivery van

Transfer sheet for SER and SECR versions: A ¼ A4 transfer sheet with specific SER/SECR lettering and a range of part-words, "HURST" etc, to build up different place names real or fictional. £10.50 per sheet

A sheet of suitable transfers for Carter Paterson will become available during 2013.

### Under development:

- Lining transfers for Cudworth locomotives
- Complete sets of decorative floral corners and curlicues to suit the Gilbert Cars/Hastings Car Train, plus the distinctive waist and roof lettering.

# SER-KITS

All SER-Kits parts are derived from copies of Ashford original drawings.  
Many parts applicable to other railway companies

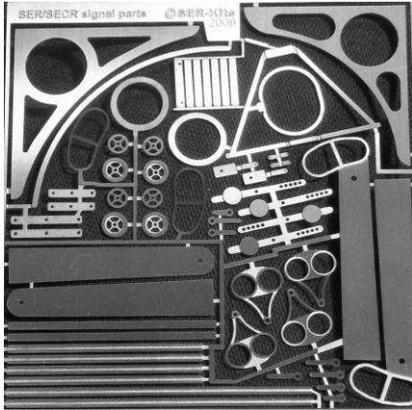
## ETCHES

### 7mm SCALE ACCESSORY ETCHES

Although primarily designed for the SER, they will be useful for other railways too.

## NEW FOR 2013!

### Signalling etch



Contains:

- Signal arms with lower spec frames
- Signal arms and separate spec. frames
- Bracket for SER signals
- Brackets (two types) for SECR signals
- Platform and railings
- Pulleys (to be laminated) and levers
- Yard signal 'O'

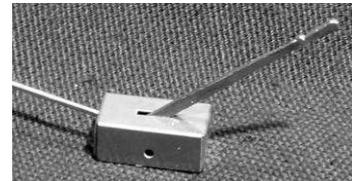
### Ground Frame etch

Pre-interlocking. This can be seen in a number of early photos between the signalman's hut and a two-way post station signal. One lever controls the up signal, the other the down. Can be made to work signals. The base is partly submerged in ballast.

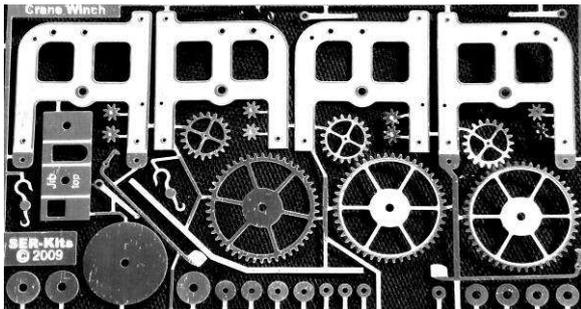


### Point Lever etch

This type can be seen in many SER photos, usually at right angles to the track, sometimes parallel with the movement turned by a bell crank. Intended as cosmetic, but can be made to work points, although the throw may not be sufficient for Fine Scale. (OK for S7)



### Winch for crane, etc



This makes up into a winch with many applications. The prototype, based on an example at Pluckley, SER, was obviously intended to be 'portable' for movement between different locations. It was bolted to a concrete or stone base. The gears mesh and can be made to work. Brake, pulleys and hooks included, along with a brake lever. Most parts are to be laminated. A complete kit of the Pluckley shear legs crane is planned for 2014.

## New Etch prices

SE-1	Signal parts	£8.00
CE-1	Ground frame	£4.00
UFE-1	Point lever (pair)	£4.00
UFE-2	Crane winch	£12.00

## ETCHES

### 7mm SCALE ETCHES FOR VICTORIAN & EDWARDIAN CARRIAGES AND VANS

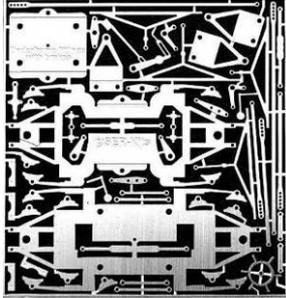
Although primarily designed for the SER, they will be useful across a whole range of 19<sup>th</sup> Century (and later) vehicles.

#### Coach Fittings - CE-1

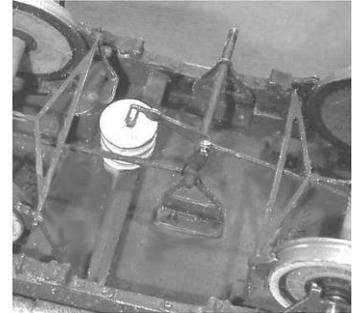
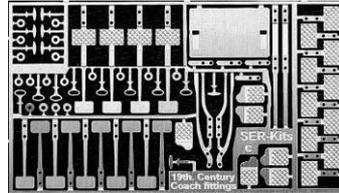
- Various end steps suitable for passenger vans and carriages – adjustable for different height vehicles.
- Underframe steps and running-board irons
- Tee and drop door handles
- Lamp irons
- Fit to model with dress-maker's pins
- Also useful for horse-drawn carriage parts



#### Underframe and brake fittings - UFE-1



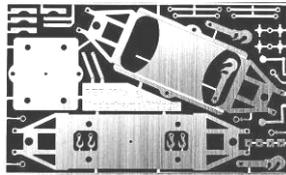
- Compensated W-iron units (3-point -one fixed, one rocking) with integral brake hangers.
- Full 'clasp' brake gear and rigging, can be adjusted to various wheelbases – use dress-maker's pins to fix parts together.
- Based on 1870/80s SER centre lookout passenger brake vans, and also suitable for later SER goods



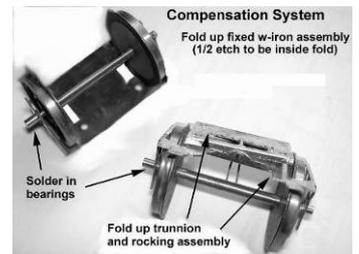
brake vans – as well as many other vehicles.

- Screw couplings

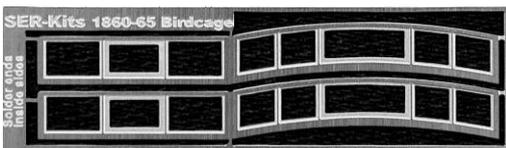
#### Underframe fittings - UFE-2



- Compensated W-iron units (3-point -one fixed, one -rocking). Rocking is controlled by N/S W-iron stays
- Straight & curved keeper plates
- Screw couplings
- Safety chain hooks and eyes



#### Birdcage' Guards Lookout BL60, BL69, CBL



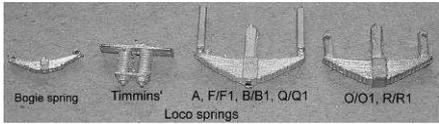
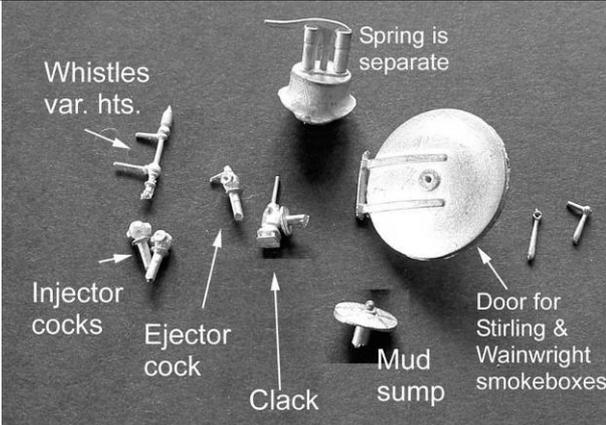
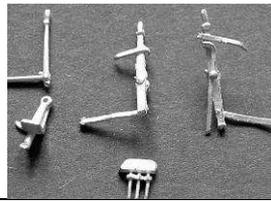
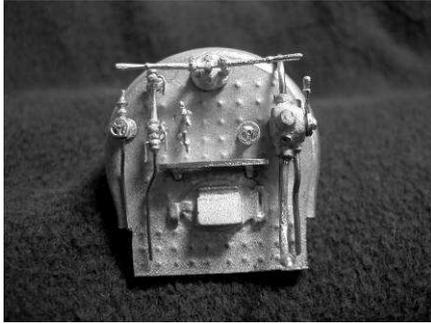
- Avoids troublesome cutting of styrene!
- Three etches available: for 18 ft. radius roofs (SER 1860-65), for 10 ft. radius roof (SER 1866) and for the many SER centre birdcage brake vehicles

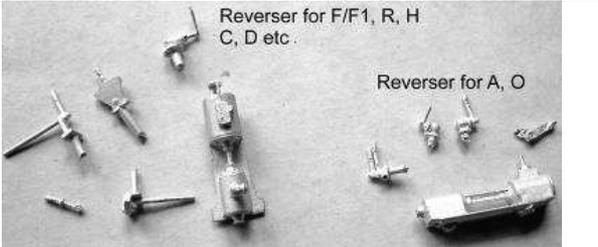
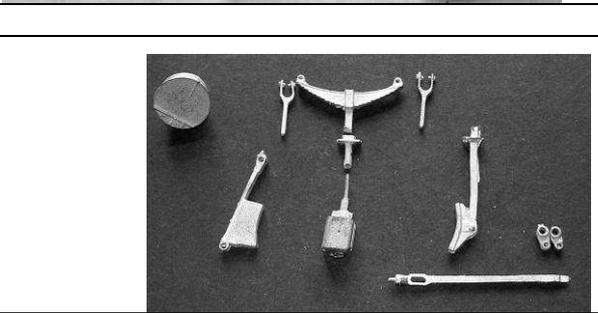
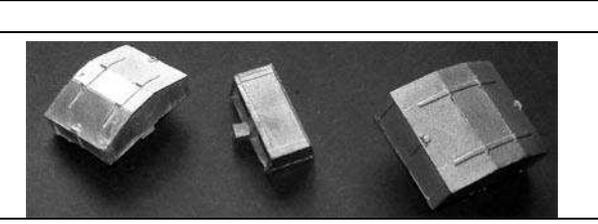
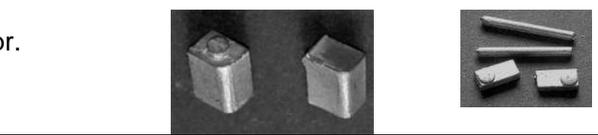
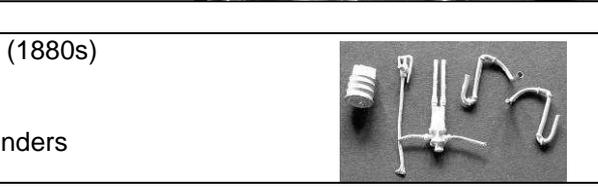
#### Etch prices

CE-1	Coach Fittings – steps, handles, etc	£8.00
UFE-1	Underframe fittings	£4.00
UFE-2	Underframe and brake fittings	£12.00
BL60, 66, BLCB	Birdcage' Guards Lookout – state which	£3.00

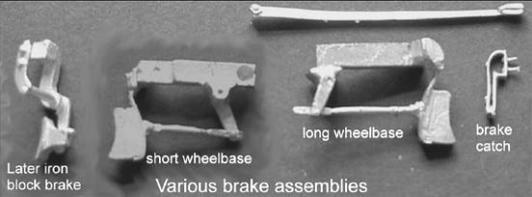
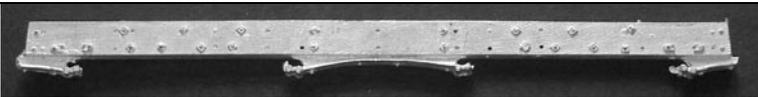
## Locomotive Parts

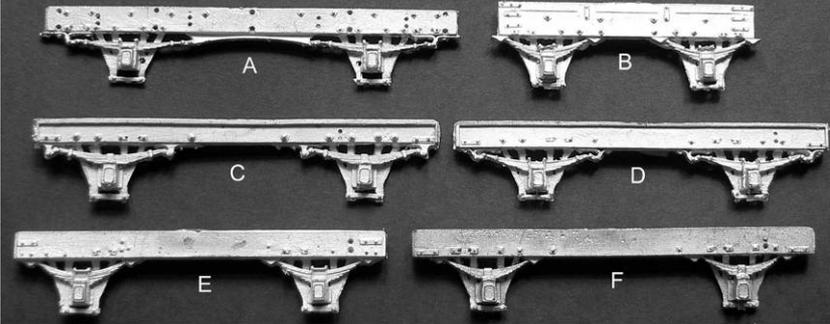
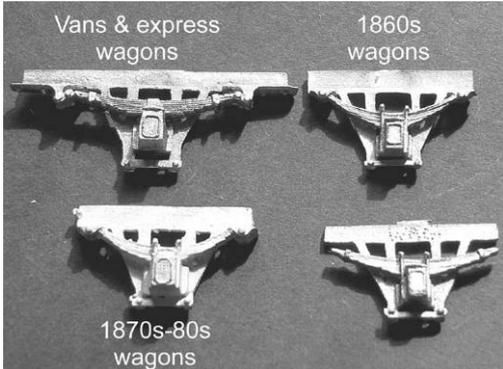
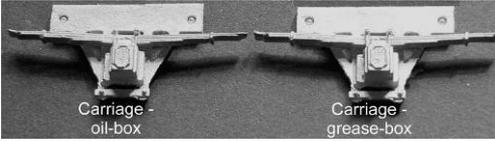
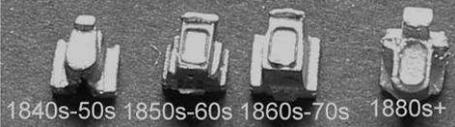
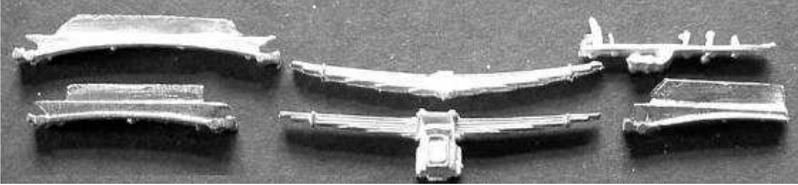
Listed as supplied with our loco kits. Many parts also available separately: please enquire

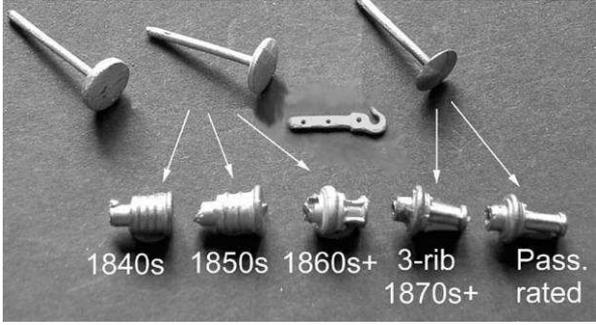
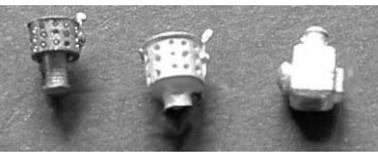
<b>LOCO ETCHES</b> (do not contain boilers)		
O/O1, A, Q/Q1 Nickel Silver – includes laminates for coupling rods		£95
Ditto, brass for those sourcing their own coupling rods		£82
<b>COUPLING ROD ETCHES</b> – nickel-silver – solder 3 layers for scale thickness – assemble on Slaters top-hat bearings for easy alignment. 7ft.5in. (Q/Q1 - illustrated); 8ft.2in. (A); 8ft.6in. (F/F1 & B/B1)		£7.50
<b>BOILER CASTING</b> – resin – can be adapted for all Stirling locos (except B)		£10
<b>THE FOLLOWING CASTINGS</b> are supplied as high-quality pliable low-melt alloys – much better than white-metal		
LOCO BUFFERS Set of 4 – for Cudworth/Stirling/Wainwright locos, (turned 12" steel heads, lightly sprung) <i>NB: Q/Q1 and H need 16" rear buffer heads: enquire re cost/availability</i>		£7.00
LOCO SPRINGS – set of 6 leaf springs (O & R) – set of 4 leaf + 4 Bogie springs (original A & F) – set of 2 leaf, 2 coil + 4 Bogie springs (Later A & F & B) – set of 4 leaf + 4 Bogie springs (Q & Q1)		£4 £6 £6 £3
STIRLING BOILER FITTINGS (state which loco) Chimney, Stirling safety valve (narrower than Wainwright), smokebox door, darts, whistle, clack valves, drain valves, ejector take-off cock, injector take-off cocks, mud sump		£30
STIRLING BACKHEAD & CAB FITTINGS BAG – (state which loco – A, F, Q, O, R) Backhead, pull-out regulator, automatic vacuum ejector, tiny fittings – approximately 13 castings - sanding & drain-valve levers, brake handle	 	£15
Loco lamp, Ashford type, SER/SECR, needs drilling for inverted U wire handle, but rear is supplied hollowed to fit loco lamp-iron		Each: £0.40
STIRLING CAB AND TENDER RAILINGS (INCLUDING BRAKE SPINDLE & HANDLE) A & O locos. F under development.		£6.00

<p><b>STIRLING/WAINWRIGHT STEAM REVERSER</b></p> <p>Cab type – A, O, early Q – cylinders, handles and links</p> <p>Boiler/tank type – F/F1, B/B1 R/R1, Q/Q1, Wainwright locos, main casting + cab levers</p>		<p>£3.50</p> <p>£5.00</p>
<p><b>TENDER SPRINGING</b></p> <p>Axleboxes, 3ft. tender springs, spring hangers, guides etc. – total – 24 parts</p> <p>Tank filler (state removable or hinged)</p>		<p>£14</p> <p>£1.50</p>
<p><b>TENDER FITTINGS</b></p> <p>Small top toolbox</p> <p>Rear toolbox</p> <p>Large top toolbox</p>		<p>£3.50</p> <p>£3.50</p> <p>£4.00</p>
<p><b>Sandboxes</b></p> <p>- early type with separate filler caps – pr.</p> <p>Sandbox – later hinged flap type – pr.</p> <p>Cock covers – 4 parts</p>		<p>£3.50</p> <p>£2.50</p> <p>£2.50</p>
<p><b>COSMETIC STEPHENSONS MOTION &amp; VALVE GEAR – Swing-link version –</b></p> <p>Victorian Railways generally, SER Stirling &amp; some Wainwright (e.g H class) non-working, cosmetic only.</p> <p>Kit contains 29 castings, slide bars, motion plate, con rods, eccentrics, etc.</p> <p>Designed for locomotives with approximately 8'6" from driving axle centre to front of cylinder head casting; considerable scope for adjustment.</p> <p>Full instructions, photos &amp; drawings included</p>		<p>£21.00</p>
<p><b>SMITHS NON-AUTOMATIC VACUUM (1880s) – LOCO</b></p> <p>Ejector &amp; release valve,</p> <p>4 stanchions with pipes, 2 Bellows cylinders</p>		<p>£5.00</p>
<p>Bogie rubbing plates (stabilisers) on left of picture - those for Q/Q1; Centre of picture - those for A &amp; F/F1 .....</p> <p>Rocking vacuum cylinder for Q/Q1 on rt. of picture.....</p>		<p>4 pieces</p> <p>£3.00</p> <p>Per Pair</p> <p>£3.50</p>
<p><b>Condensing kit for tank locos working through to North London lines</b></p>		
<p><b>PLUNGER PICK-UPS – very gentle springy spring – low drag &amp; allows plenty of sideways wheel play - self assembly – makes 6 pickups</b></p> <p>Set of instructions with pics, diags. &amp; historical notes 30-40 pages – state which loco kit</p>		<p>£3.50</p> <p>£10.50</p>

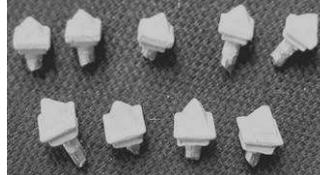
## Wagon & Carriage Parts

THE FOLLOWING ARE IN QUALITY LOW-MELT ALLOY																															
19 <sup>th</sup> Century Slide Brake	Kit of 20 castings plus rod etc. Slide brakes were used on many railways in the mid- to late 19th Century, and with a little ingenuity the kit can be adapted to suit a variety of types and wheelbases. Full assembly instructions and drawings.		£15.00																												
Safety-chain pack – for detailing 19 <sup>th</sup> Century vehicles	4 cast eyes, 4 cast hooks and length of appropriate chain.		£2.00																												
Hooks, eyes and couplings replacement pack for kits	Cast details for carriage and horsebox kits (replace etched parts for a better look: 4 hooks, 2 screw centres (cosmetic) and 2 bob weights + iron wire  NOTE: the coupling centres are true-to-scale and are fine for short trains. Snatching can cause breakage.		£3.00																												
Vacuum fittings – for vehicles	SMITHS NON-AUTOMATIC VACUUM (1880s) - VEHICLE Bellows cylinder, Stanchions x 2, Dee-pipes x 2		£4.00																												
Auto vacuum - for vehicles	Cylinder, 2 standards with pipes		£3.50																												
Wagon brakes, push-rod and iron-block State which assembly is required	Each set contains 1x brake assembly, 1x lever, 1x catch. Lever lengths: 47,51,63,67mm.	 <p style="font-size: small; text-align: center;">Later iron block brake      short wheelbase      long wheelbase      brake catch Various brake assemblies</p>	£4.00																												
Solebar – for use with etched W-irons and separate springs + axleboxes Or cast axlebox + W-irons (Code CARAX below)	<div style="text-align: center;">  <p>Ends are actually square – it's photo perspective!</p> <p>Various lengths, wheelbases, brake-hanger variants available:</p> <table border="1" style="margin-left: auto; margin-right: auto; border-collapse: collapse; text-align: center;"> <thead> <tr> <th style="font-size: x-small;">For vehicle length:</th> <th style="font-size: x-small;">Wheelbase</th> <th style="font-size: x-small;">End hangers</th> <th style="font-size: x-small;">Middle hangers</th> </tr> </thead> <tbody> <tr> <td style="font-size: x-small;">15ft 6in.</td> <td style="font-size: x-small;">8ft 6in.</td> <td style="font-size: x-small;">T</td> <td style="font-size: x-small;">T</td> </tr> <tr> <td style="font-size: x-small;">17ft 3in.</td> <td style="font-size: x-small;">9ft</td> <td style="font-size: x-small;">scroll</td> <td style="font-size: x-small;">scroll</td> </tr> <tr> <td style="font-size: x-small;">18 feet</td> <td style="font-size: x-small;">9ft.9in.</td> <td style="font-size: x-small;">scroll</td> <td style="font-size: x-small;">cast</td> </tr> <tr> <td style="font-size: x-small;">18ft.6in.</td> <td style="font-size: x-small;">10 feet</td> <td style="font-size: x-small;">scroll</td> <td style="font-size: x-small;">scroll</td> </tr> <tr> <td style="font-size: x-small;">19 feet.</td> <td style="font-size: x-small;">10ft 3in.</td> <td style="font-size: x-small;">cast</td> <td style="font-size: x-small;">cast</td> </tr> <tr> <td style="font-size: x-small;">19ft 6in.</td> <td style="font-size: x-small;">10ft.3in.</td> <td style="font-size: x-small;">cast</td> <td style="font-size: x-small;">cast</td> </tr> </tbody> </table> </div>		For vehicle length:	Wheelbase	End hangers	Middle hangers	15ft 6in.	8ft 6in.	T	T	17ft 3in.	9ft	scroll	scroll	18 feet	9ft.9in.	scroll	cast	18ft.6in.	10 feet	scroll	scroll	19 feet.	10ft 3in.	cast	cast	19ft 6in.	10ft.3in.	cast	cast	Per pair £5.00
For vehicle length:	Wheelbase	End hangers	Middle hangers																												
15ft 6in.	8ft 6in.	T	T																												
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19 feet.	10ft 3in.	cast	cast																												
19ft 6in.	10ft.3in.	cast	cast																												

<p>Solebar with integral W-irons &amp; axleboxes, drilled for Slater's bearings Codes: SB-GBV, SB-TT SB-ER SB-V SB-CW SB-RW</p>	 <p>A: Goods brake van – 9'0" wheelbase B: Timber truck (includes side plank) – 6'0" wheelbase /cont... C: Express round end wagon – 9'0" wheelbase D: Van – 8'0" wheelbase E: Coal wagon – 8'6" wheelbase F: Round end wagon – 9'0" wheelbase</p>	<p>Per pair £12.00</p>
<p>Wagon axlebox + spring + W-iron assembly, with spring hangers, except for single variant Codes: WAXV4 WAXV60 WAXV70 WAX</p>	<p>Van &amp; express wagon: 4' spring Others: 3'6" spring  Bottom RH needs separate spring hanger castings</p> 	<p>Set of 4: £6.00</p>
<p>Carriage axlebox, spring, W-iron CARAX-OB CARAX-GB</p>	<p>Six-foot springs. Separate spring-hangers needed.</p> 	<p>Set of 4: £6.00</p>
<p>Axleboxes Code: AXB +date</p>	<p>Pictured L to R: 1840s-50s, 1850s -60s, 1870s, 1880-1915</p> 	<p>Per set of 4: £3.50</p>
<p>Spring hangers, springs, spring+axlebox</p>	 <p>Left: centre cast hanger, (CCH) long &amp; short versions Centre top: 6'spring (SPR6). Centre bottom: 6'spring + box (SPR6+AX) for carriages 1850s/60s. Top right: scroll-iron spring hanger – cut to suit (SI); Bottom right: Cast end-hanger: (LCH). RCH not illustrated. For SECR use spring and 1880s axlebox SPR6 + AXB80</p>	<p>Prices depend on availability and number required...</p>

<p>Buffer &amp; drawhook sets for wagons &amp; carriages – SER &amp; SECR, LBSCR etc.</p> <p>Codes: BUF40, BUF50 BUF60 BUF3ribS BUF3ribL</p>	<p>Set of 4 buffers &amp; stocks with 2 drawhooks and spring wire. Buffer shanks must be drilled to take wire: make a simple jig of 1/16" brass tube drilled through. Use 14" 'wooden pad' buffers with 1840s, 1850s or 1860s+ stocks. Use 12" cast buffers with 3-rib stocks, short or long</p>		<p>Per set £4.50</p>
<p>Independently sprung buffers, reverse-curved stock: BUF-IL</p>	<p>Buffer set, independently sprung, light version for timber trucks, etc. Includes coupling set (2 hooks, 2 springs, 2 split pins). Often mounted on wooden pattress of varying shape – not supplied</p>		<p>Assembled Per set £6.50</p>
<p>Independently sprung buffers, straight stock: BUF-IH</p>	<p>Buffer set, independently sprung, heavy version for coal wagons, etc. Includes coupling set (2 hooks, 2 springs, 2 split pins). Often mounted on wooden pattress of varying shape – not supplied</p>		<p>Assembled Per set £6.50</p>
	<p>Torpedo Vents (set of 4)</p>		<p>Per set £2.00</p>
<p>Lamp pots, LPS LPL Rear Lamp, RL</p>	<p>Small lamp-pots mainly for 1840s oil-lit carriages &amp; vans; Large type for 1850s onwards Rear lamp, needs drilling out to fit lamp iron or rear replacing with U-shaped shim</p>		<p>Pots: each £1.00 Rear Lamp: £0.40</p>

### Architectural

<p>CP</p>	<p>Chimney pots – pack of 4 assorted types: square, octagonal, plain round, decorative round</p>		<p>£3.00</p>
<p>FPF9 FPF5</p>	<p>Pyramid fence post finials Pack of 4 for 9" posts Pack of 5 for 5" posts</p>		<p>£2.00</p>

**OAST HOUSE CONES AND ROOFS PACK**



Oast houses are an essential part of the South Eastern scene. The roofs and weather cones are awkward to model, though. This card pack will make life easier for the scratch builder. It consists of three A4 card sheets: one of Kentish clay roof tiles, two printed cones with the tiles correctly graded to be smaller at the top, and (A5) two weather cones. After completion, spray with a UV acrylic spray to minimise fading.

**Can be printed to other scales.**

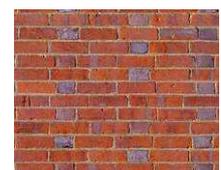
£5.00 per pack



**BRICK PAPER - can be printed to other scales.**

Photoshopped from real brick photos - £2.50 per A4 sheet  
After fixing, spray with a UV acrylic spray to avoid fading.

1. Kentish mix of blue headers and pink stretchers as used in oast house above
2. Red brick as used in Tress stations
3. Yellow-grey brick as used for the corners of Tress stations
4. Roof tiles, as in picture of oast house above



## DRAWINGS

– all A4 CAD printouts except where stated otherwise  
Post and packing £2.00

*Note: the CAD drawings can be printed to any standard modelling scale up to Gauge 1. There is a 50% surcharge for Gauge 1 as these will usually be in A3.*

*A3 will be folded to A4, but can be sent rolled in a postal tube for an additional £2. 4mm scale and less will only need A4.*

Goods wagons & carriage truck (as in this catalogue)	Single sheet	2.50
Goods Break Van 1860-80	Single sheet	3.50
Tank locos • R, R1 • Q, Q1	2 sheets per loco (state which version)	5.00
Tender locos: • A – first 4 • A – remainder • O – early version • O – later version • O - High Boiler version • O1 – Wainwright reb. • F – (coming shortly)	3 sheets per loco	7.50
E1 (Stirling rebuild of Cudworth 118 class)	2 sheets, photo-copy of pen drawing	5.00
4 wheel carriages (as in this catalogue). Also 4 and 5 cpt 3rds and brake 3rds; earlier 1sts	1 sheet	2.50
The Gilbert Cars/Hastings Train 'Pullmans' 1892-6  NOTE: I have not drawn the 1919 Pullman rebuilds with their slightly different windows	Original 1892 version with open verandah: Buffet Car No.36, Saloon Nos 32-35, Saloon No.47  1896 rebuilds with vestibules: Buffet Car No.36, Saloon No 35, Saloon No.47, Thirds Nos.32-4  Bogie and brakes, inc. iso projection.	A3 Side elev, one per car: 4.00  End Elevs covering all cars: 2.50  Bogie 2.50
Pass Break Vans – 4 whl. end birdcage 1859, 1863 or 1866 25ft 4-whl centre birdcage ca 1875	1 sheet – state which date	3.5 0
Horseboxes: • 1842 no groom's cpt • 1872 + groom's cpt • 1894 + groom's cpt • 1899 + groom's cpt	1 sheet each vehicle	2.50 2.50 3.00 3.00
Dimensioned parts, eg. axleboxes, brakes	Please enquire	
SER wooden footbridge	A3	4.50