

MJT

scale components

A subsidiary of



Price List

May 2008 - November 2008

Issue 2

Dart Castings' prices have remained static for over two years. Regrettably, due to the soaring costs of raw materials and manufacturing we have now had to raise them.

We reserve the right to change the price, availability and specification of our products at any time, without prior notice.



We can now accept orders on our website via PayPal

Dart Castings
17 Hurst Close, Staplehurst, Kent, TN12 0BX
www.dartcastings.com

Section 1 - Suspension Systems

Wagon Compensation Units for RTR Wagons

These units have been designed to allow the easy compensation of the majority of 4-wheeled wagons produced by Hornby, Bachmann, Dapol and Mainline.

Based on the same principle as conventional compensating W-irons, but featuring internal bearings on the 'rocking' end. The rocking axle has its pin point bearing ends removed. The remaining axle retains its pin-point bearings.

2290	Wagon Compensation Unit for RTR wagons '00'	4 wagons	4.20
2291	Wagon Compensation Unit for RTR wagons 'EM/P4'	4 wagons	4.20
2290B	Wagon Compensation Unit for RTR wagons '00'	20 wagons	16.80
2291B	Wagon Compensation Unit for RTR wagons 'EM/P4'	20 wagons	16.80

Wagon Compensation Units for kit built Wagons

These were introduced to complement our range of axle-boxes and springs. They differ from other commercial products as follows:-

- Produced in 0.015" brass for additional rigidity.
- When viewed from the end of a wagon the two W-irons are parallel whereas other makes splay out.
- Capable of taking a 14mm/3' 7" diameter wheelset.
- Unused space on the fret has been filled with screw couplings in the case of the BR units, and various solebar plates in the case of the RCH units.

2297	Compensating Wagon W-irons (BR Plate)	4 wagons	6.50
2298	Compensating Wagon W-irons (BR Standard)	4 wagons	6.50
2299	Compensating Wagon W-irons (RCH/GWR type)	4 wagons	6.50

Note: The main units on 2299 represent the RCH/GWR pattern of W-iron which is suitable for most 20th century stock built to RCH standards; however alternative bridles have been included to represent the types used by RCW, GER and L&Y.

Locomotive Hornblocks

We offer a choice of two types of locomotive hornblock for use with chassis built on Mike Sharman's Flexichas principle. For further details of this method of construction we recommend Mike Sharman's book on the subject.

Both designs (for a 6 coupled chassis) feature a bespoke brass square bearing positively located by the hornguide and no thin brass edge to wear away as in some other Flexichas based designs. They will fit any standard chassis hornblock cut-out 6mm wide and 4mm above the normal axle centre line.

Option one - Detailed

This is a unique design of locomotive hornblock combining the better characteristics of existing Flexichas and sprung systems.

Look at these features:

- Two fixed 'top hat' bearings and four flexichas square bearings.
- Based on actual prototype, fully detailed with strengthening ribs etc.
- Screw fitting of retaining strap so that bearing can be removed from chassis.
- Fixed axle bearing also designed to be removed from chassis.

4001	Locomotive Hornblocks - Detailed 1/8" axle	per set	8.00
4002	Locomotive Hornblocks - Detailed 2mm axle	per set	8.00

Option two - Basic

This is a more basic version than 4001/4002. By omitting the prototype detailing, a smaller and easier to assemble design is achieved. The two fixed axle bearings can be removed from the chassis only by removing a wheel, and the four square bearings use an alternative method of retention.

4003	Locomotive Hornblocks - Basic 1/8" axle	per set	5.00
4004	Locomotive Hornblocks - Basic 2mm axle	per set	5.00

Both designs can be used to provide a fully flexible 8 coupled wheelset, as sufficient etches are provided, but two additional square bearings are required. We can supply these as separate items.

4005	Flexichas Square Bearings (1/8" axle)	per 6	3.00
4006	Flexichas Square Bearings (2mm axle)	per 6	3.00
4007	Brass Top Hat Bushes (1/8" axle)	per 12	3.00
4008	Brass Top Hat bushes (2mm axle)	per 12	3.00

Carriage Compensation Units (CCUs)

These units provide a suspension system for bogie vehicles with the following characteristics:-

- Ability to compensate for changes in vertical track alignment and any degree of cant.
- Stability of vehicle body and bogies.
- Free running to allow scale length trains to be hauled.

They consist of an etched brass 'outside bearing' subframe which takes standard bearings and wheels (Gibson, Jackson, Maygib, Ultrascale) not supplied. Provision is made for mounting to the coach underframe by means of the supplied press studs, which result in an easily detached fixing. Alex Jackson couplings can also be fitted. All that is required to finish are cosmetic bogie sideframes (any sideframes of the correct wheelbase will do, but they will need the rear face to be filed flat).

2221	Carriage Compensation Unit 10' 0" wheelbase	per kit	6.50
2222	Carriage Compensation Unit 9' 0" wheelbase	per kit	6.50
2223	Carriage Compensation Unit 8' 6" wheelbase	per kit	6.50
2224	Carriage Compensation Unit 8' 0" wheelbase	per kit	6.50
2225	Carriage Compensation Unit 7' 0" wheelbase	per kit	6.50
2226	Press-studs for Carriage Compensation Units	per 6 pairs	1.50

For those wishing to fit our CCUs to articulated vehicles, such as those favoured by the LNER, we have developed the CCU Articulation Unit. This unit will allow any number of vehicles to be included in a rake with full three point suspension throughout. In addition the vehicles can be easily separated for storage or transport. You will require one CCU Articulation Unit for each articulated joint (or one less than the number of vehicles in the set).

Just in case you think this product is only of interest to followers of the LNER bear in mind that both the GWR and LMS had articulated vehicles

2229	Carriage Compensation Articulation Unit	per kit	2.40
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LNER Coach Underframe Drawing

As part of our kit development a considerable amount of research has taken place which is of general interest to the LNER modeller. Using this information we have produced a drawing specifically aimed at the individual who wants to know more about Gresley carriages. The drawing is reproduced to a scale of 12mm/foot (32"x11") with every nut, bolt and rivet reproduced. It represents a LNER 61' 6" 'Vestibule Turnbuckle' underframe which lasted from 1923 until superseded in 1935 by those with steel angle trussing.

2980	LNER 61' 6" Vestibule Carriage Underframe (General Arrangement)	per print	5.00
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Section 2 - Carriage Components

Sides

All our carriage sides are made from 0.012" brass and are designed to provide the basis of a scratchbuilt model or to allow the conversion of 4mm scale proprietary coaches.

BR (SR)

1000	BR (SR) 4CIG (Class 421) etched brass overlays	per set	29.00
1001	BR (SR) 4BIG (Class 420) etched brass overlays	per set	29.00
1002	BR (SR) 2EPB (Class 416/2 5701 to 5779) etched brass overlays	per set	14.00
1003	BR (SR) 4EPB (Class 415/2) etched brass overlays	per set	29.00
1004	BR (SR) 4TC (Class 491) etched brass overlays	per set	29.00
1005	BR (SR) GLV (Gatwick Luggage Van, class 489) etched brass overlays (includes detailing fret)	per set	9.50
1006	BR (SR) MLV (Motor Luggage Van, class 419) etched brass overlays (includes detailing fret)	per set	9.50
1007	BR (SR) 2HAP (Class 414) etched brass overlays	per set	14.50
1008	BR (SR) 4VEP (Class 423) etched brass overlays	per set	29.00
1009	BR(SR) 3H etched brass overlays	per set	22.00
1010	BR (SR) 4CEP etched brass overlays	per set	29.00

BR (ER)

1020	BR (ER) Class 302 (Parcels) etched brass overlays and cabs	per set	22.50
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LNER

This range of sides has been designed to allow authentic express formations to be modelled and come complete with cast door ventilator hoods, hinge detail and etched door and grab handles.

2851	LNER D56/D57 51' 1 ½" Full Third Sides (Standard droplights)	per coach	11.00
2852	LNER D47/D48 51' 1 ½" Full First Sides (Standard droplights)	per coach	11.00
2855	LNER 61' 6" Corridor Third (D23/D115) 1924-1939	per pair	12.00
2857	LNER 61' 6" Kitchen Car (D226/D293) 1937/1939: etched sides	per pair	12.00
2858	LNER 61' 6" Corridor Composite (D6/D130) 1926-1940: etched sides	per pair	12.00
2859	LNER 61' 6" Open Third/Dining Car (D27A) 1927-1930: etched sides	per pair	12.00
2860	LNER 61' 6" Corridor First (D1/D2) 1926-1939: etched sides	per pair	12.00
2861	LNER 61' 6" Corridor 4 Compartment Brake Third (D114) 1929-1939: etched sides	per pair	12.00
2862	LNER 61' 6" Restaurant First (D10C) 1928-1929: etched sides	per pair	12.00
2863	LNER 61' 6" Corridor Brake Composite (D134/D175) 1930-1940: etched sides	per pair	12.00
2864	LNER 61' 6" Corridor Brake Composite (2:2) (D34/D324) 1924,1926: etched sides	per pair	12.00
2865	LNER 61' 6" Corridor Brake Composite (2:3) (D143) 1930-1940: etched sides	per pair	12.00
2866	LNER 61' 6" Full Brake (D113/D245) 1929-1943: etched sides	per pair	12.00

Ends

BR (SR)

1100	BR (SR) 4CIG/BIG/VEP/TC driving cab ends (includes windscreen wipers, corridor connections, buffers, dummy couplings, roof horns and vents)	per pair	6.00
1101	BR (SR) EPB/HAP/MLV driving cab ends (includes w/s wipers, buffing plate, buffers, dummy couplings, and roof horns)	per pair	5.60
1102	BR (SR) EPB/HAP inner ends with alarm gear (includes buffer plates and jumper boxes)	per pair	5.00
1103	BR (SR) 4EPB inner ends without alarm gear (includes buffer plates and jumper boxes)	per pair	5.00
1108	BR (SR) DMU Inner ends (complete set for 3H (1009))	per set	10.00
1110	BR (SR) 4CEP (Refurbished) driving cab ends	per pair	5.80
1111	BR (SR) Jumper cables as featured in 1101	per pair	1.30
1112	BR (SR) Roof Horns	2 pairs	1.00

BR(ER)

1120	BR (ER) EPB Cab Ends (Cl302) - Etched)	per pair	1.80
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LNER

2814	LNER Gresley Bow End (Corridor, Panelled - 9' 0" width, cast)	per pair	3.80
2830	LNER Gresley Bow End (Corridor, Panelled) for Passenger Brake vehicles (1 x 9'0" + 1 x 8'6" width, cast)	per set	3.80
2831	LNER Gresley Bow End (Corridor, Panelled) for Non Passenger Brake and late GNR vehicles (2 x 8'6" width, cast)	per pair	3.80
2853	LNER Non-Corridor Panelled Ends (etched - for 51'1 1/2" stock)	per pair	4.50

Roofs & Fittings

BR

1109	BR (SR) DMU 3H Roof Grill (etched)	per fret	1.20
2932	BR Vent-Axia Extractor Cowls for catering vehicles	per 6	1.20
2942	BR Ridged Dome Ventilators	per 30	2.00
2943	BR Scalloped Dome Ventilators	per 30	2.00
2970	Aluminium roof (ideal replacement for Lima original)	per length	1.20

GWR

2941	Shell Ventilators (Tall Early Version)	per 30	2.00
2944	Shell Ventilators (Short Later Type)	per 30	2.00
2945	Gas Lamp Tops for gas-lit vehicles	per 20	1.80
2947	Oil Lamp tops with filler, smaller pattern for older stock	per 10	1.80
2971L	Aluminium Roof (285mm for early GWR stock eg. 'Toplights')	per length	1.60

LNER

2813	LNER Gresley Domed Roof End Castings	per pair	2.00
2971	Aluminium Roof (LNER Profile - 267mm length)	per length	1.20
2971S	Aluminium Roof (LNER Profile - 207mm for 51'1 1/2" vehicles)	per length	1.10
2971V	Aluminium Roof (LNER Profile - 140mm for Vans)	per length	1.00
2940	Torpedo Ventilators (Short Later Type - LNER, SR, LMS, BR)	per 30	2.00

Underframes & Fittings

BR

2900	BR Standard 63' 6" Coach Underframe	per kit	8.60
2934	BR Coach Buffer (Retracted)	per 12	2.00
2935	BR Standard Coach Dynamos	per pair	1.50
2937	Vacuum Tanks	per pair	1.20

LNER

2800A	LNER Standard 60'0" Underframe Set (Steel Angle) Contains 2801 & 2802 plus 2803 and 2804	per kit	8.90
2800T	LNER Standard 60'0" Underframe Set (Turnbuckle) Contains 2808 & 2811 plus 2803 and 280	per kit	9.90
2805A	LNER Standard 51'0" Underframe Set (Steel Angle) Contains 2806 & 2802 plus 2803 and 2804	per kit	8.90
2805T	LNER Standard 51'0" Underframe Set (Turnbuckle) Contains 2809 & 2811 plus 2803 and 2804	per kit	9.90
2801	LNER Standard 60'0" Steel Angle Truss Rods	per pair	4.50
2802	LNER Standard Battery Boxes (Late Type)	per pair	1.50
2803	LNER Standard Coach Vac Cylinders & Brake Reservoirs	per pair	2.40
2804	LNER Standard Coach Dynamos	per pair	1.50
2806	LNER Standard 51'0" Steel Angle Truss Rods	per pair	4.50
2807	LNER Standard Coach Buffers (Vestibule - Retracted)	per 12	2.00
2808	LNER 60'0" Truss Rods (Turnbuckle) incl. truss posts	per set	4.80
2809	LNER 51'0" Truss Rods (Turnbuckle) incl. truss posts	per set	4.80
2810	LNER Truss Posts (as featured in 2808 and 2809)	per pair	1.80
2811	LNER Battery Boxes (Turnbuckle Underframes - Post 1927)	per pair	2.40
2815	LNER 61'6" x 9' Corr. Coach Floorpan (turnbuckle/steel angle)	per coach	12.00
2818	LNER 61'6" x 9' 0" & 8' 6" Corr Coach Floorpan, joggled, for brake vehicles (turnbuckle or steel angle, eg. D34/D114/D134/D143/D324)	per coach	12.00
2832	LNER 61'6" Vestibule Floorpan (Turnbuckle or steel angle) for 8'6" width vehicles (e.g. GNR & LNER D113)	per coach	12.00
2850	LNER 51'1 1/2" Non -Vestibule Floorpan(Turnbuckle or steel angle)	per coach	12.00

Cosmetic Bogie Sides for Compensated Units

These are specifically designed to be used unmodified with our CCUs. They include the sideframes, bolster detail and brake shoes. The GWR American features a choice of axleboxes.

2231	Cosmetic Bogie: GWR 9'0" American	per kit	7.20
2232	Cosmetic Bogie: LNER Gresley 8'6" Standard	per kit	7.00
2233	Cosmetic Bogie: LMS 9'0" riveted	per kit	7.00
2234	Cosmetic Bogie: GWR 7'0" Plate	per kit	8.40
2235	Cosmetic Bogie: SR 8'0" Steam	per kit	7.00
2236	Cosmetic Bogie: GNR/LNER 8'0" Fox	per kit	7.00
2237	Cosmetic Bogie: Pullman 10'0"	per kit	7.00
2238	Cosmetic Bogie: GWR 9'0" Pressed Steel	per kit	7.20
2239	Cosmetic Bogie: BR B4/B5(S)	per kit	6.20
7001	Cosmetic Bogie: LNER Gresley 8'6" Heavy Duty	per kit	7.00
7002	Cosmetic Bogie: BR Mk1 8'6"	per kit	6.20
7003	Cosmetic Bogie: BR Commonwealth 8'6"	per kit	6.20

The brake shoes included in the above are also available separately for detailing other manufacturers' bogie kits. (They can also be used with proprietary plastic bogies).

2230	Bogie Brake Shoes (For use with CCUs)	per 16	1.50
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Standard Coach Bogies.

Unlike those above, these units make up into conventional 'rigid' bogies with no provision for suspension. They are designed to accept a conventional 26mm pinpoint axle as used by Gibson, Jackson, Maygib, and Ultrascale and provide basic triangulation to the vehicle body avoiding unsightly body wobble. A separate mounting plate is provided for the fitting of tension lock couplings, which also allow the builder to choose the coupling position best suited to their needs. Unlike the cosmetic bogies, brake shoes are not included.

2231A	Rigid Bogie: GWR 9'0" American	per kit	7.30
2232A	Rigid Bogie: LNER Gresley 8'6" Standard	per kit	7.30
2233A	Rigid Bogie: LMS 9'0" riveted	per kit	7.30
2235A	Rigid Bogie: SR 8'0" Steam	per kit	7.30
7001A	Rigid Bogie: LNER Gresley 8'6" Heavy Duty	per kit	7.30
7002A	Rigid Bogie: BR Mk1 8'6"	per kit	7.30

Bogie Stepboards

These have been produced in etched brass for strength and include sufficient stepboards for at least one vehicle. Various sizes of stepboard are included and depending on the prototype may prove sufficient for more than one coach.

7030	LNER 8'6" Bogie Stepboards	per fret	1.80
7031	LNER/GNR 8'0" Bogie Stepboards	per fret	1.80

BR (SR) Power Bogie Castings

The following sets of castings can be used to create the power bogies for BR (SR) EMU stock using proprietary models. The shoe-beams are also supplied separately for use in converting Hornby, Bachmann etc. BR Mk1 bogies, which are similar to the non-powered bogies used. Although the prototype motor bogies were of 8' 9" wheelbase, the castings are produced to 8' 6" wheelbase to match the Hornby SWB block. To use with the 3H DMU, do not fit the shoe-beams.

1105	BR (SR) Mark 4 Motor Bogie (set of castings for conversion of a Hornby SWB motor bogie) complete with shoe-beams to suit MLV, GLV, 2HAP, 4EPB and 4CEP	per bogie	8.00
1106	BR (SR) Mark 4 Motor Bogie (cosmetic version of 1105, for use with 8'6" CCU (2223))	per bogie	7.00
1107	BR (SR) Shoe-beams (8'6" wheelbase) suitable for MLV, GLV, 2HAP and 4EPB	per pair	1.30

Coach Gangway 'Bellows' Connectors

Our gangways combine a detailed etched outer 'board' with traditional black paper bellows. Each gangway can be assembled in less than 10 minutes and results in a very free moving unit.

2820	LNER/Pullman Gangway (working)	per pair	3.60
2821	BR Gangway (working)	per pair	3.60
2823	GWR Gangway (working)	per pair	3.60
2824	LMS Gangway (working)	per pair	3.60

LNER Detailing Parts

2812	LNER Door Ventilator Hoods (can be used with Comet sides)	per 20	2.00
2816	LNER Carriage Door/Grab Handles (as featured in our sides)	per 2 frets	1.20
2817	LNER Guards Handles including duckets	per 2 frets	1.20
2819	LNER Compartment Doors (Interior)	per 12 doors	3.50
2833	LNER Interior Partition for Composite Carriages/Brake vehicles	per fret	1.80
2834	LNER Brake Partition	per fret	1.80
2854	LNER Non-corridor Partitions	per set of 7	5.50
2933	Buckeye Couplings	per 12	2.00

Note: LNER coaches D34/D134/D143/D324 (kits below) require 2 x 2833 and 1 x 2834; D114 requires 1 x 2833 and 1 x 2834. Items 2833 and 2834 should be soldered back to back to provide the characteristic 'step in' for LNER brake vehicles.

Section 3. Wagon Components

Wheel Inserts

These nickel silver overlays are for the modern image modeller using the finer types of wheels.

2210	BR disc brake inserts for Gibson, Maygib and Ultrascale 3'1" wheels	per 16	3.20
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These are conventional cast buffers.

2350	BR 1'8" Heavy Duty Buffers (cast whitemetal)	per 12	2.40
2351	BR 2'0" Heavy Duty Buffers (cast whitemetal)	per 12	2.40
2352	BR 1'8½" Oval Oleo Buffers (cast whitemetal)	per 12	2.40
2353	BR 1'8½" Dowty Buffers (cast whitemetal)	per 12	2.40

Items 2350, 2351, 2352 and 2353 are courtesy of Mr J Talbot.

Axleboxes & Springs

The following axlebox/spring units are designed for use with any of the commercially available 'rocking' W-iron units for wagons. The integral spring is the most common type relevant to the particular axlebox listed.

2240	Birmingham RC&W Co axlebox/spring	per 12	2.20
2241	RCH Oil axlebox/spring	per 12	2.20
2242	GWR. Oil axlebox/spring	per 12	2.20
2243	LNER Oil axlebox/spring	per 12	2.20
2245	GWR Grease axlebox/spring	per 12	2.20
2246	Ellis/MR Grease axlebox/spring	per 12	2.20
2247	Attocks Grease axlebox/spring	per 12	2.20
2248	GWR 4'6" spring, J-hanger and oil axle-box	per 12	2.20
2249	Midland 8A axlebox/spring	per 12	2.20
2250	Midland W7 axlebox/spring	per 12	2.20
2251	L & Y B3 axlebox/spring	per 12	2.20
2252	L & Y Attocks axlebox/spring	per 12	2.20
2253	GNR Grease axlebox/spring	per 12	2.20
2254	GCR Grease axlebox/spring	per 12	2.20
2260	GWR 3' 6" swing link type with hanger, oil OK axle box	per 12	5.00

Items 2251, 2252 are courtesy of Mr G Franks of the L&Y Society: 2260 courtesy of Mr D Kalber

For those wishing to separate the axleboxes from the springs on compensation units or integrally sprung W-irons, the above components are also available separately. Alternatively different springs can be used with the axleboxes giving additional variety on the above.

2241A	RCH Oil axlebox	per 12	1.60
2246A	Ellis/MR Grease axlebox	per 12	1.60
2247A	Attocks Grease axlebox	per 12	1.60
2248A	GWR Short OK Oil axlebox	per 12	1.60
2251A	L&Y B3 axlebox	per 12	1.60
2252A	L&Y Attocks axlebox	per 12	1.60
2253A	GNR Grease axlebox	per 12	1.60
2254A	GCR axlebox	per 12	1.60
2255A	Gloucester RC&WC 4S axlebox	per 12	1.60
2256A	BR SKF Roller Bearing axlebox	per 12	1.60
2257A	BR/LNER 16Ton Hopper Wagon	per 12	1.60

Items 2251A, 2252A are courtesy of Mr G Franks of the L&Y Society.

Item 2255A is courtesy of Mr C A S Croome

Items 2257A and 2285 are courtesy of Dave Bradwell (as supplied to suit his 16ton LNER/BR Hopper Wagon kit)

2280	Wagon/Van Springs 4 leaf, cast shoes	per 12	1.80
2281	Wagon/Van Springs 4 leaf, pressed steel shoes	per 12	1.80
2282	Wagon/Van Springs 5 leaf, cast shoes	per 12	1.80
2283	Wagon/Van Springs 5 leaf, pressed steel shoes	per 12	1.80
2284	Wagon/Van Springs 9 leaf, cast shoes	per 12	1.80
2285	Wagon/Van Springs 7 leaf, pressed steel shoes	per 12	1.80
2952	Fitted Wagon Brake Shoes (for mounting on 'rocking' W-irons. Intended for P4 use, they require a small amount of packing for aligning to 'OO' wheelsets.)	per 12	1.80

Rigid Buffers.

A unique concept in rigid wagon buffers. Our buffers comprise a highly detailed whitemetal body into which a turned steel buffer head has been cast. As a result these buffers are far more durable than conventional whitemetal buffers.

2300	R.C.H. Wagon Buffers Non-fitted Buffers (unsprung)	per 4	2.40
2301	Private-Owner, Non-fitted Buffers (unsprung)	per 4	2.40
2302	G.W.R. Shock Absorbing Wagon Buffers (unsprung)	per 4	2.40
2304	Midland Railway, Non-fitted Wagon Buffers (unsprung)	per 4	2.40
2305	GWR Non-fitted Wagon Buffers (unsprung)	per 4	2.40
2306	GWR Fitted Wagon Buffers (unsprung)	per 4	2.40
2307	GWR Fitted Wagon Buffers With Ribs (unsprung)	per 4	2.40
2308	GWR 2'0" 'Coach' Wagon Buffers (unsprung)	per 4	2.40
2309	Private-Owner, Non-fitted Ribbed Wagon Buffers (unsprung)	per 4	2.40

Items 2301 and 2309 are courtesy of Mr C A S Croome.

Wagon Buffers - Sprung

These buffers consist of a cast white etal body ready bored to take the turned steel head. All that is required is to open up the larger bore in the buffer body to finished size (easily accomplished by hand) and assembling. There is no fiddly brass bush to glue on the rear face.

2300S	RCH Non-fitted Wagon Buffers (sprung)	per 4	3.60
2305S	GWR Non-fitted Wagon Buffers (sprung)	per 4	3.60
2307S	GWR Fitted Wagon Buffers with Ribs (sprung)	per 4	3.60
2308S	GWR 2'0" Coach Wagon Buffers (sprung)	per 4	3.60
2310S	BR 2'0¼" Oleo Wagon Buffers - 13" heads (sprung)	per 4	3.60
2311S	BR 2'0¼" Oleo Wagon Buffers - 18" heads (sprung)	per 4	3.60
2312S	BR 1'8½" Oleo Wagon Buffers - 13" heads (sprung)	per 4	3.60
2313S	BR 1'8½" Oleo Wagon Buffers - 18" heads (sprung)	per 4	3.60
2314S	BR 1'8½" Dowty Wagon Buffers - 13" heads (sprung)	per 4	3.60
2330S	GWR Coach Buffers (Square base, round head) (sprung)	per 4	3.60
2331S	LMS Coach Buffers (round head) (sprung)	per 4	3.60
2332S	LNER Non-Vestibule Coach Buffers - Pre 1930 (sprung)	per 4	3.60
2333S	LNER Non-Vestibule Coach Buffers - Post 1930 (sprung)	per 4	3.60

2370	Buffer Heads: 12" (with springs)	per 20	6.00
2371	Buffer Heads: 13" (with springs)	per 20	6.00
2372	Buffer Heads: 16" (with springs)	per 20	6.00
2373	Buffer Heads: 18" (with springs)	per 20	6.00
2374	Buffer Heads: 12", large (2.5mm) shank (with springs)	per 20	6.00
2375	Buffer Heads: 13", large (2.5mm) shank (with springs)	per 20	6.00
2376	Buffer Heads: 16", large (2.5mm) shank (with springs)	per 20	6.00
2380	Spare Buffer Springs (to replace the ones you dropped on the carpet)	per 20	4.00

Section 4 - Miscellaneous and General Parts

General Loco, Coach & Wagon Detailing Parts

1104	Windscreen Wipers (parallelogram type - etched brass)	per pair	1.30
2930	BR Door Handles (etched fret of handles, hinges etc)	per fret	1.20
2931	BR Window Curtains	per 16	2.40
2933	Buckeye Couplings	per 12	2.00
2936	Window Curtains	per 16	2.40
2946	Glazing Material (tinted)	per pack	2.40
2950	Wagon Vacuum Pipes - upright (buffer beam)	per 12	1.80
2951	Wagon Vacuum Pipes - hanging	per 12	1.80
2953	Coupling Hooks (cast, for cosmetic use only)	per 20	2.40
2954	Van/coach vacuum/steam pipes, hanging (back of buffer beam)	per 12	1.80
2955	Van/coach vacuum/steam pipes, hanging (underfloor)	per 12	1.80
3003	Table Lamps - Round shades, for Pullman/Restaurant car	per 16	1.50
3004	Table Lamps - Square shades, for GWR Super Saloons etc	per 16	1.50
3005	GWR coach dynamo with cable and tensioner	per set	1.80
3006	GWR Churchward pattern vacuum cylinder with connection pipe	per pair	2.00
3007	Gas Tanks with brackets and pipes – short type	per pair	2.10
3008	Gas Tank with brackets and pipe – long type	per set	1.20
4950	Locomotive Vacuum pipes (loco version of 2950.with low buffer beam mounting plate)	per 12	1.80
4951	Screw Couplings	per 4	2.80

Our screw couplings are unusual, being etched in 0.015” brass with the hook ‘doubled up’ to give a scale thickness. With some additional filing a correctly profiled representation of the prototype can be produced

SR Platform Fittings

5001	SR Precast concrete trestle platform legs	per 12	2.70
5002	SR Precast concrete ‘short’ platform brackets	per 12	2.50
5003	SR Precast concrete carriage platform legs 1’6” wide	per 12	2.20
5004	SR Precast concrete carriage platform legs 2’0” wide	per 12	2.20

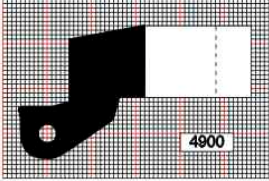
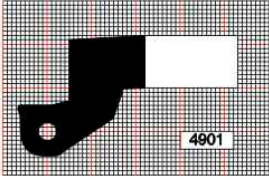
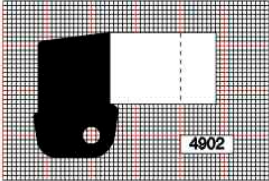
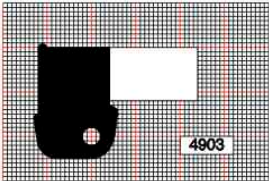
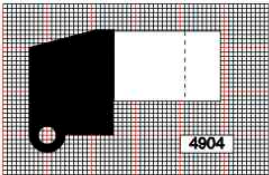
Please note that all non-etched spring/axle-box units, leaf springs, jumper cables, and pipes are cast in pewter. This lead-free alloy is far less brittle than white metal and will tolerate deflection and impact to a much higher degree.

Section 5 - Drive Components

Portescap RG4 Gearbox Conversion Kits

Based on a design by Dave Russell of the Scalefour Society these kits provide an alternative configuration for the Portescap Motor/Gearbox units. Each kit contains replacement gearbox sideplates, 1/8" brass bearings, motor mounting bolts and full instructions.

Warning! Using these conversion kits may invalidate any Portescap guarantee for which no liability is accepted.

4900		RG4 Gearbox Conversion 1 (1624/1616 motors)	per kit	4.50
4901		RG4 Gearbox Conversion 1 (1219 motors)	per kit	4.50
4902		RG4 Gearbox Conversion 2 (1624/1616 motors)	per kit	4.50
4903		RG4 Gearbox Conversion 2 (1219 motors)	per kit	4.50
4904		RG4 Gearbox Conversion 3 (1624/1616 motors)	per kit	4.50

Diagrams not to scale