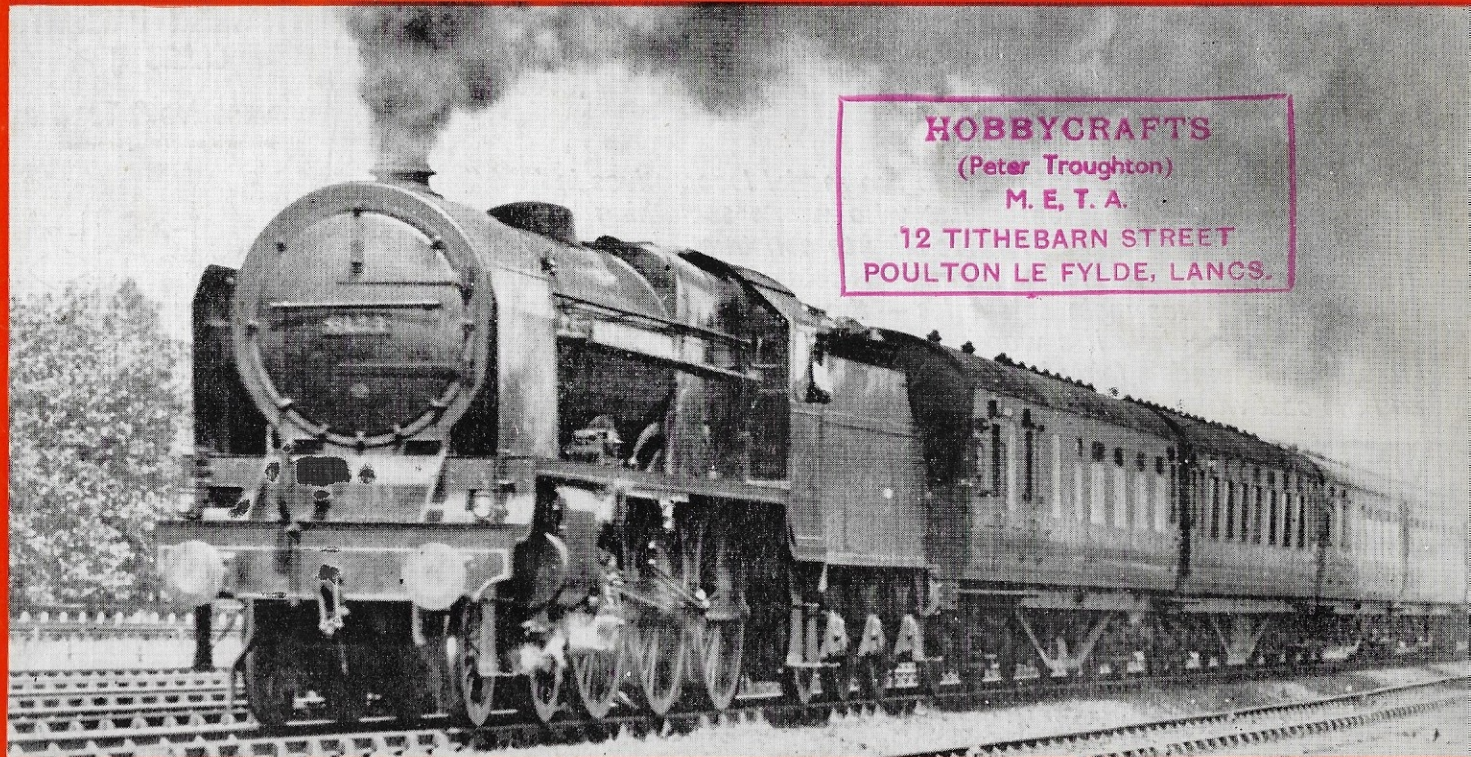


finecast

2/6

ILLUSTRATED CATALOGUE
Metal Locomotive Kits in "00" Gauge

WILLS
finecast

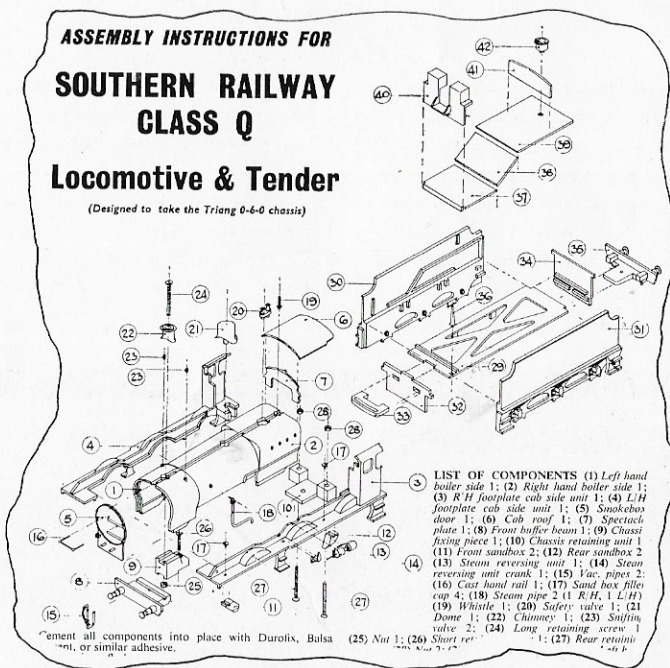


HOBBYCRAFTS
(Peter Troughton)
M. E. T. A.
12 TITHEBARN STREET
POULTON LE FYLDE, LANCS.

Although the steam locomotive in Britain is now but a part of our industrial history, it continues to exert an overwhelming fascination for many people. Indeed, the end of "steam" in this country seems to have awakened a new enthusiasm. People who were content to admire the real thing when it existed are turning to models so that their favourite locomotives may continue to exist.

There is today a selection of ready to run model locomotives in "OO" gauge scale but for the enthusiast who wants something different and does not possess the skill or facilities to construct his own model, the answer lies in the use of the numerous sets of parts now available. These fall into three main categories — the plastic kit, which has its limitations, particularly if a working model is desired; the sheet metal kit, which demands a fairly high degree of skill for satisfactory assembly and the cast whitmetal kit.

Wills' Finecast Kits come into this last category. They are specifically designed to be assembled with the minimum of difficulty and, furthermore, they are designed to be working models. Whenever possible, they have been designed to fit a readily available commercial chassis, to simplify assembly, but where this has not been possible, special chassis kits are produced. The illustrations in this catalogue will give a good idea of the results which can be obtained, provided that reasonable care is exercised in assembly and finish.

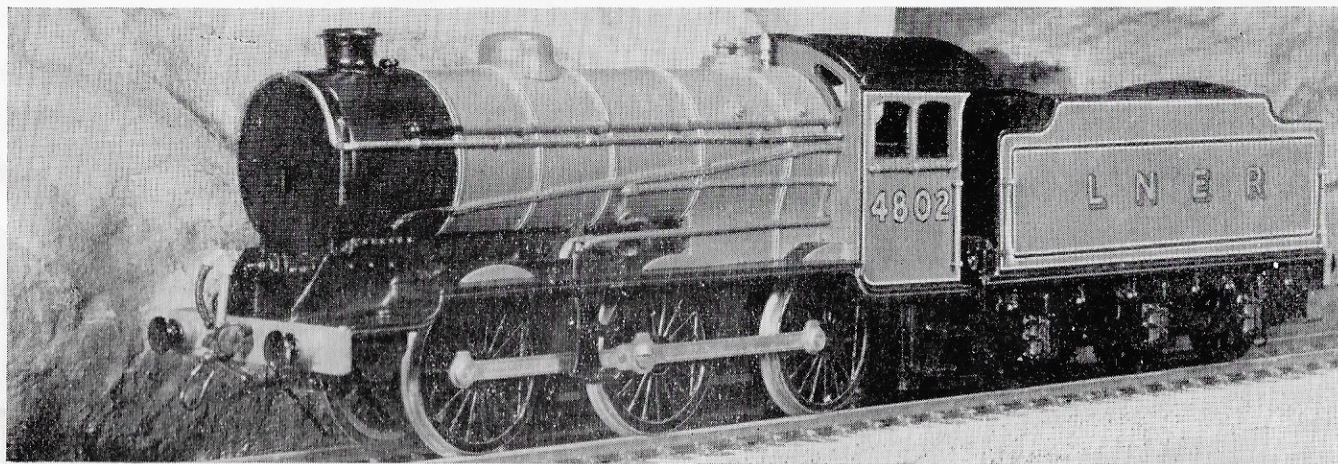
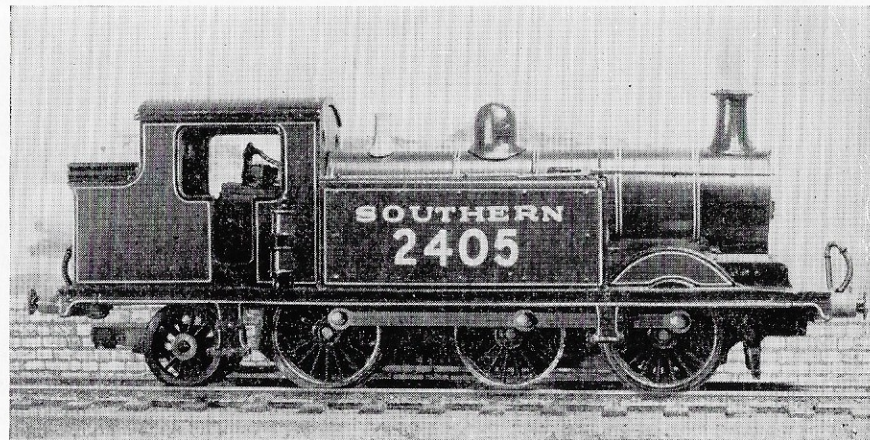


Shown above is part of one of the clear and accurate instruction sheets (greatly reduced) that is included in every kit.

S.R. E5 Class (Ex L.B.S.3.)

F101.

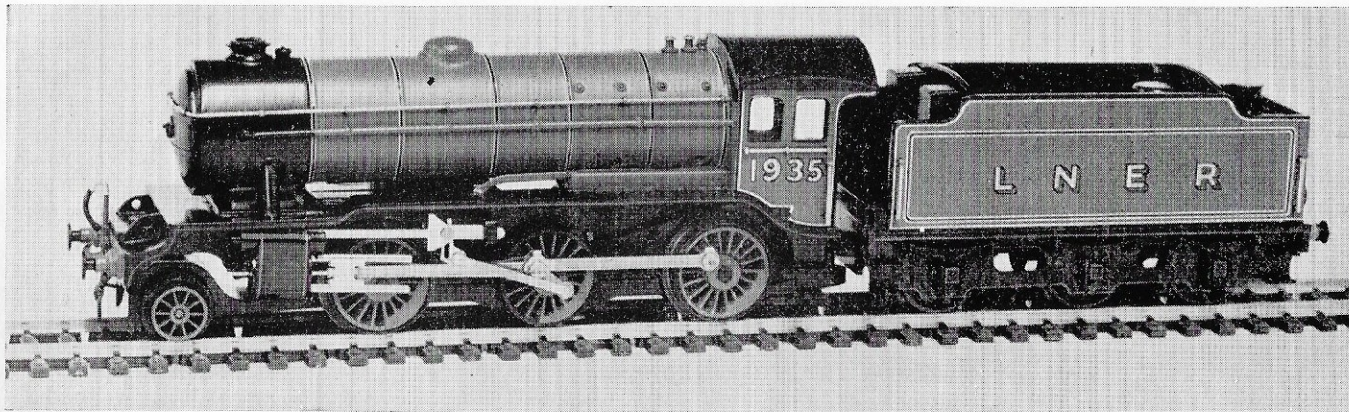
These very useful locomotives were constructed by the London Brighton & South Coast Railway for passenger work. The first was built in 1902, the total number constructed was 30. Although designed under the direction of R. J. Billinton the original design went back to Stroudley's days. After passing into the ownership of the Southern Railway in 1923, a large number survived into the British Railways era. The original livery was Stroudley's "Improved Engine Green" or "Scotch Green" as it was known. This was set off by one of the most elaborate lining schemes ever devised. All the locomotives bore names of local Associations, No. 587 being named "Brighton". They were re-painted by the Southern Railway in standard Olive Green with black panelling separated by a fine white line. Lettering and numbering in chrome yellow. These engines worked on secondary express and semi-fast trains right up to the 30's by which time they were finding their way to branch-line work and goods duties. The model is designed to fit on to the Hornby Dublo 0-6-0 chassis, manufactured by G. & R. Wrenn Ltd. A pony truck is provided in the kit.



L.N.E.R. J39

F102.

The L.N.E.R. had an enormous number of this Class of locomotive. It was designed by Sir Nigel Gresley in 1926 and building went on for some years. At first sight it may well be taken for a J38. The only exterior difference being in the size of the driving wheels, those of the J38 being smaller, 4' 8" in diameter as against 5' 2" in diameter of the J39. Both were designed together but only 35 J38s were built. The J39 is a more powerful engine, its tractive effort approaching that of the J20 more nearly than any other 0-6-0 in the country. It is classed as a general service locomotive. The kit is designed to take the Triang 0-6-0 chassis. The illustration shows this chassis fitted with Romford scale wheels.



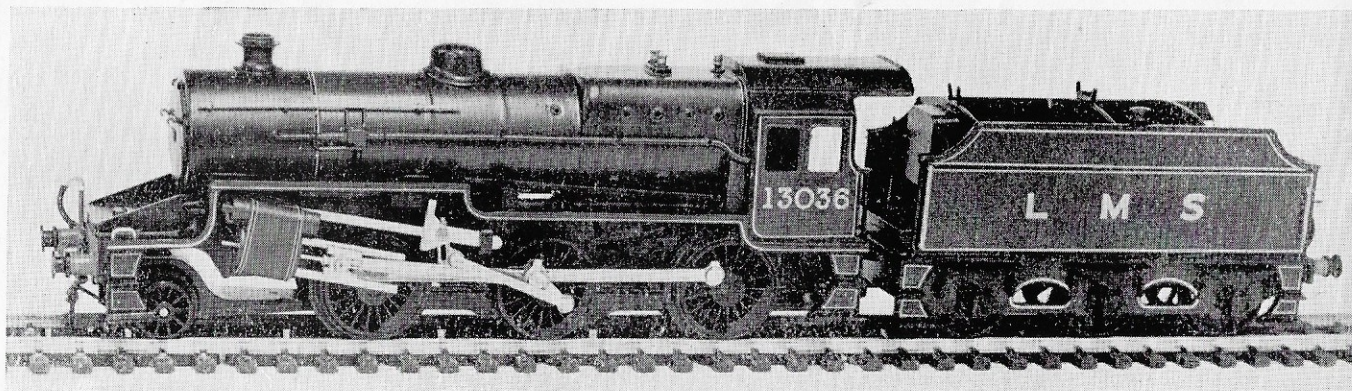
L.N.E.R. "MOGUL" K.3 F103.

Introduced in 1920 with a boiler diameter of 6'. Designed by Sir Nigel Gresley. The model faithfully portrays the bulky lines of this numerous mixed traffic Class. In pre-war days these locomotives were finished in the standard L.N.E.R. mixed traffic black livery, lined red, but in immediate post-war years before nationalisation a few of the Class No. 1935 being one, were painted in the attractive apple-green livery with black and white lining. Apart from No. 1863 which was rebuilt as a 2-cylinder locomotive and Classified K.5 in 1945, the Class remained intact and virtually unaltered from the time of its introduction in 1924 up to the time that it was scrapped. The model is designed to use the Triang 2-6-2 chassis, suitably modified to fit.

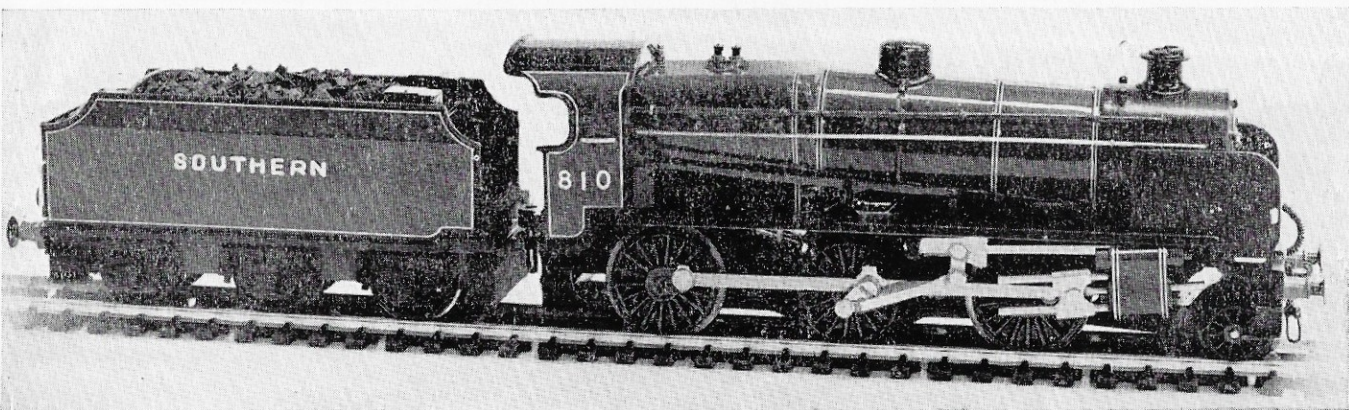
L.M.S. MOGUL "The Crab"

F104.

Designed by Messrs Hughes & Fowler these two-cylinder locos of which 245 were built make a very versatile prototype for the modeller, either for passenger or freight duties. The raised foot-plate steeply inclined cylinders and long backward extension of the cab roof are all characteristics of this design which are faithfully and accurately portrayed on the model. Designed to take the Triang 2-6-2 chassis, small modifications are necessary in order to fit the body. These are clearly shown in the assembly instructions. The cylinders are inclined by cementing a tapered wedge under the Triang plastic cylinder block. As on other models provision is made for fitting Peco or Triang couplings.



Body / chassis



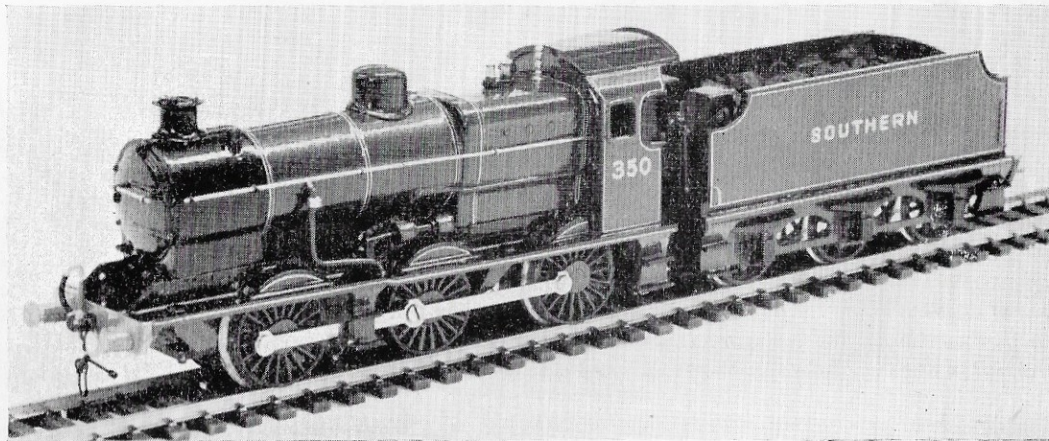
S.R. MOGUL (Class N. N1. U. U1.) F105.

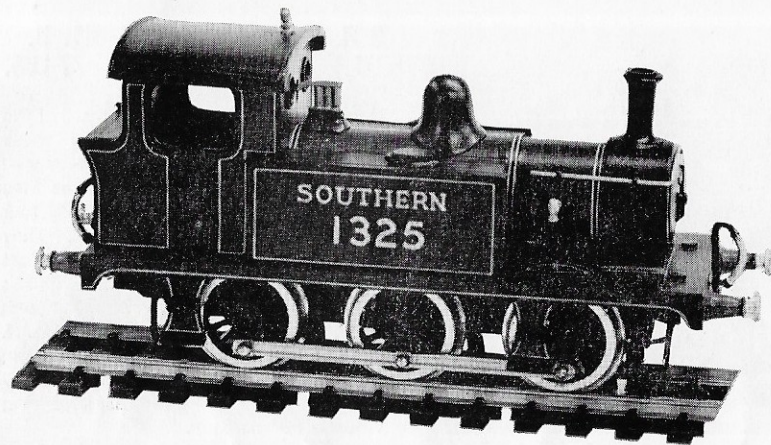
Introduced by Mr. R. E. L. Maunsell of the Southern Railway the first of these Classes of locomotives was the N placed in service in 1917. The Class was then added to until it represented in 1961 four Classes totalling 157 engines. They tackled freight or passenger services equally efficiently. The illustration shows the N Class but the kit is supplied with sufficient parts to be made up as U. U1. N. or N1. It is designed to take the Triang 2-6-2 chassis suitably modified. For the U and U1 it is necessary to fit larger driving wheels of 6' diameter.

S.R. Q Class

F106.

These locomotives were not regarded as standard S.R. types in the strictest sense but in the late 30's most of the 6-coupled locomotives, suitable for working goods trains which the Southern Railway possessed, were advancing in age and some replacements were urgently required. Maunsell therefore designed the Q Class, taking as a basis the boiler used on his L1 Class 4-4-0's of 1926. Twenty were built and these good-looking locomotives represent the last development of the 0-6-0 goods engine ever designed in Britain. Livery was black, no lining. The model is designed to fit on the standard Triang 0-6-0 chassis and incorporates the steam reversing gear which was a particular feature of this prototype.





S.R. P Class (Ex S.E.C.R.)

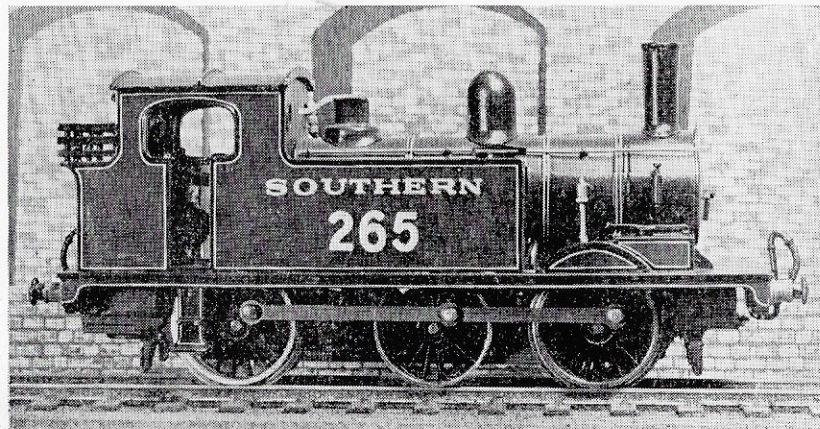
F107.

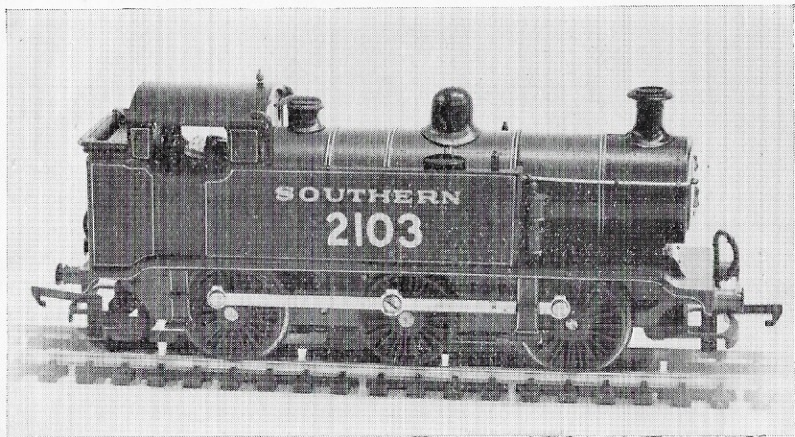
In the early part of this Century many Railways gave thought to the more economical working of branch lines and the "push-pull" train became very popular on the South Eastern and Chatham Railway. In 1909 the first of these diminutive locomotives appeared. Designed by H. S. Wainwright eight were built but apparently were not as successful on branch line work as was hoped. By 1912 most had been allocated to various parts of the system, finding a new purpose in shunting yards. They were originally painted S.E. & C.R. Dark Green with elaborate lining but later assumed standard S.R. Green. To be seen running on the famous "Bluebell Railway" these remarkably small locomotives still give good service. The model is designed to take a special Finecast chassis using the Triang XT60 motor with "Romford" 15mm diameter driving wheels.

S.R. G6 Class (Ex L.S.W.R.)

F108.

These neat locomotives were designed by William Adams for shunting duties on the London and South Western Railway. The first ones appeared in 1894. The total finally reaching 34. Most survived until British Railways took over and they could usually be seen at large centres such as Nine Elms, Eastleigh, Southampton, etc. Originally they carried the standard Adams passenger livery, i.e. light grass-green with black panelling, divided by a fine white line. The letters L.S.W.R. on the tank sides were in gold with black shading. In Adams days small brass number plates were attached to the bunker sides but in Drummond's time these were removed and the number was applied in gold figures shaded black. The Southern Railway used their standard S.R. Green livery. The model is designed to take the Hornby Dublo standard 0-6-0 chassis made by Messrs G. & R. Wrenn Ltd.





S.R. E2 Class (Ex L.B.S.C.R.)

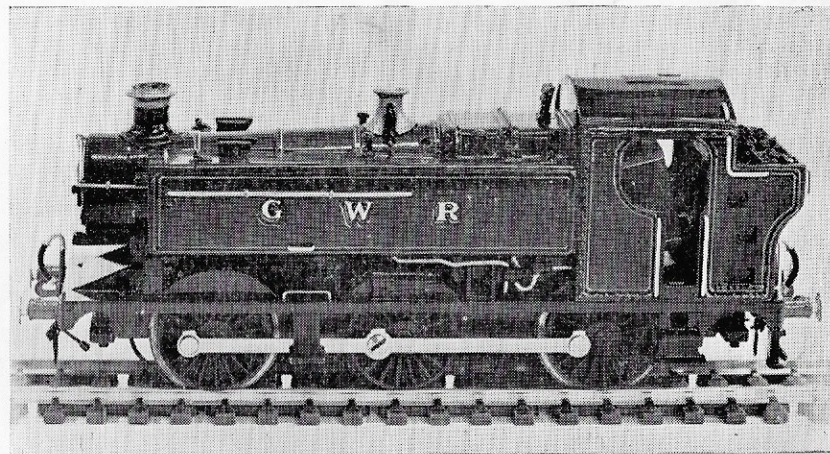
F109.

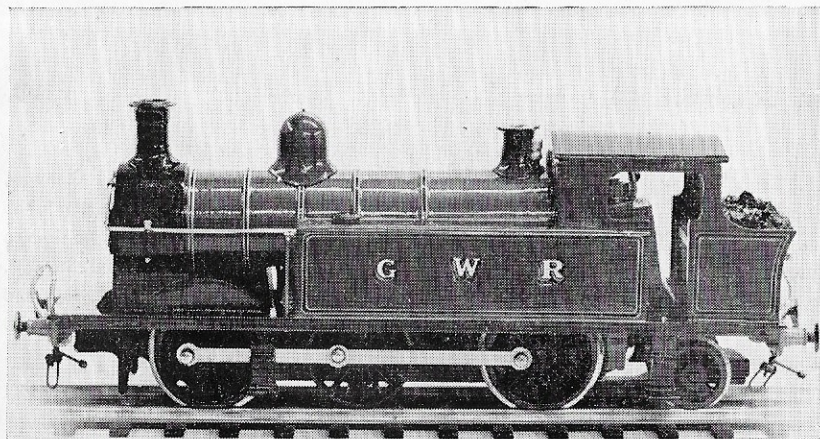
In 1911 Mr. D. E. Marsh, locomotive superintendent of the London, Brighton and South Coast Railway, retired, he was succeeded by L. B. Billinton (son of R. J. Billinton). His first design appeared in 1913, the Class E2 of which 10 were built. They were classified as goods Tank Locomotives, but have from time to time worked on passenger trains. Originally appearing in umber brown they were repainted by the L.B.S.C.R. with black lining bordered by fine yellow lines. The locomotives lasted until the end of the S.R. days and were then to be seen in S.R. green livery, finally towards the closing years of the S.R. they were all painted black. The model is designed to take the standard Triang Rovex 0-6-0 chassis.

G.W.R. 9400 Class Tank Locomotive

F110.

These sturdy pannier tank locomotives were introduced to the Great Western Railway in February 1947. Designed by F. W. Hawkesworth, their main use was for heavy shunting duties. The numbering ran from 3400 to 3409, 8400 to 8499 and 9400 to 9499. Location – seen on all parts of the former Great Western Railway system on shunting short-distance freight and passenger duties. Numbers 8400 to 8406 were stationed at Bromsgrove on the former L.M.S. system and used for banking on the Licky Incline. Numbers 9400 to 9409 were fitted with super-heaters. These locomotives were built to replace the older types of pannier tanks so popular on the Great Western system and in all 210 were built. An extremely useful locomotive on any model layout, designed to take the 0-6-0 Triang chassis which can be fitted with scale type wheels such as Romford. See notes on “chassis”.





G.W.R. U1 Class (Ex Taff Vale)

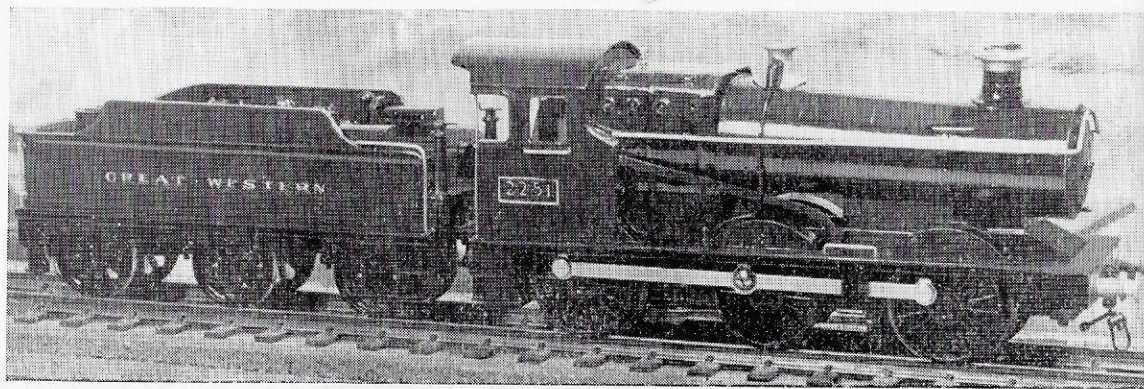
F.111.

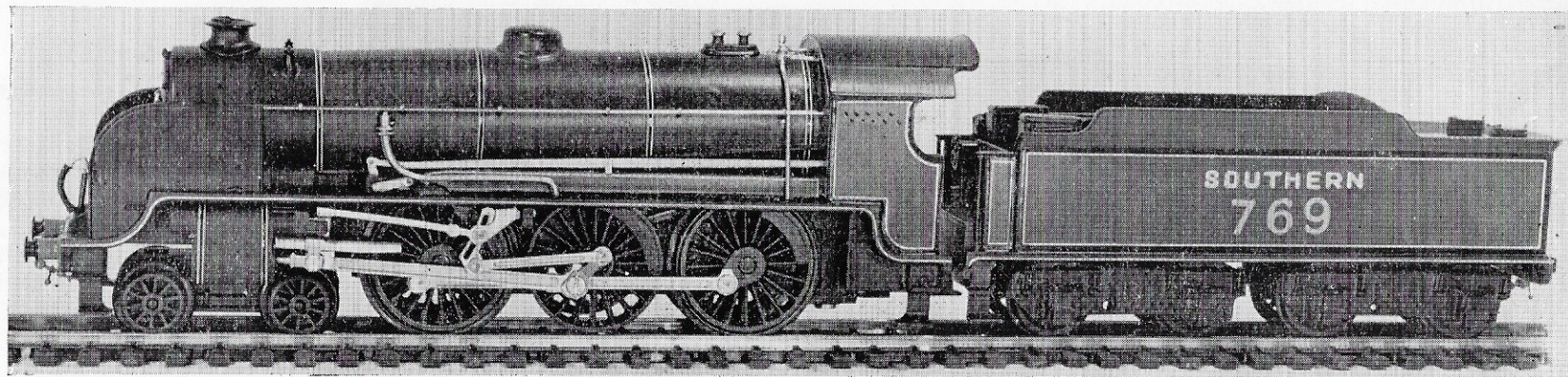
Built by the Vulcan Foundry in 1896 this mixed traffic locomotive makes a welcome variation to the more numerous tapered boiler types which were so prolific on the G.W.R. system. A typical number in Taff Vale days was No. 195, being renumbered in G.W.R. days No. 598. Designed by C. Hurry Riches. Chief dimensions were cylinders $17\frac{1}{2}$ " x 26", coupled wheels 5' 3" in diameter, boiler pressure 175 lbs per sq. inch. The model is designed to take a Hornby 0-6-0 chassis made by Messrs G. & R. Wrenn Ltd. This can be fitted with very slight modifications. The pony truck is provided in the kit.

G.W.R. 2251 Class (Collett Goods)

F112.

These locomotives first put into service in 1930 (designed by C. B. Collett) were fitted with standard G.W.R. Components, including tapered boiler. Built to replace the older 0-6-0 goods locomotives many of which by this time were obsolete, over 100 were built. Used on any sort of light traffic on main or branch lines, with driving wheels of 5 ft. 2 in diam. they had a fair turn of speed. Carrying the yellow spot gave them freedom to run over virtually the whole of the Great Western system. The model is designed to take the standard Triang Rovex 0-6-0 chassis.





S.R. "KING ARTHUR"

F114.



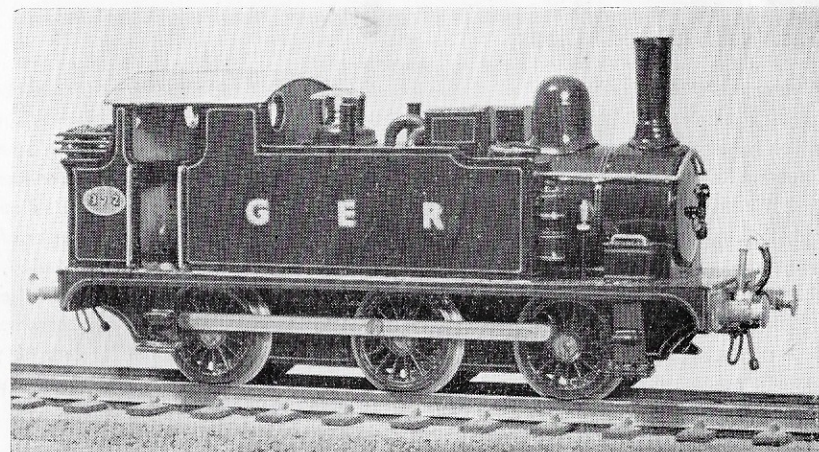
The seventy-four engines collectively known as the King Arthur Class were built over a period of 10 years. No. 736, the first, appeared from Eastleigh in 1918. It was a Urie development for express passenger work of his earlier H15 mixed traffic engines. In 1925 a further batch appeared Nos. 448 to 457, basically the same as the Urie engine. With the introduction of these Maunsell designs, the S.R. established names for the Class based on the legend of King Arthur. Later in 1925/26 a new series of engines Nos. 763 to 806 were built. They had modified Maunsell cabs to suit the Eastern section loading gauge. The kit is designed to have sufficient parts to be built as the original Urie design or as the later Maunsell type. It is designed to fit on to the Triang "Britannia" chassis.

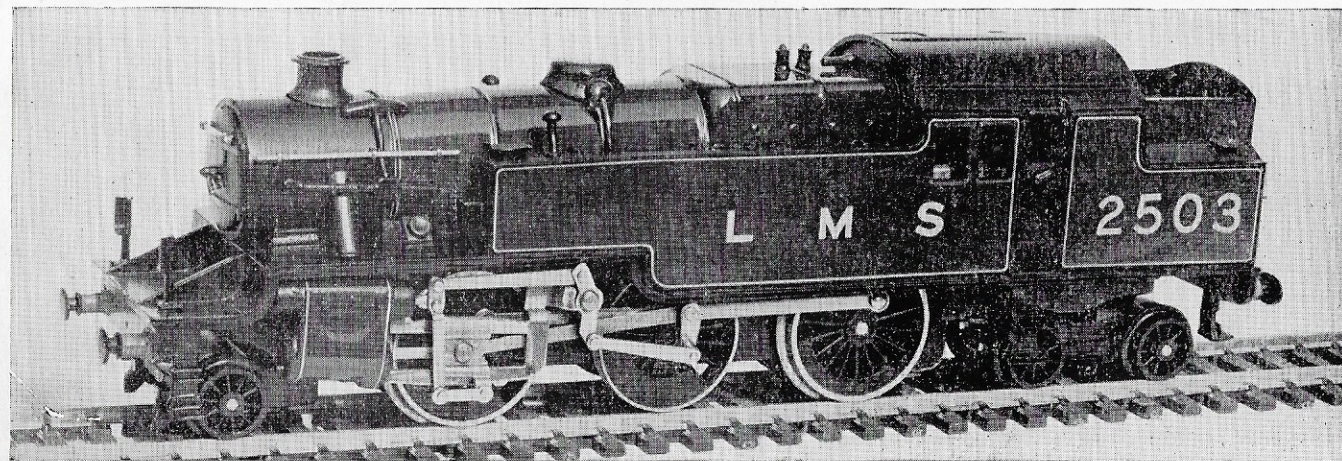
L.N.E.R. J69 (Ex G.E.R.)

F113.



The suburban traffic handled each day at Liverpool Street Station, both in Great Eastern days and in the L.N.E.R. days was of gigantic proportions, and it is difficult to imagine just how such small locomotives as the J69's were for many years the mainstay of this traffic. Large numbers were constructed at Stratford works between 1890 and 1902 under the direction of James Holden. Over 130 of them passed into British Railways ownership in 1949 after a lifetime of service. This was the first model locomotive introduced into the Finecast range. It still proves to be a very popular prototype with the Modeller. The body is designed to take a special Finecast chassis available separately from the kit, this is designed to take the Romford Terrier motor and Romford 15mm diameter driving wheels.

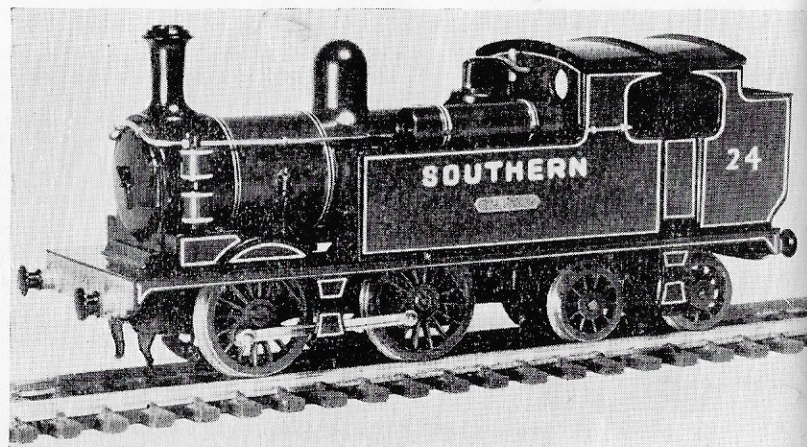


**L.M.S. Class 4****F115.**

Stanier's 3-cylinder 2-6-4 T comprised a Class of 37 locomotives numbered 2500/36 (B.R. 42500/36) which were generally similar to the later 2-cylinder engines of which 206 were built. An extremely successful design – the locomotives used to achieve speeds of 80 m.p.h. with 13 coaches. The kit is very detailed and has the support brackets for name board which these locomotives carried above the front buffer-beam. Designed to fit onto the Hornby 2-6-4 chassis made by Messrs G. & R. Wrenn Ltd.

S.R. (L.S.W.R.) M7 Class**F118.**

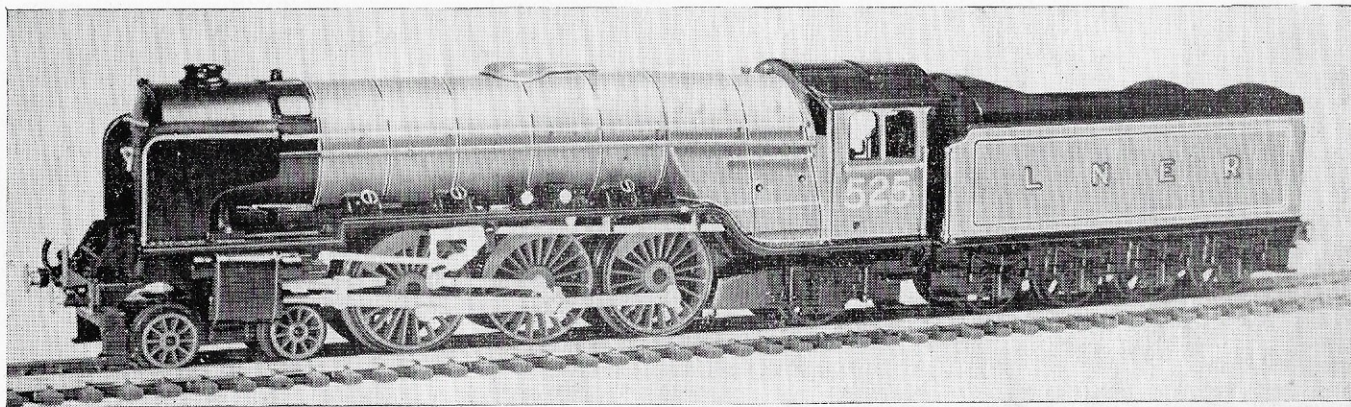
"Drummond's" M7 Class Bogie tank locomotives were introduced in 1897 and altogether 105 were built. One of the largest examples of British tank locomotives of this wheel arrangement. An extremely successful design which handled some of the heaviest suburban and intermediate traffic on the London South Western and Southern Railways. Often to be seen on 8 and 10 coach trains on the outer suburban services from Waterloo to Guildford and Windsor, etc. The first 55 were shorter by 1' 2½" at the front end. This dimension applying only to the distance of the buffer beam from the front of the smoke box. The remainder of the Class were lengthened at the front by the aforementioned dimension, making the overall length 36' 3", the latter being the size chosen for this model. When new all engines were fitted with "Drummond's" feed pumps instead of injectors. In later years these were replaced by the more normal injectors. A number were fitted with the necessary equipment for push-pull working. Many of the locomotives ran for over 60 years and were extremely popular with the drivers. The model incorporates all the detail faithfully, including the brake handle in the cab. A special FINECAST chassis is available separately for this model.



O 2 CLASS

L.N.E.R. Pacific A.2. F.116.

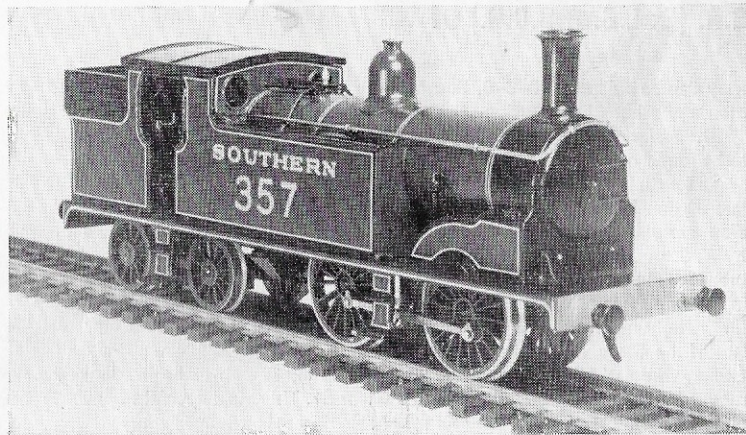
No. 60525 was the first of this new Class and was named A. H. Peppercorn after their designer. They were the most powerful engines on the L.N.E.R. with a tractive effort of 40,430 lbs. A small turbo-generator was fitted on the footplate to give electric lighting in place of the older oil lamps. The model is designed to take the Triang-Rovex Britannia chassis.

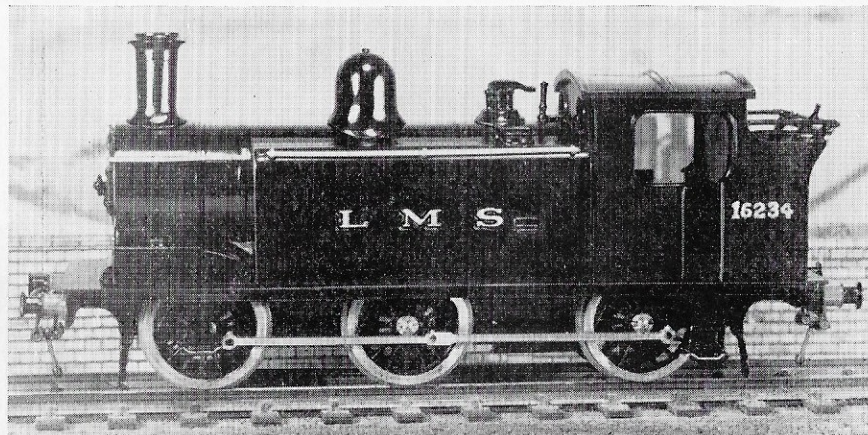


S.R. (Ex L.S.W.R.) 02 Class

F117.

These delightful little tank engines were introduced in 1889 an Adams design for the L.S.W. Railway. All the 02 tanks sent to the Isle of Wight were fitted with Westinghouse brakes and all coal bunkers were enlarged by 1932. The Isle of Wight engines were named after towns on the Island and no less than twenty-one of these nameplate castings have been included with each kit. Due to the design of the castings it is possible to construct a mainland version of the 02 with only a minimum of alteration. The bunker side sheets are scribed to indicate the correct position for cutting and an alternative rear bunker casting is included with each kit, the Westinghouse pump and reservoir being discarded. These locomotives ran for seventy-eight years, a remarkable achievement. There is a Finecast chassis available to fit this model. It is designed to take the Triang XO4 motor with Romford gears 40:1 or 30:1 ratio.





L.M.S. (Ex Caledonian) 0-6-0

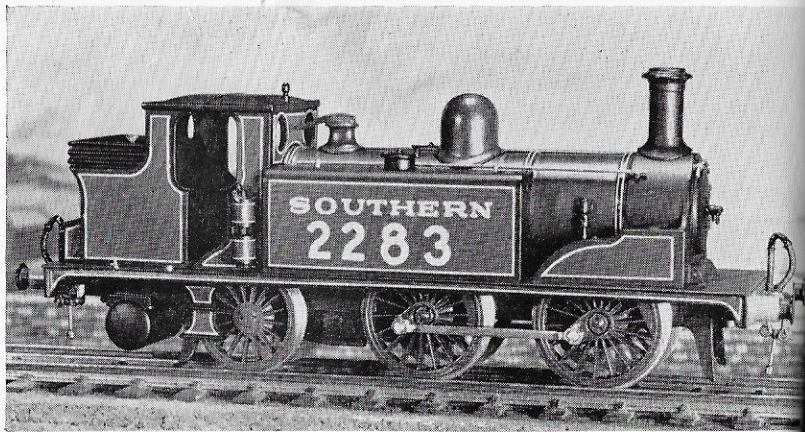
F119

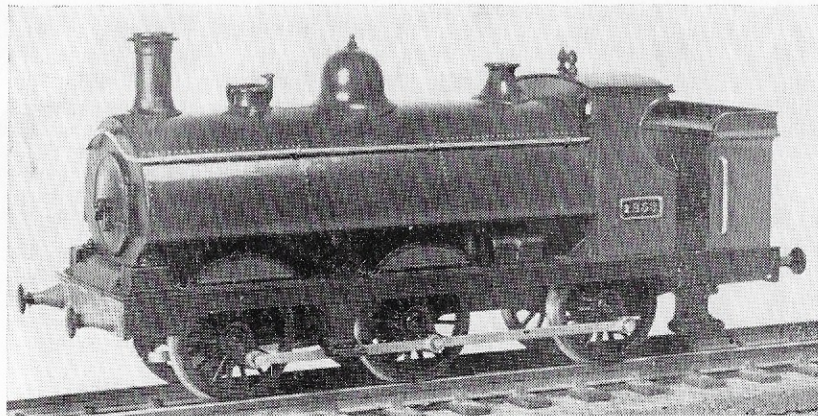
Designed by McIntosh with driving wheels of 4' 6" diameter 147 of these distinctive Mineral engine were constructed. The kit is designed in such a way that two sets of chimneys, domes and safety valves are supplied, one set being in the original Caledonian Railway form and the other in the more recent L.M.S. style. The numbers of these locomotives ran from 16230 to 16376. The body can be fitted to the standard Triang-Rovex 0-6-0 chassis. There is also a special Finecast chassis available for this model.

S.R. (Ex L.B. & S.C.R.) D1

F120.

May also be built as E1 0-6-0. South of the Thames there were more D1 and E1 locomotives built than any other Class. Designed by W. Stroudley. 79 were built in the E1 Class between 1874 and 1891. Designed for shunting and goods work, also used on suburban passenger duties. They were to be found on all sections of the Southern Railway. Three were sent to the Isle of Wight in 1932 and a fourth in 1933. Ten were rebuilt in 1927 as 0-6-2 tanks for service in the West Country. The last of the Class in B.R. service was withdrawn in 1961. Weight of locomotive 39 tons 10 cwt, diameter of driving wheels 4' 6". The Class D1 which is depicted in the photograph, also designed by W. Stroudley, 125 were built between 1873 and 1887 for suburban passenger work and country branches. In later years many were fitted with push-pull apparatus. They were to be found in all sections of the Southern Railway. During the 1939-45 war, nine were fitted with pumps for fire fighting and several others were loaned to the L.M.S. and the Longmore Military Railway. The last of the Class was withdrawn in 1950. Weight 43 tons 10 cwt, driving wheels 5' 6" diameter, trailing wheel 4' 6" diameter. The kit comes complete with sufficient parts to make up in original or rebuilt forms and can be built either as D1 or E1. There is a special FINECAST chassis available for either model.

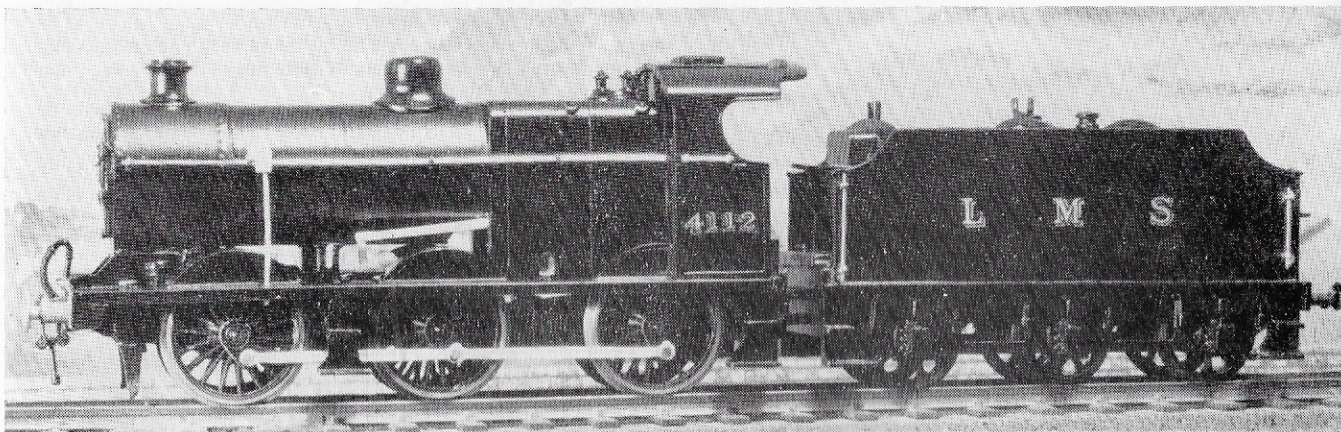




G.W.R. 1804 Class Saddle Tank

F121.

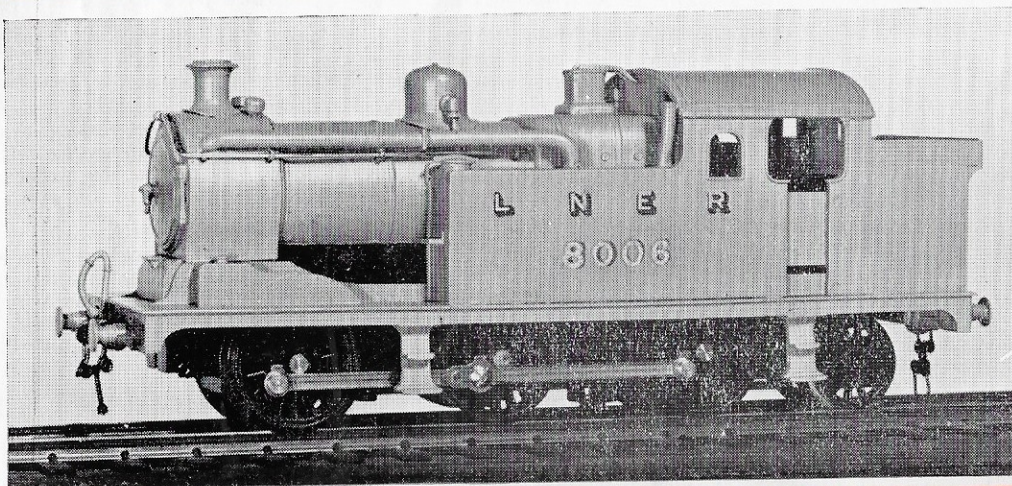
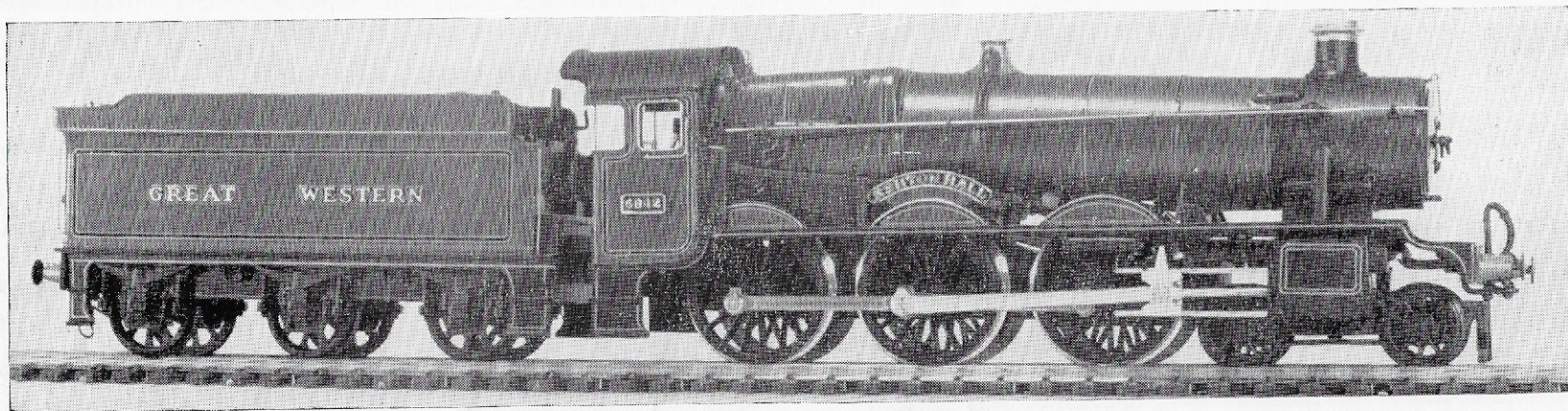
The earlier Great Western 0-6-0 Tank locomotives were built as Saddle Tanks. This type of Tank being constructed fairly easily and fitted readily to the round topped fireboxes of the period. When such locomotives were re-boilered with Belpair fireboxes a Saddle Tank could not be matched to the rectangular firebox so well. The Pannier Tank design two rectangular tanks, one each side of the boiler and firebox overcame this problem. These locomotives were first built in 1890 and the last was rebuilt into the Pannier design in 1932, thus covering a very long period of running. The model is designed so that the motor drives onto the front axle and does not protrude into the cab, thus leaving room for full cab detail. Designed to fit on special Finecast chassis.



L.M.S. 4F "Fowler" Goods Loco.

F.122.

The most famous goods locomotive of the L.M.S. which could be seen hauling long goods trains in all parts of the Midland Region. When designed by Sir Henry Fowler it proved to be a much more powerful engine than any in existence of this type, being superheated this gave them an important advance in efficient working. Well over 500 of these locomotives were built, the original design appearing in 1911. Unlike the other three 0-6-0 tender locomotives in the Finecast range, this model will not take a Triang chassis satisfactorily due to the slightly shorter footplate. There is, however, a special Finecast chassis available.



▲ G.W. R. "Hall" (Original)

F123

The history of these locomotives goes back to the basic Churchward design of 2 cylinder 4-6-0 types which appeared in the early part of the century. Originally known as Saints they were gradually replaced by the 4 cylinder Star class. The Saints were increasingly used on fast fitted trains for fish and milk, and in 1922 No. 4900 Saint Martin was rebuilt with 6 ft diam. driving wheels, this locomotive became the pioneer of the "Hall" class which grew in numbers until 330 of these most useful locomotives were in service. The model has full cab details, and comes complete with slide bars and cylinders. A Triang B12 chassis or special Finecas chassis can be fitted.

◀ L.N.E.R. N7 (Ex Great Eastern)

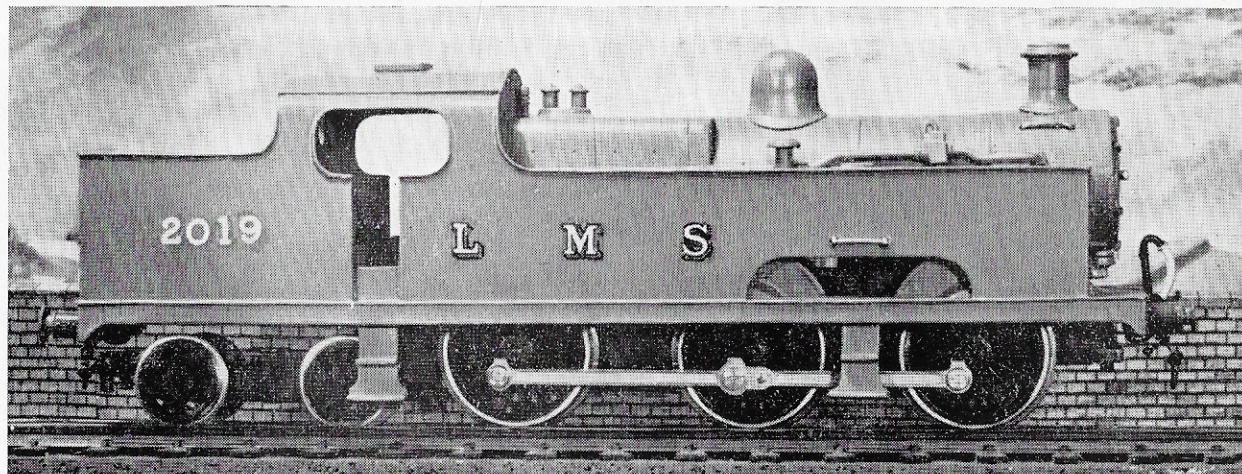
F125

These locomotives were designed by A. J. Hill for the Great Eastern Railway and were first placed in service in 1914. Construction continued into L.N.E.R. days right up until 1926. Their main use was on suburban services. The model is based on number 8006 which was flush riveted, designed to take the Triang Rover 0-6-0 chassis, kit comes complete with rear bogie frame.

L.M.S. (Ex Midland Railway) "Flatiron"

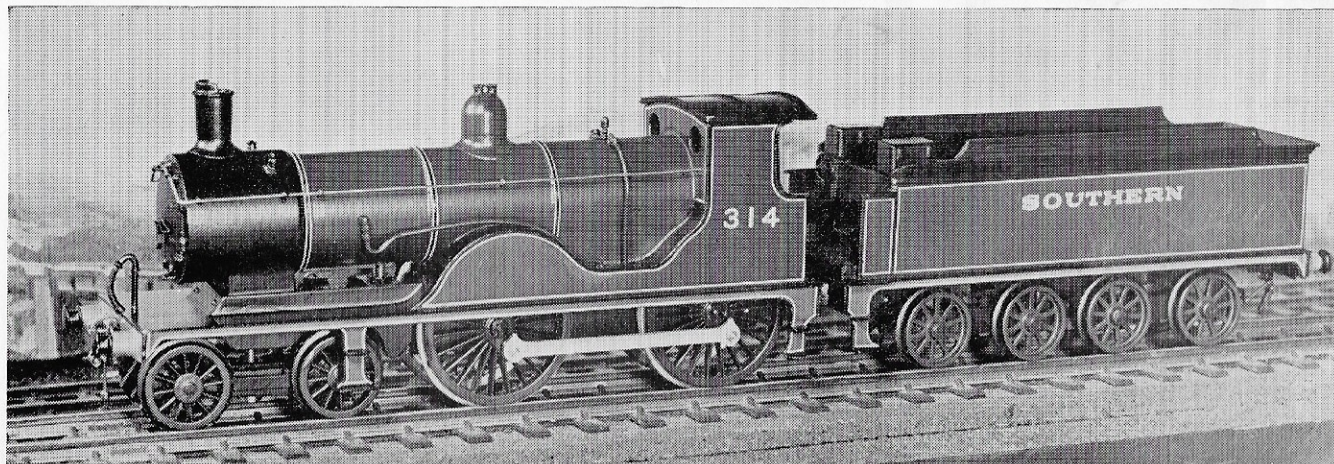
F124.

Designed by R. M. Deeley 39 locomotives were built between 1907 and 1908. Driving wheel diameter 5' 7", trailing wheels 3' 1". Overall length 40' 4". Weight in working order 72 tons 8 cwt. Rebuilding started in 1920 under Sir Henry Fowler. Standard boilers as used on 2P and 4F were used. The model is of the re-built version. Up to 1935 duties were passenger work, after this date due to two de-railments the Class was relegated to goods duties. The final one Number 2012 was scrapped in 1938. Due to the length of the side tanks the name "Flatiron" was bestowed upon them by the engine drivers. The model is designed to take Triang 0-6-0 chassis and the kit comes complete with rear bogie frame.



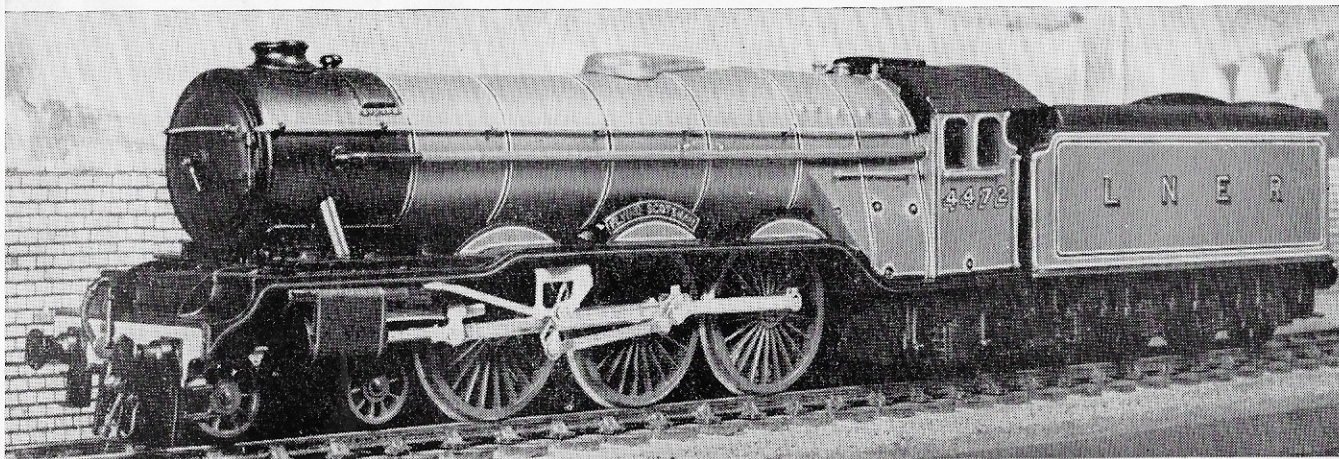
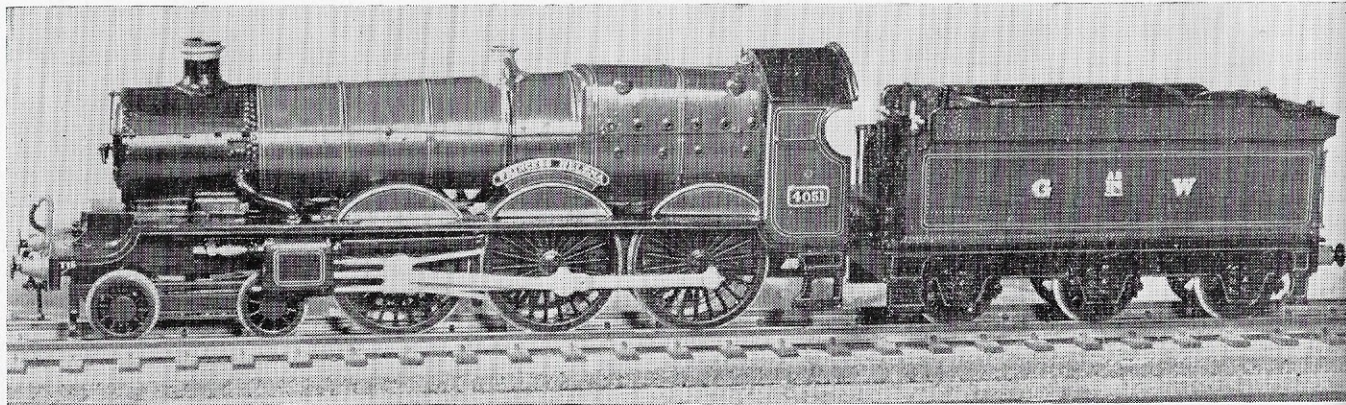
S.R. (Ex L.S.W.R) T.9 F.126.

Known as the "Greyhounds", another famous engine which is so popular with modellers like many in the Finecast range. They go right back to 1899 when D. Drummond was C.M.E. of the L. & S.W.R. The "water cart" tender is of unusual design, having inside bearings for the wheels. These are carried on two bogies. The model is designed to take a Finecast chassis, driving wheel diameter being 26 mm.



G.W.R. "Star" Class F127.

When Churchward introduced his 2 cylinder Saint class he began experiments in the quest for greater efficiency. After matching French compound locomotives against engines of Swindon construction, the Swindon design of 4 cylinder 4-6-0 was found to possess the requirements of ample power, reasonable economy in operation and good mileage between heavy repairs. These locomotives were known as "Stars" and set a standard of locomotive performance which was not equalled for many years. The model is designed to fit onto the Triang Rovex B12 chassis, this can be fitted with Romford wheels as in picture.



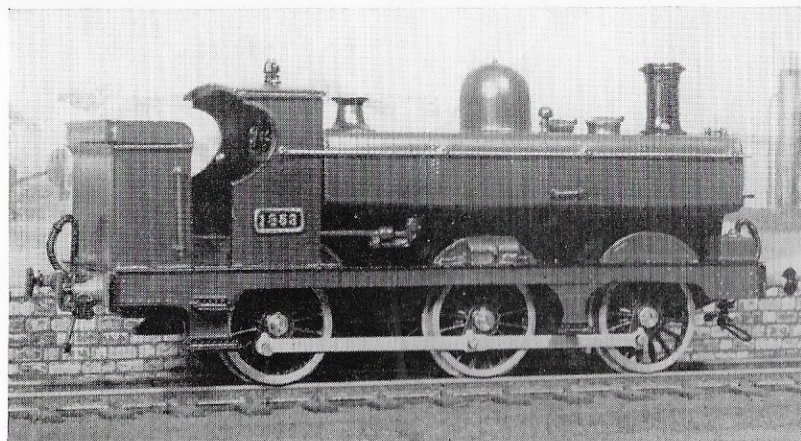
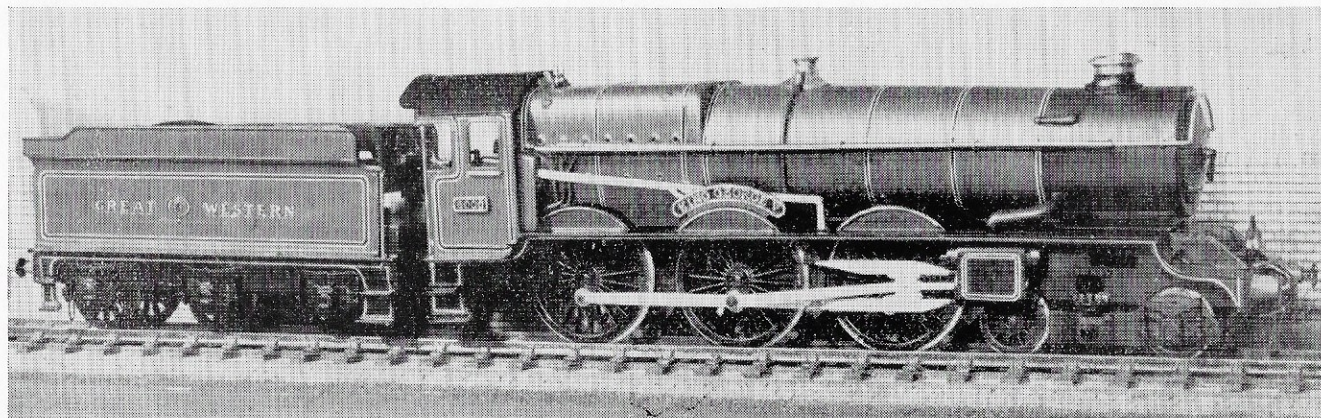
L.N.E.R. A1/A3 "Flying Scotsman" F128.

The kit is designed to cover the construction of various types of A3 and A1 locomotives. The variations are too numerous to mention but to assist the modeller there are two types of cab sides, domes and chimneys included. It is also possible to fit the cab floor either way up to enable the model to be built with L/H or R/H drive. All were converted to L/H drive by 1954. Front steps were fitted to all locomotives after 1938 and from 1936 onwards the cutout on the trailing edge of the cab side was reduced also padded backs were added to the seats (the kit included both types of seat). Between 1939 and 1948 the remaining A1's were re-built to A3 specification, most receiving banjo dome

G.W.R. King Class

F129.

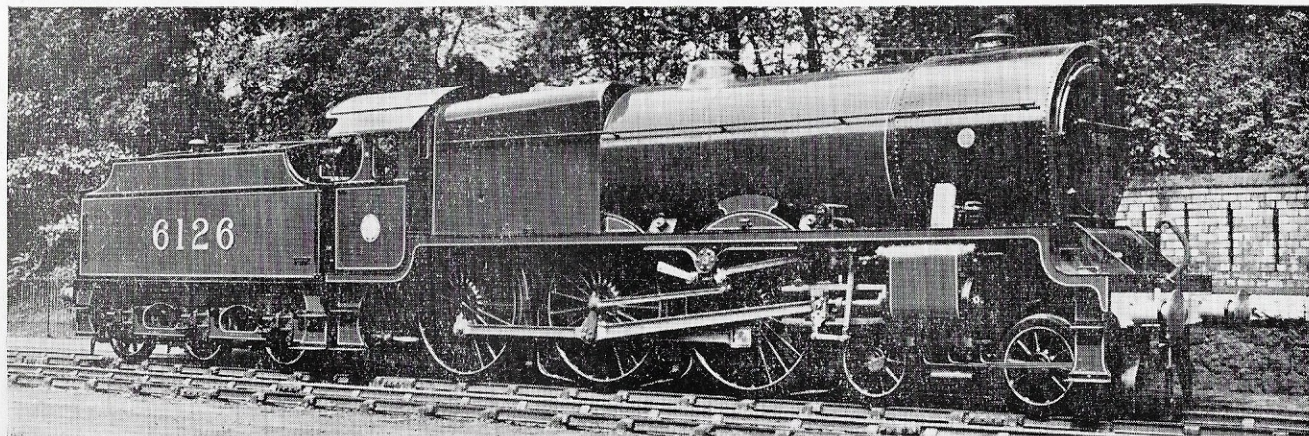
This famous class was designed by C. B. Collett, to take over the heavier trains from the Castles, it had a superior tractive effort taking trains of over 500 tons. Claimed at the time to be the most powerful locomotive in the country. Like many other models in the Finecast range there is full cab detail, also a faithfully reproduced front bogie with its outside springing. Also included is the bell on the front a present from the U.S.A. where this locomotive went on a special trip. There is a special Finecast chassis made to fit. (Note the model was photographed before completion, it does not show the valve gear in front of the cylinder which is in fact included in kit).



G.W.R. 1854 Pannier

F130.

This is a representative of the early versions of the extremely numerous range of Pannier Tanks so famous on the Great Western Railway. The later versions had the back of the cab filled in, and the last of the line is the 9400 Finecast no. F110. The open cab on the model is an attractive feature as it enables one to see the details which include the firebox door and regulator handle, another interesting detail is the small tool box which can be seen just in front of the central splasher. Designed to fit on special Finecast chassis which is also suitable for the 1804 Saddle Tank locomotive. The 1854 Pannier being a re-build of the latter.



**L.M.S. Royal Scot
(Original).**

F131.

Another famous locomotive which was sent to the U.S.A. for exhibition at Chicago in 1933. Designed by Sir Henry Fowler they were of 3 cylinder simple design, the first fifty numbers 6100 to '49 all coming out in 1927, followed by No. 6150 to '69 in 1930. The model is designed to fit on the Triang-Rovex A.3 chassis.

L.N.E.R. A.4.

F.132.

This fine engine can, perhaps, be regarded as Sir Nigel Gressley's best piece of work. Designed first and foremost for high-speed work. Mallard No. 60022 achieved a world record for steam locomotives by running at 125 m.p.h. on July 3rd 1938 with seven coaches. The model is designed with removable side panels so that it can be built in its original form or in its later version. There is a Finecast chassis available or it can be fitted onto the Triang A.3. chassis.



Motorising Finecast Loco Kits

The models are designed to take Triang Hornby, or special Finecast chassis (it is not possible to fit a Triang where Hornby is advised or vice versa). The Finecast Chassis have jig drilled main frames brass bushed, are designed to take Triang motors and Romford wheels and gears 40-1 or 30-1 ratio. Scale wheels such as Romford can be fitted to Triang chassis if desired by bushing frames and gear wheel with special $\frac{3}{8}$ " bore bushes. For those wishing to use E.M. standards there is sufficient clearance in most of the kits.

The Finecast Guarantee

Each kit is guaranteed, and if a part should be accidentally broken during assembly it will be replaced free. A small handling charge of 1/6d. being made.

Recommended Prices

P.T. 36 $\frac{2}{3}$ %

SR E5 F101 ...	...	...	...	44/-	PT	10/9
LNER J39 F102 ...	...	...	...	68/-	PT	16/8
LNER K3 F103 ...	...	...	...	80/-	PT	19/7
LMS Mogul Crab F104 ...	...	...	...	80/-	PT	19/7
SR Mogul F105 ...	...	...	...	80/-	PT	19/7
SR Q F106 ...	...	...	...	68/-	PT	16/8
SR P F107 ...	...	...	...	36/-	PT	8/10
SR G6 F108 ...	...	...	...	44/-	PT	10/10
SR E2 F109 ...	...	...	...	44/-	PT	10/9
GWR 9400 F110 ...	...	...	...	49/-	PT	12/-
GWR U1 F111 ...	...	...	...	44/-	PT	10/9
GWR 2251 F112 ...	...	...	...	68/-	PT	16/8
LNER J69 F113 ...	...	...	...	44/-	PT	10/9
SR King A F114 ...	...	...	...	100/-	PT	24/5
LMS Class 4 F115 ...	...	...	...	68/-	PT	16/8
LNER A2 F116 ...	...	...	...	100/-	PT	24/5
SR O2 F117 ...	...	...	...	49/-	PT	12/-
SR M7 F118 ...	...	...	...	49/-	PT	12/-
LMS Ex Caly F119 ...	...	...	...	49/-	PT	12/-
SR D/EI F120 ...	...	...	...	49/-	PT	12/-
GWR 1804 Saddle Tank F121 ...	...	...	...	44/-	PT	10/9
LMS Fowler Goods F122 ...	...	...	...	68/-	PT	16/8
GWR Hall F123 ...	...	...	...	120/-	PT	29/4
LMS Flatiron F124 ...	...	...	...	52/-	PT	12/8
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SR T9 F126 ...	...	...	...	80/-	PT	19/7
GWR Star F127 ...	...	...	...	120/-	PT	29/4
LNER A3 Flying Scotsman F128 ...	...	...	...	120/-	PT	29/4
GWR King F129 ...	...	...	...	120/-	PT	29/4
GWR 1854 Pannier F130 ...	...	...	...	44/-	PT	10/9
LMS Royal Scot F131 ...	...	...	...	100/-	PT	24/5
LNER A4 F132 ...	...	...	...	110/-	PT	26/11
Chassis 'P', Caly. 4F. J69. 'EI', 1854. T9 Chassis ...	...	...	...	22/6+	PT	5/6
02. M7. Hall. A3 King. Chassis ...	...	...	...	33/9+	PT	8/3
006 Loco Lamps ...	...	...	per dozen	37/6+	PT	9/2
007 Torp vents ...	...	...	per dozen	2/-	PT	6
008 Shell vents ...	...	...	per pair	3/2+	PT	10
Crossheads 0028 ...	...	...	each	9/4+	PT	2/2
Shunters Truck kit ...	...	...				

