

PECKETT 0-4-OST Class E
 The kit models the tanks that worked the Swansea docks. The first was supplied in 1906 and the last withdrawn in 1963. Several Peckett tanks are preserved.



Picture courtesy of R. Carpenter photographs

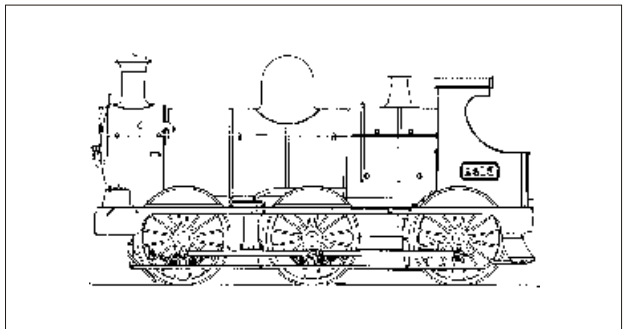
Peckett built 763 standard gauge 0-4-OSTs, 56 were Class E tanks. They were supplied to industrial users and the main line railways. Peckett engines had a distinctive appearance and were easy to spot. Kit includes alternative parts e.g. wing plates, to model the differences in industrial and GW engines. It also includes parts to build the kit for 2mm. E/b. To complete, needs Bachman Docksider Switcher chassis, boiler fittings, number plates and transfers.

2801 Peckett body (fittings not included).

2802 Peckett body with saddle tank formed and assembled (fittings not inc.).

DEAN GOODS 0-6-0

The first Dean Goods tender loco was built in 1883 and members of the class survived until 1955. One is preserved.



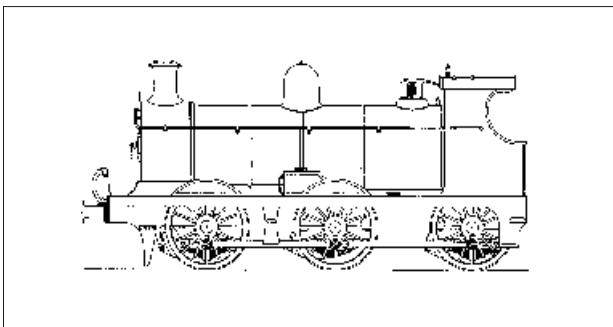
The engines could go anywhere on the GW. They were used on freight, hauling trains over long distances and on rural passenger trains hauling antiquated stock. The kit models members of the class as they looked towards the end of their life. Body and tender parts are E/b, with tabs and slots to aid assembly. Boiler is a one piece W/m casting, Boiler and tender fittings are L/w. Includes handrail knobs and wire.

To complete, needs Farish 4F loco and tender chassis, a suitable motor (Mashima 10 x 24 suggested), number plates and transfers.

2804 Dean Goods loco and tender body kit with fittings.

C Class SECR 0-6-0

This kit models the locomotives built in 1900, the last of which 31592 was withdrawn in 1967 and is preserved.



During their life the locomotives changed little except for the liveries and the numbers they carried. 109 were built for main line goods duties. In SR days they pulled secondary goods trains and in BR days engineers trains. They were also used on hop pickers and local passenger trains. 108 entered BR stock.

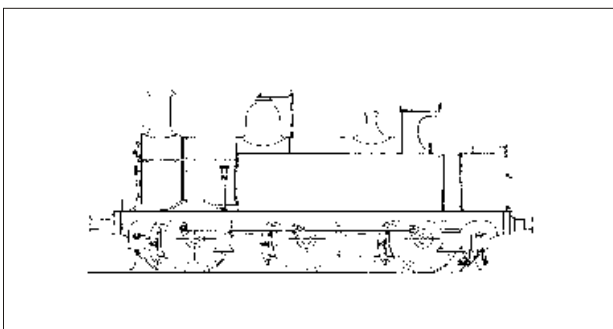
Kit includes E/b footplate, cab, tender, w/ml boiler, l/b boiler fittings, handrail knobs and wire, parts to modify Farish chassis.

To complete, needs Farish 4F loco and tender chassis, a suitable motor (Mashima 10 x 24 suggested), and transfers.

2811 C Class loco body and tender kit with fittings.

MR 1F 0-6-0T Half Cab

This kit models the locomotives built in 1878 and fitted with a Belpaire boiler by the LMS. 95 entered BR stock. The last of the class 41708 was withdrawn in 1966 and is preserved.



280 were built, the first engines with half cabs were used for shunting, the later engines with full cabs were used on both goods and passenger trains. They were found all over the system.

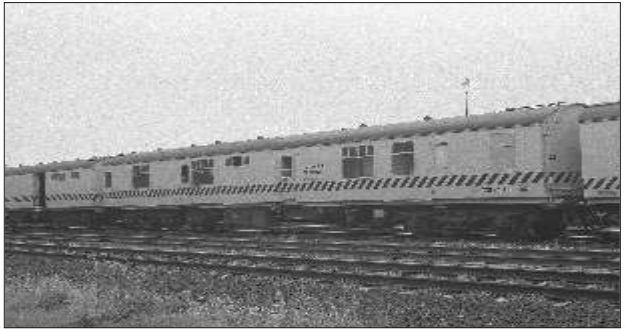
Kit includes e/b footplate, cab, tanks, bunker, parts to model both half and full cab versions, w/m boiler, l/w boiler fittings, handrail knobs and wire.

To complete, needs Farish 57XX chassis, and transfers.

2821 MR 1F loco body kit with fittings.

BREAKDOWN TRAIN COACHES

3 Coaches to go with a
breakdown crane. These
were converted from
redundant Mark 1 stock.



The typical breakdown train has three coaches that provide crew accommodation, tool storage and a generator. A common formation is staff and tool coach, tool and generator van, tool van. Coaches are modified Mark1 stock.

The kit converts 3 coaches, and includes sliding doors, corridor connection blanking plates and vents. E/b.

To complete needs 3 Farish Mk1 coaches, adhesive, paint and transfers.

2880 Breakdown Train Coach Conversion Kit.

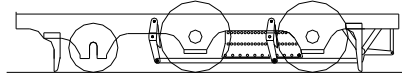
LOCOMOTIVE AND TENDER CHASSIS

LOCO CHASSIS KITS

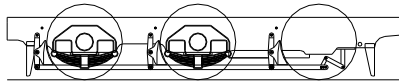
Profiled frames with ashpan, axleboxes, coupling rods, brakes and brake linkage. E/n.

To Complete needs: frame spacers, frame bushes, wheels, gears, motor.

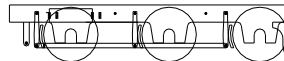
These kits are designed to be built following the practice of split frame insulation as recommended by the 2mm Association. The Association supplies suitable components to complete these chassis.



LNWR 2-4-0T or 2-4-2T.
Axle spacing 13.5/15.5/13.5mm.
2870 2-4-2T chassis.



NBR J83 0-6-0T. Axle spacing 15/16mm. Includes leaf and coil springs. Rear spring omitted for clarity.
2871 0-6-0 chassis.



Tender chassis. Axle spacing can be set to 13/12mm or 12/12mm.
2890 Tender chassis.

No
Illus

2331 Slim Motor Wire.
Gives extra clearance
above a Farish motor. No
soldering needed. E/b.

No
Illus

2332 Motor Mount
small, to take Mashiba
motor. E/n.

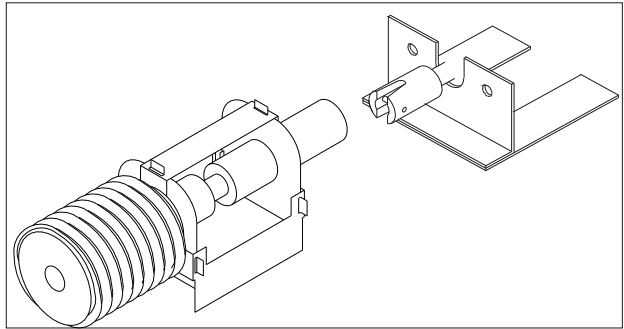
No
Illus

2333 Motor Mount
tall, to take Mashiba
motor. E/n.

TENDER MOUNTED DRIVE

This drive adapts the popular Farish chassis allowing small prototypes to be modelled.

It can be used with proprietary, kitbuilt and scratchbuilt bodies.



The drive allows
 small prototypes to be modelled,
 extra weight to be put above the driving wheels,
 the modeling of daylight under the boiler.

The compact gear unit replaces the Farish motor and releases space occupied by the magnet and pole pieces. A motor in the tender drives the gears through a shaft and two universal joints. It is possible to reverse the orientation of the drive which allows the chassis to be reversed.

The drive is easy to fit. Positive location is provided by the design which sits either side of the chassis. Fixing is by glue or double sided tape. The open frame gives easy access for lubrication.

The drive uses the original gears and does not alter the gear ratio. However, the running properties of the chassis are changed by choosing a motor with the characteristics you require. Can be used with any motor with a 1.5mm shaft. Suitable motors are available from Branchlines, P.O. Box 4293, Westbury BA13 9AA.

The Tender Mounted Drive comes with detailed fitting instructions.

DISCLAIMER

At times Graham Farish make improvements which alter the chassis design. While N Brass cannot be held responsible for any problems resulting, we like to know of changes and will offer practical advice.

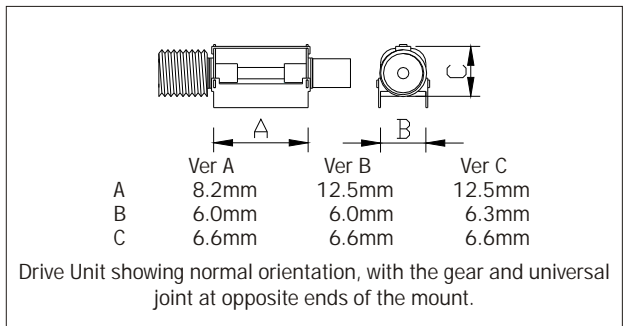
The kit contains 3 gearbox etches to suit the different Farish chassis.

Ver A, narrow and short.

Ver B, narrow and long.

Ver C, wide and long.

2320K Kit for TMD.



Rolling Road

A test bed to run in steam and diesel locos. Suitable for DCC programming.



Takes everything from an O-4-OT to a 9F 2-10-0, an O3 Diesel to a class 67. Also suitable for electrics, DMU's and EMU's. (Expansion pack needed for 2-10-0 and Co Co).

Road is suitable for both 'N' gauge and 2mm and for locos with wheels larger than 6mm diameter. Kit contains spacer to position guides at correct distance apart when fixing to base.

Coned rollers support the coned driving wheels of the locomotive. These rollers are mounted in pairs in a support which slides into position under the driving wheels.

There are two types of roller support; standard roller support for wheelbases above 17mm e.g. Farish Castle, close roller support for wheelbases above 10.5mm e.g. Farish 8F. Standard and close roller supports can be used together.

Non driven wheels have a support without rollers which also slides into position. All supports are live, where ever the locomotive picks up power when it is running it picks up when tested on the rolling road.

Road is a kit and requires assembly and a base, (mdf or plastic) . Takes up to a Pacific and tender, a 2-8-0 and tender, or Bo Bo diesel. Guides are 150mm long.

6002 The 'N' Road.

6014 Expansion pack, expands road to take a 2-10-0 and tender or a Co Co diesel.

6020 Threaded nylon spacers with screws to hold guides. Removes need for base.

6060 Mager oil, a conductive oil for use with the road.