

## London Road Models

### Lancashire and Yorkshire Locomotives and tenders

Reference LOCO41

Price £97.00

L. & Y./B.R. 0-8-0 Class 30, L.M.S. 6F

John Aspinall's last locomotive design, a powerful 0-8-0 began to appear in April 1900. The first forty were built with six wheeled tenders of the same size as the enlarged Barton Wright tenders of the 4-4-2s. In 1902 his successor Hoy designed an eight-wheeled non-bogie tender of 3600 gallons and 5 tons of coal capacity, which is the version supplied in the kit.

These tenders were very smooth running units and a large number survived the engines by many years and were put into service all over the LMS system as sludge tanks.

The kit is etched in brass including the pre-rolled boiler, with n/s loco and tender chassis. Castings are lost wax brass as well as whitemetal.

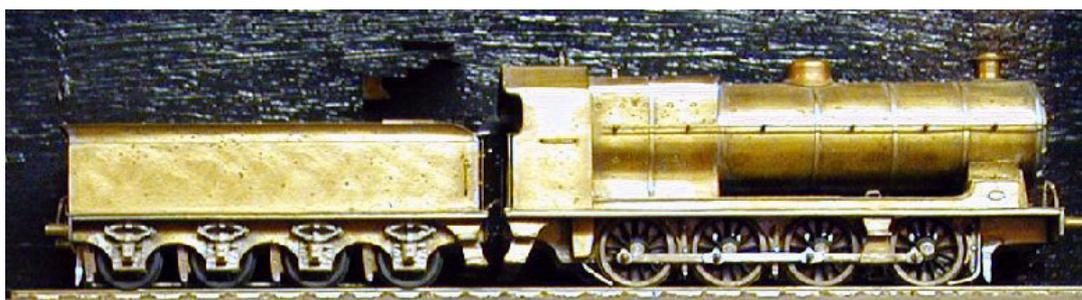
Reference LOCO42

Price £99.00

L. & Y./B.R. 0-8-0 Class 31 (Large boiler) L.M.S. 7F

George Hughes decided to build a further twenty 0-8-0s with a larger boiler and Joy valve gear, which were completed in 1910. A further batch of 20 similar engines was built in 1917, differing in having lighter motion work. In 1911-1913 eighteen of the Aspinall 0-8-0s were rebuilt with this boiler. Twenty other engines were later fitted with a larger side window cab, including Aspinall, Hoy and Hughes derivatives. The kit includes both standard and large cab options and the eight wheel tender as in the Class 30 kit.

Etched in brass including the pre-rolled boiler, with n/s loco and tender chassis, castings are lost wax brass as well as whitemetal. A detailed review by John Cockcroft, appears in Model Railway Journal No. 74, 1994.



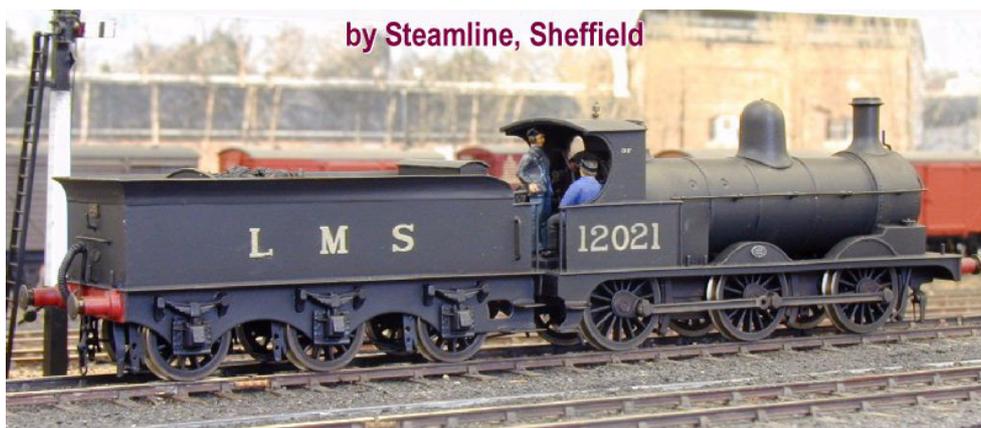
Reference LOCO43

Price £87.00

L. & Y./B.R. Barton-Wright Ironclad 0-6-0

When Barton Wright arrived at the L&Y in 1875 his first design was for a new goods engine and he had to go to outside builders as the L&Y workshops were inadequate for the quantities required. He therefore collaborated with Kitsons, slightly altering their basic 0-6-0 design to suit his requirements, and a batch of 20 followed the first 2 delivered in August 1876. A total of 230 were built, by four outside builders and the L&Y Miles Platting works. Withdrawals began in 1930 but were not completed until 1959 when the last locomotive 52044 (L&Y 957) was bought for preservation and has been kept on the Keighley and Worth Valley Railway.

Etched in brass with n/s chassis for the loco and tender, turned and cast brass and w/m fittings.



Reference LOCO44

Price £85.00

L.& Y./L.M.S./B.R. 2-4-2T Radial Tank Round Top Firebox (Short or long bunker).

The Lancashire and Yorkshire Railway built 210 of the short bunker version of their 2-4-2 radial tanks between February and September 1898. They were originally all built with unsuperheated round top boilers and were the first new L. & Y. class to receive the Barton Wright black livery. The long bunker Radial Tanks were designed by Aspinall to give increased coal and water capacity, but were otherwise identical to the short bunker version. The first withdrawals started in 1930 but several round top boiler engines lasted until 1961. Apart from the Belpaire locomotives there were few detail alterations to the class.

The kit is etched in brass, with a n/s chassis. Either long or short bunker versions can be built from the kit.



Reference LOCO45

Price £85.00

L.& Y./L.M.S./B.R. 2-4-2T (Belpaire firebox)

Thirty-nine Radial Tanks were converted to Belpaire boilers, although still without superheating. The long bunker Radial Tanks were designed by Aspinall to give increased coal and water capacity, but were otherwise identical to the short bunker version. Hughes continued to build the same basic design with saturated Belpaire boilers and extended smokeboxes, although they can be identified by a narrower footplate valance. Both types could later be found with superheated Belpaire boilers. These also had the chimney set further forward on the smokebox. Otherwise there were little changes to their appearance through their working lives, other than the replacement of Ramsbottom safety valves with the Ross "pop" type.

The kit is etched in brass, with a n/s chassis. Either long or short bunker versions can be built from the kit.

Reference LOCO46

Price £87.00

L. & Y./B.R. 0-6-0 Saddle Tank

In 1891 the L&Y decided to convert 280 older 0-6-0s to saddle tanks. This Barton Wright conversion was relatively simple; extended the main frames behind the open cab, fitting a coal bunker, closing up the cab and fitting a saddle tank over the boiler. Many of these useful tank locomotives lasted into BR days. One such engine number 11305, the last L & Y engine in revenue service, lasted until September 1964, while another, number 752, has been preserved and is now kept on the Keighley and Worth Valley Railway.

The kit is etched in brass with n/s for the chassis. In addition to the original etched saddle tank, a cast resin tank is also included to simplify construction.



Reference LOCO47

Price £110.00

#### L.& Y. Barton Wright 4-4-0

The Lancashire and Yorkshire Railway's need for a more powerful express passenger engine in the late 1870's, resulted in an initial order being placed with Sharp Stewart in 1879 for eight 4-4-0s. These were delivered in 1880 paired with 4 wheel tenders to enable them to be accommodated on existing turntables. Later they were coupled to 1780 gallon 6 wheel tenders with the 53 x 5' 3" wheelbase, and 2000 gallon tenders with the 6' 3" x 6' 3" wheelbase. Between 1880 and 1887 a further 110 were delivered by the Vulcan Foundry and Neilsons. The kit has been designed primarily based on the Vulcan Foundry version, although the Sharp Stewart built locos can also be made. Some additional components have been included where space permits to provide some of the variants for both these types. Most of the class had been withdrawn by 1914 with two Vulcan Foundry locomotives surviving until 1930. Both the earlier 1780-gallon short wheelbase tender, with the option of the Sharp Stewart Patent combined weather plate, toolbox and water fillers, as well as the later 2000-gallon version are available.



## L&Y Tenders

Reference	Model	Price
TEND41	8 wheel	£38.00
TEND42	Vulcan/Sharp Stewart 1780-gallon short wheelbase tender	£35.00
TEND43	Vulcan/Sharp Stewart 2000-gallon tender	£35.00

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