

London Road Models

North Staffordshire Railway Locomotives Kits

Reference LOCO130

Price £88.00

N.S.R./L.M.S. Class B 2-4-0T

The North Staffordshire Railway built twenty one Class B 2-4-0 tank locomotives at their Stoke Works and followed on immediately after the Class "A" 2-4-0 tanks. They were used on suburban passenger workings, mainly out of Stoke on Trent. Production started in 1881 and was completed by 1895. They were rebuilt between 1897 and 1906, when a slightly larger boiler was fitted. At the same time those which had the early narrow cab were fitted with the more modern, wider version. They lasted well into LMS ownership, the last was withdrawn in 1935.

The body is etched in brass, with a n/s etched chassis and produces the Class B in this rebuilt form. The loco fittings are a mixture of lost wax cast brass for the finer components, with high quality cast whitmetal for the larger, simpler, fittings. The detailed instructions included numbering and livery details.

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N.S.R./L.M.S. Class B Rebuild 2-4-2T

In 1900-1901, three B Class locos were converted to 2-4-2T configuration, by adding a radial trailing axle. This provided a larger bunker, to enable them to operate over a wider area. These three locomotives were equipped with the larger boiler when rebuilt. Outwardly they too were similar to the rebuilt Class "A" 2-4-2Ts.

The body is etched in brass, with a n/s etched chassis. The loco fittings are a mixture of lost wax cast brass for the finer components, with high quality cast whitmetal for the larger, simpler, fittings.

The detailed instructions included numbering and livery details.

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N.S.R./L.M.S. Class D 0-6-0T

Forty nine Class D 0-6-0 tank locomotives were built by the NSR, between 1883 and 1889 at the Stoke Works. They were the most numerous locomotive class of the NSR., originally designed for goods train working and shunting. However, they were found to be adaptable locomotives and were subsequently used for passenger services, after the fitting of vacuum brakes.

As built they had narrow cabs without side panels.

They were rebuilt from 1900 with a larger boiler and bunker coal rails. Over a period of time they acquired wider cabs with curved side sheets. The kit has been designed to model the locomotive in its later guise. They outlived the Class B tanks by a few years. The last was withdrawn in 1937.

Each of the NSR locomotive kits has an etched brass body, with an etched nickel silver chassis. The loco fittings are a mixture of lost wax cast brass for the finer components, with high quality cast whitmetal for the larger, simpler, fittings.