



Scalefour Society Press Release

Great Central kits launched

The Scalefour Society and Great Central Models Ltd are very pleased to announce a collaboration to provide a new range of locomotive kits for the fine-scale modeller.

Great Central Models has been set up to research locomotives designed by John Robinson and used by the Great Central Railway and the LNER and to design and produce etched brass kits.

Initially concentrating on the 4-6-0 engines, most of which lasted through LNER days and into British Railways, it is intended to make available all locomotives in the range B1 to B9 with most of the sub-classes covered. Are these locomotives available already? The short answer is that very little of this range is known to be available, and a genuine gap in the market will be filled.

The prototype - Robinson GCR Class 8 / LNER B5

The Class 8 was the first of the Robinson 4-6-0s for the Great Central Railway. Built between 1902 and 1904, a total of 14 were taken over by the LNER and lasted until withdrawn under BR auspices. Although a few of them received BR numbers none were re-painted or re-numbered.

Six were made by Neilson & Co and a further eight by Beyer, Peacock & Co. They were known throughout their lives as "Fish Engines" for the simple reason that they were built to ship fresh fish from the new GCR docks at Grimsby to the south. In later years they were often used on passenger trips. In LNER days all engines were re-numbered and super-heated.

There were a number of changes to the external appearance of these locomotives: the classical GCR chimney was replaced initially by the LNER flower-pot version and then by shorter LNER chimneys. Flattened domes were used at various times and the whistle moved from the cab top onto the boiler. Ramsbottom safety valves were originally fitted, with or without a casing, and Ross pop valves were later fitted but not always at the same time as super-heating. Livery under the LNER was originally red-lined black until 1928. The beading was always unpainted and usually polished!

Tenders as built were the GCR 3,250 gallon group standard, but these were all replaced by the end of 1906 by the 4000 gallon version. Some tenders had open coal rails and three of these were plated on the inside, leaving the rails visible. The remainder had a plate coal rail.

It can be seen that there is the possibility for immense visual variety in both the locomotive and tender, and the kits are designed to accommodate this.



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The tender kit

The first kit to be released by Great Central Models is for the 4000 Gallon Standard Robinson Tender. A total of 72 of these tenders were built for use on various 4-6-0s.

This kit has been designed for use with wheels to P4 or EM standards. A separate frame structure will be needed for EM and 00 models and the well tank and PCB supports for the pickups need to be adapted.

The etched parts in this kit have been designed using a CAD program to ensure accuracy when fitting the parts together. The locomotive drawings were prepared from original GA drawings held at the Museum of Science & Industry in Manchester, and were originally drawn at full scale to ensure accuracy. The drawings were then scaled down to a suitable size to produce etches for the 4mm modeller.

The kit includes both etched frets and cast whitemetal components for detail fittings, as well as comprehensive building instructions, photographs and diagrams. Any modeller familiar with etch brass kit construction will be able to build an accurate scale model by following the instructions thoroughly.

Availability

The first kits for GCR tenders are now available from the Scalefour Society website. To accompany them, the first locomotive kits for classes B5/1, B5/3 and B9 should be available early in 2011.

The sale price of the tender kit only is £35.00 plus £2.00 P&P.

The kits can be purchased online at www.scalefour.org/eshop/eshop.html

Further kits will be available in the same place as they are released.

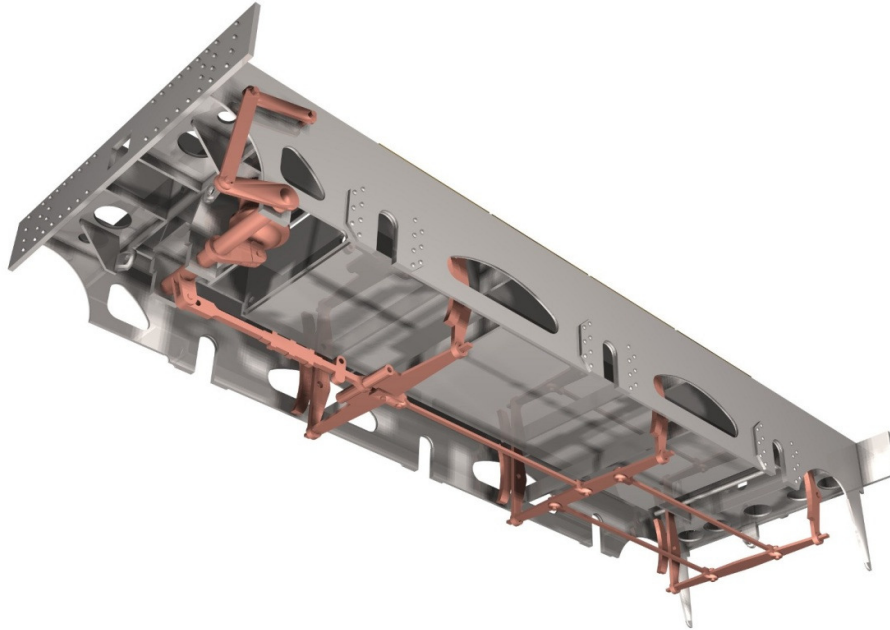
For any further information, or an electronic copy of this document, please contact the Scalefour Society Marketing Manager at marketing@scalefour.org



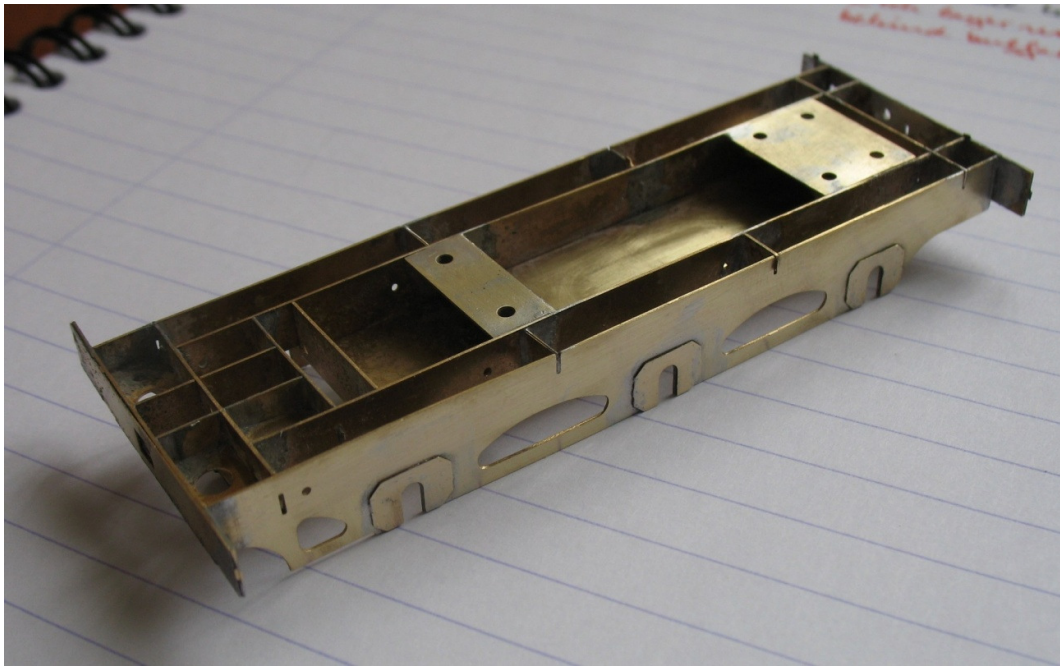
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The layout of the brake rigging is copied from the prototype



The actual etched kit under construction

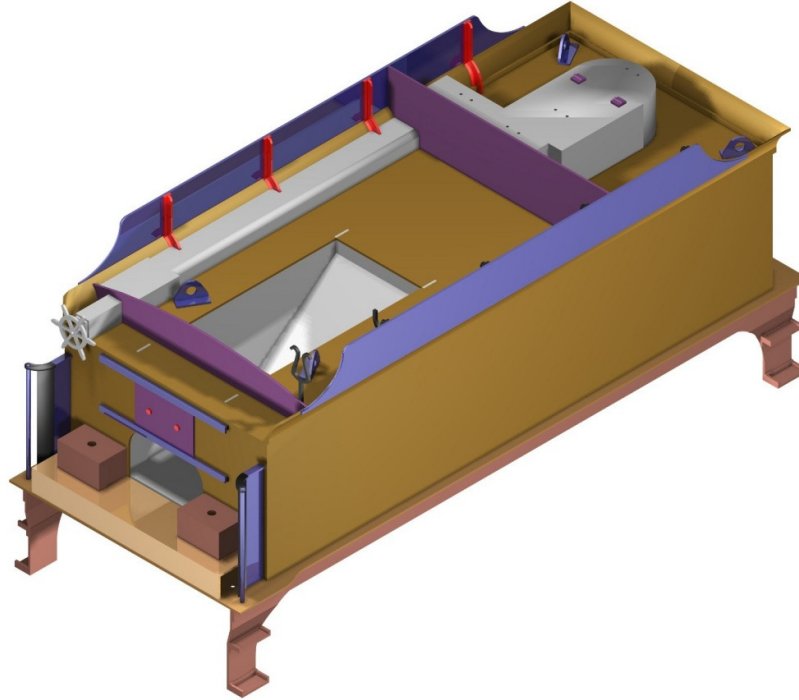




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The CAD image of the tender body



The view of the completed tender frames

