

# CATALOG

2023



1:32

# SWISS RAILWAYS SBB E3/3 "TIGERLI" 0-6-0

1:32 Scale • 45mm Gauge



Tigerli #8523 - Black 'Nederlandse Spoorwegen'

**ASTER HOBBY** - Designed as a switcher engine, these standard gauge locomotives were used by the Swiss Federal Railways (SBB) on main and branch line operations. The SBB operated 83 units. All of them were built by the Swiss Locomotive Works (SLM) in Winterthur between 1902 and 1915. Nicknamed "Tigerli" (Swiss German for "Tiger Cub") these 2 cylinder engines with saturated steam boilers proved to be very dependable and remained in regular service until 1966.

Several locomotives were sold to private industrial works and served there for many more years. Weighing in at 35 tons (including 4.2 tons of water and 1.7 tons of coal). Their operational speed limit was 45 Km/Hr. (some were modified to operate at 50 Km/Hr.)

## SPECIFICATIONS

Scale/Gauge	1:32, 45mm
Length	272mm
Width	94mm
Height	124mm
Weight Engine	1.91 Kg
Weight utility car	1.2 Kg
Driving wheel	32.5mm
Cylinder	2 Cylinders, 12mm X 17mm
Valve Gear	Walchaert
Boiler Type	C-Type with 5 smoke tubes
Water Capacity	100cc at 90% full
Boiler Fittings	Safety valves, Water gauge, Pressure gauge, Regularot/blower valve
Lubricator	Roscoe displacement type
Fuel	Methylated Alcohol
Fuel Capacity	Alcohol 80cc at 100% full
Mini. Radius	1.5M



Tigerli #8492 - Blue 'SBB in Arth Goldau'



Tigerli #8463 - Brown 'San Gottardo'



Tigerli #10 - Green 'Dampfbahn Verein Zurichcher Oberland' (DVZO)

# LNER CLASS P2 - COCK O' THE NORTH

1:32 Scale • 45mm Gauge



**Aster Hobby** - The London and North Eastern Railway Class P2 was a class of 2-8-2 steam locomotives designed by LNER's chief mechanical engineer, Sir Nigel Gresley, to haul express trains over the difficult Edinburgh to Aberdeen Line. Design planning began in 1932 and the first locomotive of the class, No. 2001 Cock o' the North, was completed in 1934 built by Doncaster Works. This prototype P2 had unique features such as the Lentz rotary-cam actuated poppet valve gear and double-chimney Kylchap exhaust. Six class P2 locomotives were built from 1934 to 1936 and given names from Scottish lore. The five following Cock o' the North featured conventional Walschaerts valve gear.

The P2s were the only eight coupled express steam locomotives designed for use in the UK. Cock o' the North was tested with a 19 bogie carriage train, running at an average speed of over 50 mph, with peak speeds of over 70 mph. After 10,000 miles of service, point damage on the variable cams of No. 2001 led to cam damage. By 1939, the rotary-cam poppet-valve valvegear was replaced with Walschaerts gear.

No original P2 locomotives were preserved since the class were all rebuilt into Class A2/2 4-6-2 Pacifics during World War II between 1943-1944. These rebuilds were withdrawn in the 1950s and early 1960s, and eventually scrapped. Two new full size P2 engines are in the works; No. 2007 Prince of Wales, built by the P2 Steam Locomotive Company, and a replica of the No. 2001 Cock o' the North by the Doncaster P2 Locomotive Trust.

Aster Hobby is proud to bring the legendary P2 Class No. 2001 Cock 'o the North to the Gauge 1 hobby in 2023. This fine scale model will feature 3 cylinders and inside Walschaerts with a simulated Lentz poppet valve outside the frame. The majority of this limited production will be based in Japan with Aster's top of the line vendors and suppliers.

# LNER CLASS P2 - COCK O' THE NORTH

1:32 Scale • 45mm Gauge



SPECIFICATIONS	
Scale/Gauge	1:32, 45mm
Weight	4.6kg (dry)
Length	714.8mm (Engine 434.9mm + Tender 230mm)
Width	85.8mm
Height	124.5mm
Wheel Arrangement	2-8-2 Mikado, (1 D 1) Stainless wheels
Driving Wheel	57.4mm Stainless wheels
Pilot and Trailer Truck Wheel	30mm/35mm Stainless wheels
Tender Truck Wheel	36mm
Axle Driven Pump	Bore 5mm x Ram Stroke 5mm
Cylinder	3 Cylinders with piston valves Bore D12mm x Stroke 20mm, with drain valve
Valve Gear	Walchaert

Boiler Type	C-Type with 1 x D10, 2 x D12 tubes
Water Capacity	280cc at 80% full
Boiler Type	C-Type with 1 x D10, 2 x D12 tubes
Water Capacity	280cc at 80% full
Boiler Fittings	Two safety valves, Water gauge, Pressure gauge, Regular/blower valve, By-pass valve, Blow down valve, Superheater, Whistle valve, Drain Cocks
Lubricator	Roscoe displacement type
Tender	Hand pump (D11mm x Stroke 15mm)
Water Tank Capacity	300cc
Fuel	Methylated alcohol
Fuel Capacity	Alcohol tank capacity 240cc at 80% full
Minimum Radius	2M (6.5ft)

# USRA LIGHT MIKADO 2-8-2

1:32 Scale • 45mm Gauge

**Aster Hobby** - On January 1, 1918, control of the U.S. railroads was taken over by the United States Railway Administration (USRA). The USRA employed top locomotive designers from several locomotive manufacturers and railroads to develop a standard line of locomotives of various sizes, which would share certain basic parts to reduce production, maintenance and operating costs. Eventually, 12 standard designs were settled on. These designs included wheel arrangements from 0-6-0 to 2-8-8-2. Three sizes of tenders were developed with 8,000, 10,000, & 12,000 gallon capacities. Some locomotives were developed in both light and heavy versions.

While the heavy Mikados ran on about 23 railroads, the light version was used by over 50 different railroads in both freight & passenger service. The first, for the Baltimore & Ohio Railroad, was completed in July 1918, numbered #4500. The light Mikados had 63 inch drivers, 26x30 inch cylinders, carried 200 lbs/sq inch in boiler pressure and weight 290,800 lbs. They developed a tractive effort of 54,600 lbs and originally cost \$53,600. These locomotives were produced by several other builders included ALCO, Lima & Baldwin. A total of 625 light Mikados were build under the USRA, with a further 641 copies built after the end of the USRA's control.

The Heavy Mikados had 63 inch drivers, 27x32 inch cylinders, carried 200 lbs/sq inch in boiler pressure, and carried a tractive effort of 60,000 lbs. These locomotives were produced by several builders including ALCO, Lima & Baldwin. A total of 233 Heavy Mikados were build under the USRA. Post World War I, it became the de facto standard design, with an additional 724 copies produced.

Aster and Accucraft are proud to present the USRA Heavy Mikado in the following railroads: Erie Railroad, CB&Q, Milwaukee Road, Southern Railway, and Great Northern Railway.

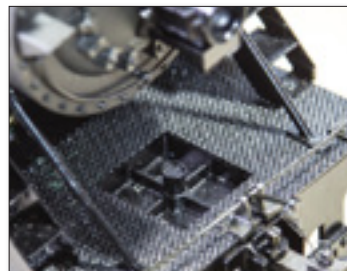
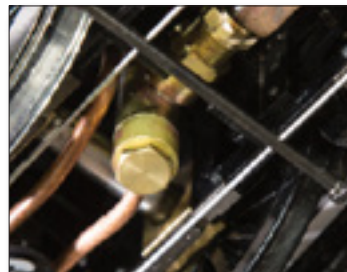
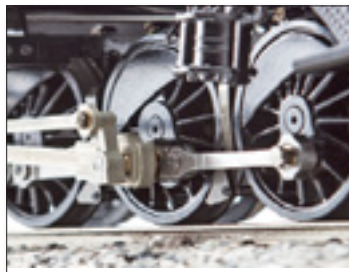


# USRA HEAVY MIKADO 2-8-2

1:32 Scale • 45mm Gauge



SPECIFICATIONS	
Scale/Gauge	1:32, 45mm
Weight	7.8 kg (Heavy), 7.5kg (Light)
Length	774mm (Heavy), 770mm (Light)
Width	107mm (Heavy), 102mm (Light)
Height	165mm (Heavy), 165mm (Light)
Wheel Arrangement	2-8-2 Mikado
Driving Wheels	50mm (Cast iron w/ equalization)
Pilot and Trailer Truck Wheel	26mm, 34mm
Tender Truck Wheel	26mm
Axle Driven Pump	Bore 6mm x Ram Stroke 5mm
Cylinder	2 Cylinders, Bore D13mm x Stroke 20mm
Valve Gear	Walchaert (Lever type reverse)
Boiler Type	B-Type
Water Capacity	400cc at 70% full
Boiler Fittings	Two safety valves, Water gauge, Pressure gauge, Regulator/blower valve, Check valve, Blow down valve
Lubricator	Roscoe displacement type
Tender	Hand pump (D11mm x Stroke 12mm)
Water Tank Capacity	500cc
Fuel	Methylated alcohol
Fuel Capacity	Alcohol tank capacity 240cc at 80% full
Mini. Radius	2M (6.5ft)

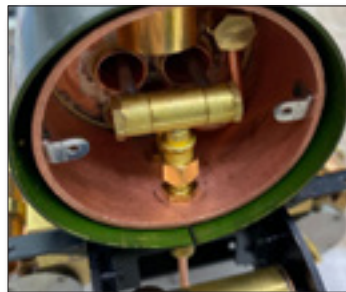
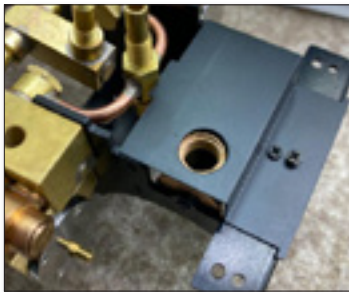


# LNER THOMPSON CLASS B1

1:32 Scale • 45mm Gauge



SPECIFICATIONS	
Scale/Gauge	1:32, 45mm
Weight	4.6kg (dry)
Length	595mm
Width	90mm
Height	125mm
Wheel Arrangement	4-6-0, 10 Wheeler
Pilot and Trailer Truck Wheel	30.2mm
Tender Truck Wheel	35.8mm
Axle Driven Pump	Bore 5mm x Ram Stroke 6mm
Cylinder	2 Cylinders with piston valves Bore D13mm x Stroke 22mm
Valve Gear	Walchaert, Valve travel 6mm, Cut off 7 5% (full gear)
Boiler Type	C-Type with 2 x D10, 3 x D7 tubes
Water Capacity	300cc at 80% full
Boiler Fittings	Two safety valves, Pressure gauge, Regularot/blower valve, Check valve, Blow down valve, Superheater
Lubricator	Roscoe displacement type
Tender	Hand pump (D11mm x Stroke 12mm)
Water Tank Capacity	250cc
Fuel	Methylated alcohol
Fuel Capacity	Alcohol tank capacity 240cc at 80% full
Minimum Radius	2M (6.5ft)





# LNER THOMPSON CLASS B1

1:32 Scale • 45mm Gauge



**Aster Hobby** - The London and North Eastern Railway (LNER) Class B1 4-6-0, designed by the LNER's chief mechanical engineer, Edward Thompson, was a mixed traffic 4-6-0 used for general passenger and freight duties. Intended as a 'maid of all work' akin to the LMS Black 5 or GWR Hall Class, they were the first two cylinder LNER design locomotives to be built since the grouping and were simply and ruggedly constructed for good economic reasons. Introduced in 1942, 274 were built by LNER and 136 by British Railways after nationalisation in 1948, the majority being constructed by outside contractors North British and Vulcan. The first 40 of the class were named after breeds of antelopes and they became known as 'Bongos' after No. 8306 'Bongo', many carrying exotic names such as 'Klip-springer' and 'Nyala' although eighteen were named after LNER directors. Free-steaming with a 225psi boiler, these powerful locomotives operated throughout the LNER system in England, Scotland, and even

on the Southern Region.

Two B1s are in preservation now, No. 61264 and No. 61306. The North British Locomotive Company built No. 61264, which began as No. 1264 until British Railways took ownership in 1948. The only LNER locomotive to survive in Barry scrapyard, it was rescued in 1973 and has been restored to mainline traffic by the Thompson B1 Locomotive Trust.

No. 61306, built in 1948, was delivered after nationalisation to British Railways. In preservation, it was painted LNER apple green livery and given the number 1306, which would have been its LNER allocated number had LNER not been nationalised, and the name 'Mayflower', taken from a scrapped BR built Thompson B1. No. 1306 is currently owned by David Buck, chairman of the UK railtour company, Steam Dreams.



# SOUTHERN PACIFIC P8 4-6-2

1:32 Scale • 45mm Gauge



**Accucraft Trains** - Constructed by Baldwin Locomotive Works in 1921, Southern Pacific's fifteen P-8 class 4-6-2s #2461-2475 were obtained primarily for passenger service over the Ogden-Carlin segment of the railroad's famed "Overland Route". Over the route's maximum gradient of 1.5%, a single P-8 was rated for a trailing load of 875-tons, approximately an eleven car passenger train. The P-8s thrived in this service until delivery of the larger, more powerful Mt-class 4-8-2s in the late 1920s. Most P-8s were then transferred further west for service between Oakland and Sacramento, along with the demanding Peninsula commute service between San Francisco and San Jose. Espee's P-8 class 4-6-2s lasted until the mid-1950s, at which time they were replaced by diesels and retired.

Two Southern Pacific P-8 class locomotives were saved. SP #2467 was donated to the City of Oakland in 1960 and placed on display at Harrison Railroad Park. In April 1959, SP #2472 was donated to the City of San Mateo and placed on display at the Fairgrounds.

In the early 1990s, the Pacific Locomotive Association acquired SP #2467 and began its restoration. Completed by July 1999, the locomotive made its operational debut at Sacramento's Railfair in 1999. SP #2467 is currently on loan for static display at the California State Railroad Museum in Sacramento.

In 1976, a group of volunteers began work on full restoration of SP #2472 back to operable service. In the early 1990s the locomotive was used on several local excursions. In 1992, SP #2472 was double headed with SP GS-4 class locomotive #4449 on excursions operated for the National Railway Historical Society convention.

## SPECIFICATIONS

Scale/Gauge	1:32, 45mm
Length	889mm (35 inches)
Width	95mm (3.75 inches)
Height	151mm (5.9 inches)
Wheel Arrangement	4-6-2
Axle Driven Pump	Bore 6mm x Ram Stroke 5mm
Cylinder	2 Cylinders, Bore D13mm x Stroke 20mm
Valve Gear	Walchaert (Lever type reserse)
Boiler Type	C-Type
Water Capacity	400cc at 70% full
Boiler Fittings	Two safety valves, Water gauge, Pressure gauge, Regularot/blower valve, Check valve, Blow down valve
Lubricator	Roscoe displacement type
Water Tank Capacity	500cc
Fuel	Alcohol or Butane
Fuel Capacity	Alcohol tank capacity 240cc at 80% full
Mini. Radius	2M (6.5ft)

# ADAMS RADIAL TANK 4-4-02T

1:32 Scale • 45mm Gauge



**Aster Hobby** - William Adams' 415 (later 0415) Class was based on his earlier LSWR 46 Class, with London suburban services in mind. The design was based on a 4-4-0 design with a trailing radial axle added to support an enlarged coal bunker. The radial axlebox worked in a corresponding curved hornblock the centre of which was struck near the middle of the chassis. Many tank engines so fitted earned the soubriquet 'Radial Tanks', or simply 'Radials' and the 415 Class was no exception. The enlarged coal bunker was also designed to incorporate a back tank for extra water storage in addition to the capacity of the side tanks. Coupled to a short wheelbase and guiding bogie, the locomotive was relatively manoeuvrable on tight curves, a feature that was to ensure the survival of some of the class later on.

Production began in 1882 when a total of four engineering companies were contracted by the LSWR to construct the new class, which numbered 71 when production ceased in 1885. These were: Robert Stephenson & Co., Dübs & Co., Neilson & Co. and Beyer, Peacock and Company. This arrangement was because Nine Elms, the LSWR's own locomotive works, was already stretched to capacity in terms of production. Our model is based on the Neilson batch, readily identified by the curvaceous frames in front of the smokebox.

Upon the appointment of Dugald Drummond as Superintendent of

the LSWR after Adams' departure, the class was modified slightly, with the application of his lipped chimney in place of the stovepipe version that the locomotives were equipped with when built; in due course they also acquired Drummond boilers with the safety valves incorporated into the dome. Coal rails were added to the bunker in an attempt to increase capacity. Because the class was not considered to have a long working life under Robert Urie, they were not equipped with superheating.

The model is 1:32 scale for 45mm gauge track, gas-fired with a single flue boiler. The chassis is constructed from stainless steel, the wheels are un-insulated, the boiler is copper. The East Kent Railway version is only available from Kent Garden Railways. This Accucraft model benefits from input from Japan, bringing improved build quality and finish as well as giving us the option to offer the model in kit form, a first for Accucraft UK!



## SPECIFICATIONS

Scale/Gauge	1:32, 45mm
Length	375mm
Width	88mm
Height	123mm
Weight	5.8 KG
Wheel Arrangement	4-4-2
Driving Wheels	Dia. 53.2mm
Pilot and Trailer Truck Wheels	Dia. 28.5mm
Tender Truck Wheels	Dia. 28.5mm
Axle Driven Pump	Bore 6mm x Ram Stroke 5mm
Cylinder	2 Cylinders, Bore D13mm x Stroke 20mm
Valve Gear	Walchaert (Lever type reserse)
Boiler Type	B-Type
Water Capacity	400cc at 70% full
Boiler Fittings	Two safety valves, Water gauge, Pressure gauge, Regulator/blower valve, Check valve, Blow down valve
Lubricator	Roscoe displacement type
Water Tank Capacity	500cc
Fuel	Methylated alcohol
Fuel Capacity	Alcohol tank capacity 240cc at 80% full
Mini. Radius	2M (6.5ft)



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# GWR 43XX LIVE STEAM 2-6-0

1:32 Scale • 45mm Gauge



ROD Black #5322



GWR Green 'GWR'



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# GWR 43XX LIVE STEAM 2-6-0

1:32 Scale • 45mm Gauge

**Accucraft UK** - The GWR 43XX 2-6-0 'Moguls' were a product of Churchward's standardisation policy at Swindon and owe their origin to the 'family' of locomotives he developed at the beginning of the 20th century. In 1906 Churchward fitted a more powerful Standard No. 4 boiler to his successful 3100 Class 2-6-2T to create the GWR 3150 Class. These showed themselves to be successful locomotives but their 65 ton weight and 2,000 gallon water capacity meant that they tended to be restricted to suburban passenger traffic. In 1909 Harry Holcroft, working in the Swindon drawing office, obtained permission for a working trip to Canada and was much impressed with the small-wheeled 'moguls' in use there. Churchward was looking forward to the replacement of various of his predecessor's 4-4-0 classes on secondary duties and, knowing of Holcroft's interest in the type, approached him and asked, "Get me out a 2-6-0 with 5' 8" wheels, outside cylinders, the No. 4 boiler and bring in all the standard details you can." Using parts 'off the shelf', the cab and outside cylinders of the 'Saint' class, the wheels of '31XX' 2-6-2 tank, the No. 4 boiler (in its superheated form) and a 3500 gallon tender, little additional design work was required. After the initial 20 had been produced with the short 'Saint' style cab subsequent locomotives had the cab extended 9" to accommodate the injector better, trading route availability for ease of maintenance.

The class was built in a series of batches from 1911 until 1923 with Collett adding further examples (with a side-window cab) between 1925 and 1932 and in total 342 of these useful mixed traffic locomotives were built, they were at home with passenger trains at 60mph as

with moderately heavy goods trains. Like any long-lived design, numerous details differed between batches including cab length, outside steam-pipes, ballast weights, experiments with oil-firing and the fitting of screw reverse to the Collett examples. The class served all over the Great Western and operated to destinations as diverse as Tonbridge, Andover and Liverpool and 11 examples from the 53XX series were sent to France to serve with the Railways Operating Division (ROD) during WW1. During the 1930s class members were withdrawn and their wheels and motion parts used to create the 'Manors' and 'Granges', a process interrupted by WW2 after which British Railways started to scrap the entire class, the last examples being withdrawn in 1964. Luckily two survived, No. 5322, now at Didcot Railway Centre, and Collett example No. 9303 at the Severn Valley Railway.

The model is built to 1:32 scale for 45mm gauge track, gas-fired with a single flue boiler. Built to a similar formula as our very successful 61XX 2-6-2T, the chassis is constructed from stainless steel, the wheels are un-insulated. The boiler is copper, the cab and bodywork are constructed from etched brass. The gas tank is in a water bath in the tender. The model will run round 4' 6" radius curves and is happy on code 332 or code 250 tracks, however, we do not recommend running through LGB code 332 pointwork. We are aware that there were a large number of livery variations among members of the class and will therefore be offering the variants subject to order volume.

SPECIFICATIONS	
Scale/Gauge	1:32, 45mm
Length	580mm (22.5 inches)
Width	90mm (3.5 inches)
Height	119mm (4.75 inches)
Min Radius	1.3M (4'6")
Wheel Arrangement	2-6-0
Cylinder	2 Cylinders
Valve Gear	Piston valves
Water Capacity	1800 cc
Boiler Fittings	Two safety valves, Water gauge, Pressure gauge, Regulator/blower valve, Check valve, Blow down valve
Cab Controls	Steam regulator, Gas regulator, Reverse lever, Lubricator
Lubricator	Displacement type
Fuel	Butane
Fuel Capacity	430 cc
Construction	Copper boiler, Brass boiler jacket, Brass cab., Etched brass body work
Liveries	GWR Green 'Great Western' GWR Green 'GWR' BR Black with early emblem BR Black with late crest BR Green with early emblem BR Green with late crest ROD Black, NO. 5322



S32-16A Unlined GWR Green 'Great Western'



S32-16E Unlined BR Green late crest



# JNR COACH

1:32 Scale • 45mm Gauge



SPECIFICATIONS	
Product	JNR Coach
Scale/Gauge	1:32 Scale, 45mm Gauge
Length	650mm
Width	92.4mm
Height	137mm
Weight	3.8Kg (Coach), 4.0Kg (Observation)
Mini. Radius	60" (1.5M)
Feature	Steel construction, Full interior details, Steel trucks with ball bearing wheels, Operating doors

**Aster Hobby** - Japan National Railways Passenger Car SUHA Series is a group of Passenger Cars which had been made by Japan National Railways since 1951.

Ministry of Railways who was a predecessor of Japan National Railways had made 20 meter class steel passenger cars since 1929.

SUHA had been developed based on above cars by applying innovative systems to chassis structure and interiors inside cars.

In comparison with other passenger cars, SUHA was a breakthrough car by improving interior comfort drastically.

SUHA had variations such as dining cars and sleepers in addition to passenger cars and had been used by not only Japan National Railways(JNR) but also private railways.

It had been versatile cars by responding to local trains, express trains and limited express trains.

It had been regularly operated all over Japan till beginning of 1980's just before government plan to privatize the national railways(JR).

Even after then, a few cars have been used as event trains and sightseeing trains.

First class passenger cars with 20 meter chassis had been developed by using a copy of TR73 type for passenger car's 3 axle bogie which Pennsylvania Railroad designed and

operated.

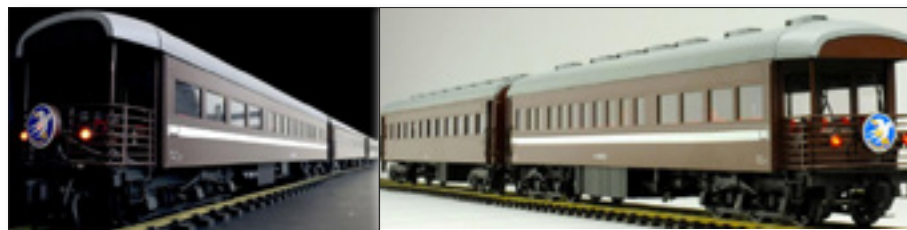
Steel observation cars equipped with TR73 type had been made after 1930.

The prototype was an international cars made in prewar 1938 and it had purely Japanese style interiors called as [Momoyama style]. It serviced Tokyo to Shimonoseki and won popularity specially among foreign tourists.

The observation car of limited express "Fuji". (The type of the day was Suite 37) was developed for 12th Tokyo Olympic Games expected to hold in 1940. Modern dome roof structure was applied and air ventilation duct was accommodated considering refrigeration unit.

(The refrigeration unit was actually equipped after war.)

Maite was last newly made observation car.



# COMPAGNIE INTERNATIONALE DES WAGONS-LITS

1:32 Scale • 45mm Gauge



**Wikipedia** - Compagnie internationale des wagons-lits (lit. International Sleeping-Car Company), also CIWL, Compagnie des Wagons-Lits, or just Wagons-Lits, is a division of Newrest [fr] particularly known for its on-train catering and sleeping car services, as well as being the historical operator of the Orient Express.

The Orient Express was a showcase of luxury and comfort at a time when travelling was still rough and dangerous. CIWL soon developed a dense network of luxury trains all over Europe, whose names are still remembered today and associated with the art of luxury travel. Examples of such luxury travel include the Blue Train, the Golden Arrow, the North Express and many more. CIWL became the first and most important modern multinational dedicated to transport, travel agency, hospitality with activities spreading from Europe to Asia and Africa.

Now part of the French Newrest group, Compagnie Internationale des Wagons-Lits (et des grands express européens) (English: The International Sleeping-Car (and European Great Expresses) Company) was founded by the Belgian Georges Nagelmackers in

1872, in Belgium. CIWL quickly established itself as the premier provider and operator of European railway sleepers and dining cars during the late 19th and the 20th centuries.

The holding company, CIWLT, is a fully owned subsidiary of Accor, the historical brands were transferred to Wagons-Lits Diffusion in 1996.

**J&M Models** is proud to announce new productions of high quality brass coaches under the J&M Models brand. We are introducing first a limited batch of CIWL LX Sleeper cars with four different car numbers as used in the famous 'Blue Train'. Coming next year we will introduce accompanying types of Train Bleu cars. These beautiful coaches feature improved materials, less weight, and more detail than their previous iterations.

We are taking reservations by waitlist. Production of these coaches will be ongoing and orders will be fulfilled according to the waitlist.

## SPECIFICATIONS

SPECIFICATIONS	
Product	Compagnie Internationale des Wagons
Scale/Gauge	1:32 Scale, 45mm Gauge
Length	272mm
Width	94mm
Height	124mm
Weight	4.6Kg
Mini. Radius	60" (1.5M)
Features	Brass construction, Ball bearing trucks, Interior details with lights, Underbody details, Operating doors, Working couplers

# BR MK1 COACHES

1:32 Scale • 45mm Gauge

**Accucraft UK** - Introduced following the nationalisation in 1948, the British Railways Mk1 coaches were intended to be the standard carriage design for use across all routes, incorporating the best features of each of the former companies' designs. They were meant to be much stronger than previous designs and provide better protection for passengers in the event of an accident.

The Mk 1 coaches were built in two distinct batches, the early vehicles (1951-60) and the 'Commonwealth' stock (named from the type of bogie used) from 1961 onwards. Built of steel, the coaches were produced in a multitude of different formats and gradually replaced pre-nationalisation coaches across all the regions. The original bogies were a double bolster type, which like the carriages mounted upon them, were designated 'BR Mark 1' (BR1 for short). These

gave an unsatisfactory ride and a new cast-steel design was introduced from 1958 (often referred to as the Commonwealth type).

After many years of front line service, the British Railways fleet was superseded by the Mk2 and Mk3 coaches and steadily withdrawn from service. This was, however, far from the end of the story and hundreds were purchased by preserved railways and main line tour operators who still rely on them to provide passenger accommodation today.

The models feature flushglaze windows, sprung brass buffers, Kadee knuckle couplings throughout, metal bogies with insulated steel wheels & axles running on roller bearings and flexible rubber corridor connectors. Full interior compartment detailing.

R32-10A - BR Mk1 SECOND CORRIDOR (SK) - MAROON  
 R32-10B - BR Mk1 SECOND CORRIDOR (SK) - CARMINE & CREAM  
 R32-10C - BR Mk1 SECOND CORRIDOR (SK) - CHOCOLATE & CREAM  
 R32-10D - BR Mk1 SECOND CORRIDOR (SK) - GREEN

R32-11A - BR Mk1 BRAKE SECOND CORRIDOR (BSK) - MAROON  
 R32-11B - BR Mk1 BRAKE SECOND CORRIDOR (BSK) - CARMINE & CREAM  
 R32-11C - BR Mk1 BRAKE SECOND CORRIDOR (BSK) - CHOCOLATE & CREAM  
 R32-11D - BR Mk1 BRAKE SECOND CORRIDOR (BSK) - GREEN

R32-12A BR Mk1 SECOND OPEN (SO) - MAROON  
 R32-12B BR Mk1 SECOND OPEN (SO) - CARMINE & CREAM  
 R32-12C BR Mk1 SECOND OPEN (SO) - CHOCOLATE & CREAM  
 R32-12D BR Mk1 SECOND OPEN (SO) - GREEN

R32-13A BR Mk1 FIRST CORRIDOR (FK) - MAROON  
 R32-13B BR Mk1 FIRST CORRIDOR (FK) - CARMINE & CREAM  
 R32-13C BR Mk1 FIRST CORRIDOR (FK) - CHOCOLATE & CREAM  
 R32-13D BR Mk1 FIRST CORRIDOR (FK) - GREEN

R32-14A BR Mk1 RESTAURANT MINI BUFFET (RMB) - MAROON  
 R32-14B BR Mk1 RESTAURANT MINI BUFFET (RMB) - CARMINE & CREAM  
 R32-14C BR Mk1 RESTAURANT MINI BUFFET (RMB) - CHOCOLATE & CREAM  
 R32-14D R32-14A BR Mk1 RESTAURANT MINI BUFFET (RMB) - GREEN



## SPECIFICATIONS

Scale/Gauge	1:32, 45mm
Weight	1.56 kg
Length	272mm
Width	94mm
Height	124mm
Minimum Radius	1.5M (5ft)
Features	Ball bearing trucks, Interior details, Underbody details, Working couplers



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 www.livesteamstation.com



# L&SWR SUBURBAN COACHES

1:32 Scale • 45mm Gauge



L&SWR Coach All Third, Southern Green



L&SWR 1st/3rd Composite, Salmon Brown



L&SWR Brake Third, Carmine

**J & M Models** is proud to offer high quality brass coaches under the J&M Models brand. We are able to offer matching L&SWR suburban coaches to accompany the popular Radial Tank locomotive, hand-assembled from J&M etches with Accucraft roller-bearing bogies, they will be available in simplified L&SWR salmon pink and brown, Southern Railway green, BR green and BR carmine and will be offered with a 5% discount for a set of four (two brake thirds, a first/third composite and an all third) or with a 10% discount for those customers who have bought a Radial Tank from us.

## SPECIFICATIONS

Scale/Gauge	1:32, 45mm
Weight	4.6kg (dry)
Length	273mm
Width	94mm
Height	124mm
Minimum Radius	1.5M (5ft)
Features	Ball bearing trucks, Interior details with working lights, Underbody details, Operating doors, Working couplers
Special Order	Sets comprise of two brake thirds, one composite, one all third, Discounted by 5% for a set of four, 10% if ordered with an Adams Radial Tank

# 3-BAY HOPPER

1:32 Scale • 45mm Gauge



AR13-V Virginian



AR13S-CO Chesapeake & Ohio



AR13-B Black



AR13-R Red Oxide



## SPECIFICATIONS

Product	3-Bay Hopper
Scale/Gauge	1:32 Scale, 45mm Gauge
Mini. Radius	48"
Features	Plastic Construction, Brass castings, Casted trucks w/ metal wheels, Detailed underbody, Working knuckle couplers
	Working knuckle couplers
ORDER INFO	
AR13S-D	'w/ End Scatter Shield', Data only
AR13S-CO	Chesapeake & Ohio 'w/ End Scatter Shields' (#105000, #105017, #105032, #105041, #105077, #105089, #105106, #105194, #105229, #105235, #105369, #105386), Each
AR13-D	'w/o End Scatter Shield', Data only
AR13-B	'w/o End Scatter Shield', Black, Each
AR13-R	'w/o End Scatter Shield', Red Oxide, Each
AR13-V	Virginian 'w/o End Scatter Shield' (#7522, #7580, #7541, #7777, #7863, #7921), Each

# 40' REFRIGERATOR CAR

1:32 Scale • 45mm Gauge

AR10-DH PFE Double Herald



AR10-NP Northern Pacific



AR10-SF Santa Fe



AR10-GN Great Northern Western



AR10-IC Illinois Central



AR10-NYC New York Central



AR10-MDT MDT Lackawanna Railroad

## SPECIFICATIONS

Product	PFE Reefer R-40-10
Scale/Gauge	1:32 Scale, 45mm Gauge
Mini. Radius	48"
Features	Plastic Construction, Brass castings, Casted trucks w/ metal wheels, Detailed underbody, Working knuckle couplers

## ORDER INFO

AR10-D	Date Only
AR10-DH	Double Herald (#42203, #42226, #42336, #42442, #42523, #42677, #43306, #43338, #43450, #45642, #43628, #43674), Each
AR10-GN	Great Northern - Western Fruit Express (#68170, #68173, #68177, #68181, #68185, #68188), Each
AR10-NYC	New York Central, (#9051, #9062, #9074, #9076, #9081, #9097), Each
AR10-IC	Illinois Central (#58215, #58216, #58217, #58218, #58219, #58220), Each
AR10-MDT	MDT Lackawanna Railroad, (#12115, #12127, #12134, #12146, #12153, #12167), Each
AR10-SF	Santa Fe Modern Large Logo, (#20271, #20334, #20412, #20556, #20689, #20711), Each
AR10-NP	Northern Pacific (#91313, #91345, #91355, #91366, #91375, #91381), Each
AR10-ICE	Ice Tempco R-40-23, (#20012, #20025, #20037, #20041, #20056, #20064), Each
AR10-MR	Milwaukee Road (URTX reporting marks) (#30004, #30316, #31053, #32042, #33109, # 33700), Each
AR10-ART	American Refrigerator Transit (#24006, #24164, #24251, #24330, #24410, #24441), Each

# 1937 40' AAR BOX CAR

1:32 Scale • 45mm Gauge



AR11-SP SOUTHERN PACIFIC



AR11-UP Union Pacific



AR11-CN Canadian National



AR11-CO Chesapeake & Ohio



AR11-WP Western Pacific



AR11-ATSF Santa Fe



AR11-CBQ CB&Q Way of the Zephyrs



AR11-ER Erie Railroad



AR11-CB St Louis Southwestern



AR11-SPO SP Overnight Service

SPECIFICATIONS		ORDER INFO	
Product	AAR Box Car	AR11-U	Unlettered
Scale/Gauge	1:32 Scale, 45mm Gauge	AR11-SR	Southern Railway (#10042, #10059, #11037, #11040, #12015, #12019), Each
Mini. Radius	48"	AR11-SP	Southern Pacific (#34186, #34188, #34244, #34255, #34257, #34312), Each
Features	Plastic Construction, Brass castings, Casted trucks w/ metal wheels, Detailed underbody, Working knuckle couplers	AR11-UP	Union Pacific (#187143, #187191, #187236, #187337, #187495, #187498), Each
		AR11-WP	Western Pacific (#20013, #20021, #20110, #20122, #20141, #20167), Each
		AR11-CO	Chesapeake & Ohio (#4010, #4125, #4231, #4346, #4458, #4597), Each
		AR11-ATSF	ATSF (#136499, #136500, #136533, #137328, #137426, #137995), Each
		AR11-CO	Chesapeake & Ohio (#4010, #4125, #4231, #4346, #4458, #4597), Each
		AR11-CP	Canadian Pacific (#221315, #221317, #221400, #221523, #221638, #221742), Each
		AR11-NP	Nickel Plate (#15019, #15128, #15166, #15239, #15344, #15455), Each
		AR11-NYC	New York Central (#157160, #157259, #157375, #157489, #158068, #158071), Each
		AR11-GN	Great Northern (#5017, #5044, #5115, #5166, #5279, #5280), Each
		AR11-ER	Erie Railroad (#79000, #79007, #79025, #79069, #79108, #79155), Each
		AR11-CBQ	CB&Q 'Way of the Zephyrs' (#30005, #30068, #30199, #31234, #32555, #33807), Each
		AR11-CB	St Louis Southwestern 'Cotton Belt' (#33700, #33715, #33745, #33769, #33821, #33849), Each
		AR11-SPO	Southern Pacific Overnight (#97675, #97704, #97823, #97937, #98012, #98061), Each

# RCH 7 PLANK WAGON

1:32 Scale • 45mm Gauge



R32-1C RCH 7 PLANK WAGON GWR GRAY



R32-1F RCH 7 PLANK WAGON SR BROWN

## SPECIFICATIONS

Product	RCH 7 Plank Wagon
Scale/Gauge	1:32 Scale, 45mm Gauge
Mini. Radius	24"
Features	Plastic Construction, Metal Castings and Wheels

## ORDER INFO

R32-1A	RCH 7 Plank Wagon - BR Grey
R32-1B	RCH 7 Plank Wagon - BR Bauxite
R32-1C	RCH 7 Plank Wagon - GWR Grey
R32-1D	RCH 7 Plank Wagon - LMS Grey
R32-1E	RCH 7 Plank Wagon - LNER Bauxite
R32-1F	RCH 7 Plank Wagon - SR Brown

# 14-TON OIL TANK

1:32 Scale • Gauge-One



R32-3A BLACK, UNDECORATED

## SPECIFICATIONS

Product	14-Ton Oil Tank
Scale/Gauge	1:32 Scale, 45mm Gauge
Mini. Radius	24"
Features	Plastic Construction, Metal Castings and Wheels

## ORDER INFO

R32-3A	Black, Undecorated
R32-3E	Esso Black
R32-3F	BP/Shell Black
R32-3G	75th Anniversary G1MRA



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# 1:20.3

# RUBY 0-4-0 LIVE STEAM

1:20.3 Scale • 45mm Gauge

**Accucraft Trains** - Ruby is a freelance, gauge 1, 1:20.3 scale, live-steam locomotive based on Baldwin practice. It has been designed to be both simple to operate and sophisticated enough to satisfy more experienced modelers. With proper care, Ruby should give years of service in the garden.

Operating a live-steam locomotive is much different from running an electrically powered engine. It is a more hands-on, interactive experience. The locomotive must be periodically fueled, oiled, and watered. As supplied, Ruby is manually controlled, which means that you must actually drive the locomotive using the controls in the cab, just as you would a full-size engine.

The performance of the engine is also unlike electric locomotives. Ruby should be pulled up to half a dozen standard size freight cars on good, level track, which is about the same capacity as a full-size locomotive of this configuration. Grades and sharp curves will diminish its capability. A good engineer will learn the engine's characteristics and idiosyncrasies over time, to get the best performance and longest duration from it.

This model is for the upcoming new and improved 2023 production of the Accucraft Ruby.

New features:

- Stainless steel body
- Cab roof opens with hinge
- Open access to side tanks from cab
- Magnetic latch for smokebox door

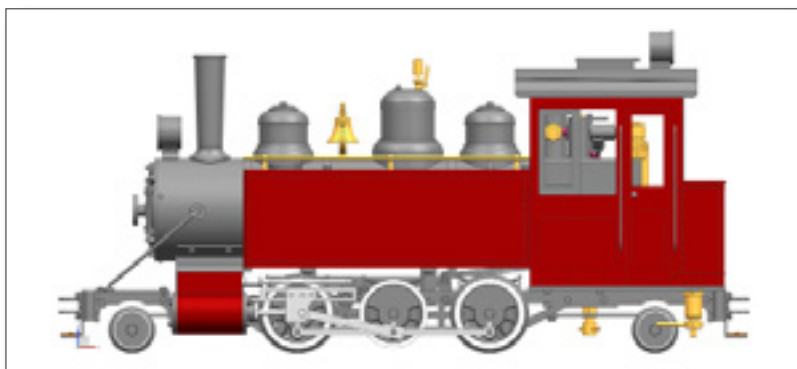
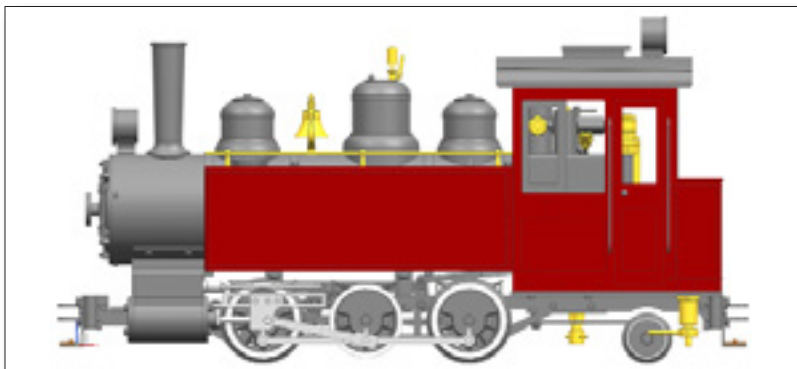
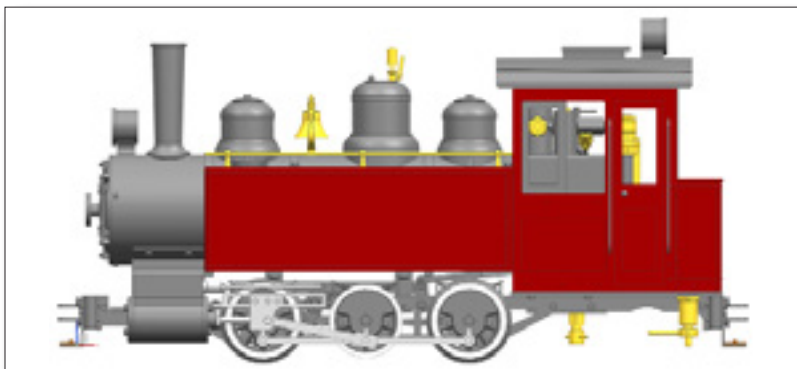
Parts are made in Japan, Paint and Packaged in China

SPECIFICATIONS	
Scale	1:20.3
Gauge	45mm
Weight	2.3 Kg
Length	249mm
Width	106mm
Height	141mm
Wheel Arrangement	0-4-0, 2-Cylinder
Cylinder	2 Cylinders with Piston-valves
Valve Gear	Simulated Stephenson's Link
Boiler Type	Butane gas single flue type
Water Capacity	TBA
Boiler Fittings	Safety valves, Regular, Superheater
Lubricator	Displacement
Fuel	Butane
Fuel Capacity	Butane tank capacity TBA
Minimum Radius	0.6M (24in)
Model	Black, Red, Blue, Green and Brown



# MABEL

1:20.3 Scale • 45mm Gauge



**Accucraft Trains** - is proud to offer a free-lance narrow gauge steam locomotive in 1:20.3 scale, 45mm gauge. The model is based on a 3ft gauge Baldwin style locomotive and will be available in both kit form and ready to run.

Joining the ranks of the classic Ruby, Dora and Forney 0-4-4, we hope the “Mabel” brings the joy of live steam to both novices and experienced collectors alike. It’s simple model with the same characteristics as other models like Ruby from the Classic range.

Mabe will be constructed with stainless steel sheet metal, copper boiler tested to 180 psi., precision machined parts to

**Options:**

- Pre-installed Radio Control
- Rear truck
- Pilot truck (Requires extended frames)
- 2-6-0 w/ tender not shown

Colours available, subject to production batch:

- Black with white lining
- Green with yellow lining
- Maroon with yellow lining
- Blue with white lining

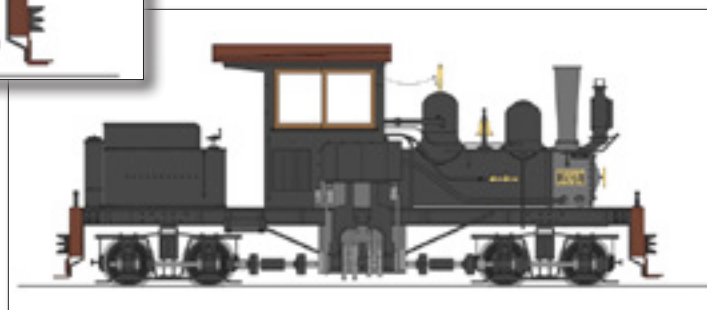
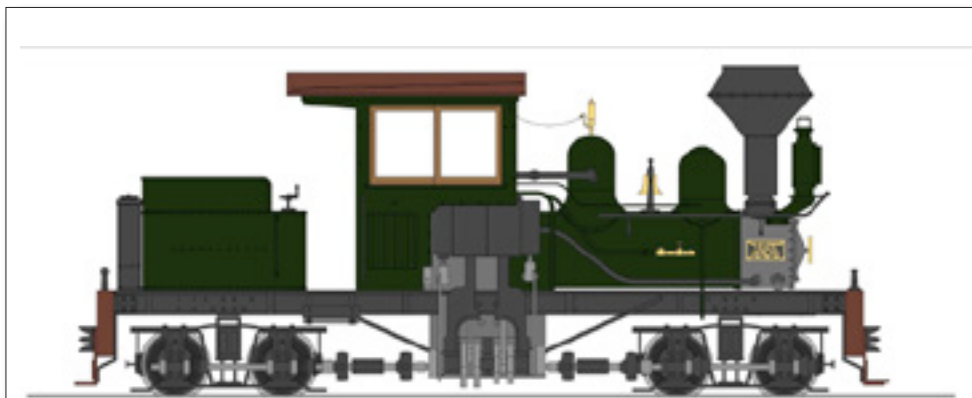
## SPECIFICATIONS

Scale	1:20.3
Gauge	45mm
Config.	2-6-2 or 2-6-0 w/ tender
Length	338mm
Width	111mm
Height	158mm
Weight	TBD
Config.	0-6-0 OR 0-6-2
Length	314mm
Width	111mm
Height	158mm
Weight	TBD
Cylinder Dia.	1/2"
Boiler	46mm Dia., 165mm Length
Flue	21mm Dia.
Gas Tank	55mmX35mmX18mm
Working Pressure	60 psi
Valve Gear	Simulated Stephenson's link
Reversing Gear	Piston type, reverse by lever in the cab.
Boiler Fittings	Safety valves, Regular, Pressure gauge, Water guage with blow-down valve, Superheater
Lubricator	Displacement
Fuel	Butane
Cab. Controls	Steam regulator, gas regulator, Reverse lever, Lubricator
Model	Black, Green, Maroon and Blue



# LIMA 13-2 CLASS A 13T SHAY

1:20.3 Scale • 45mm Gauge



**Accucraft Trains** - The 13-2 Class A straight boiler Shay locomotive was one of Lima's industrial success stories, with virtually identical examples built for US and international industry and plantations lines. Orders were built for New York, Indiana, Ohio, Michigan, Alabama, North Carolina, Pennsylvania, Washington State, Minnesota and Hawaii. In addition, exports were built for Queensland Australia, Japan, Puerto Rico and more. Despite its small stature, the design was built for a wide variety of gauges including 50cm, 24", 30" 36", 42" and standard gauge.

The 13-2 Class A is a 2 cylinder, 13 Ton conventional straight boiler design, and differs from other 13 Ton 'T' boiler and tapered boiler designs.

Today there is only one known survivor of this design of 13-2 Class A, as built for Queensland, Australia in 1908 and 1914 (Two locomotives were rebuilt into one). In 1908, the Moreton

Central Sugar Mill purchased a Shay Class A called Dulong and ran the locomotive on the steep tramline from Nambour to Dulong in Queensland. Maroochy Shire Council purchased the tramline and the Dulong in 1914 extending the line to Mapleton. A second Shay locomotive was purchased in 1914, named Mapleton.

In 1944, the Mapleton Tramway closed down and the Moreton Central Sugar Mill purchased the locomotives, rolling stock and track. In 1948, the two much worn Shays were rebuilt into one viable locomotive to become known simply as 'Shay'. Shay was retired in 1960 and is now preserved at the Nambour Museum in beautifully restored, non operational condition.

The model will be gauge adjustable for 32mm and 45mm and will come with two types of stack as typically supplied by Lima when built.

## SPECIFICATIONS

Scale	1:20.3
Gauge	32mm/45mm
Weight	TBA
Length	430mm
Width	125mm
Height	170mm
Wheel Arrangement	2-Truck, 2-Cylinder
Cylinder	2 Cylinders with piston valves Bore D12.7mm x Stroke 16mm
Valve Gear	Simulated Stephenson valve gear, Valve travel 4mm
Boiler Type	Butane gas single flue type
Water Capacity	TBA
Boiler Fittings	Safety valves, Pressure gauge, Regular, Blow down valve, Superheater
Lubricator	Displacement type
Water Tank Capacity	TBA
Fuel	Butane
Fuel Capacity	Butane tank capacity TBA
Minimum Radius	2M (6.5ft)
Model	Shay Black
	Shay Green

# BENKEI 2-6-0

1:20.3 Scale • 45mm Gauge



The beautiful American Moguls of the Japanese Government Railways, known as the JGR 7100 class, have a special place in history, not only as part of Japan's modernisation programme of the 1800s but also in the development and expansion of the early American west. In 1880 the moguls represented the largest catalogue locomotive from the newly formed firm of H.K. Porter & Co, of Pittsburgh Pennsylvania. H.K. Porter & Co, famous for their beautiful and generally small industrial locomotives, had only recently reorganised from the previous firm of Porter, Bell & Co in 1878 after Arthur Bell passed away. The financial panic of the early to mid 1870s had placed much pressure on the locomotive builders of the east coast, with many expanding their order books via deals with foreign governments. Rogers, Baldwin and Porter found a niche in the frontier railway developments in many nations around the world and Japan was no exception. Eight of the H.K. Porter & Co. large Class C Moguls were built for the Japanese Government between 1880 and 1889, being delivered in five groups. Initially they were operated in the north of Japan in Hokkaido, on the newly formed Horonai Railway. The first six locomotives delivered between 1880 and 1885 were named after famous Japanese historical figures. Three of the locomotives are preserved in Japan today and are the only surviving examples of this class of Porter Mogul. They are of clear historical importance in Japan but are also of significance to US railroad history where many of the same design served on frontier railroads of the west.

Virtually identical locomotives were also built for the three foot gauge rails of Western United states. Most notable were the examples built for the Black Hills Railroad Co (Later

The Black Hills & Fort Pierre RR), of South Dakota from 1881 and the three built for the Oregonian Railway of Northern Oregon in 1880. The Oregonian examples were later sold and provided good service to the Sierra Valleys Railroad between 1895 and 1899. With the exception of minor cosmetics, these locomotives were identical to the Japanese examples. Japan's engines were built to 42 inch gauge, but were not built wider or changed overall. They were simply built to the same 3ft design with the frames and wheels widened to 42 inch gauge. The pilot was not even widened, and barely spanned the wider rail gauge in Japan.

The three surviving locomotives are:

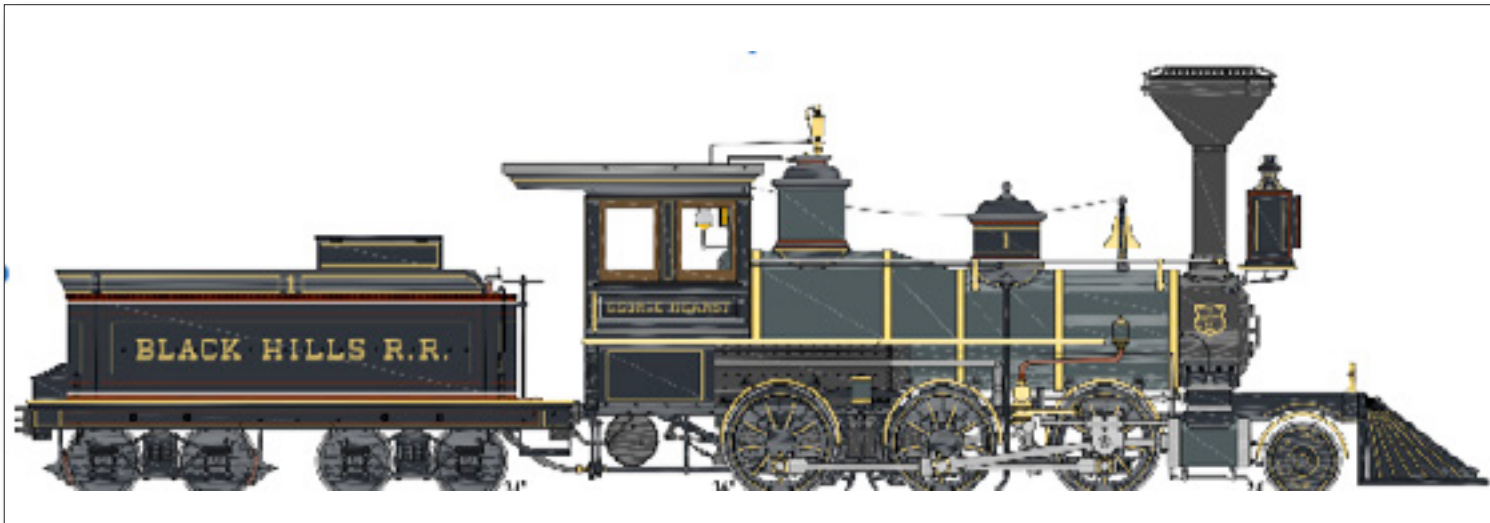
No1 - Yoshitsune (c/n 368, 1880) named after Japan's most famous 12th century warrior and Samurai fighter. Yoshitsune is preserved in working order at the Kyoto Railway Museum.

No2 – Benkei (c/n 369, 1880) named after a 12th century Warrior Monk of Japanese folklore. Benkei is preserved at the Tokyo Railway Museum

No6 – Shizuka (c/n 672, 1885) was named after one of Japan's most famous 12th century women, court dancer and mistress to Yoshitsune. Shizuka is preserved at the Otaru Transport Anniversary Hall, Hokkaido.

# MOGUL 2-6-0

1:20.3 Scale • 45mm Gauge



## SPECIFICATIONS

Scale	1:20.3
Gauge	45mm
Weight	TBA
Length	mm
Width	mm
Height	mm
Wheel Arrangement	2-6-0, 2-Cylinder
Cylinder	2 Cylinders with D-valves Bore Dia 10mm x Stroke 14mm
Valve Gear	Stephenson valve gear, Valve travel 4mm, 75% cutoff.
Boiler Type	Butane gas single flue type
Water Capacity	TBA
Axle Pump	Bore 5mm x 10mm
Boiler Fittings	Safety valves, Pressure gauge, Regular, Blow down valve, Superheater
Lubricator	TBA
Water Tank Capacity	TBA
Fuel	Butane
Fuel Capacity	Butane tank capacity TBA
Minimum Radius	1.2M (30in)
Model	Yoshitsune
	Oregonian Railway
	Black Hills R.R.

# D&RGW 2-8-0 C-18

1:20.3 Scale • 45mm Gauge



SPECIFICATIONS	
Scale/Gauge	1:20.3, 45mm
Weight	Engine 6.45 Kg (dry) Tender 2.84 Kg
Length	855mm
Width	140mm
Height	190mm
Wheel Arrangement	2-8-0, 10 Wheeler
Pilot and Trailer Truck Wheel	30mm
Tender Truck Wheel	30mm
Axle Driven Pump	Bore 6mm x Ram Stroke 6mm
Cylinder	2 Cylinders with piston valves Bore D16mm x Stroke 25mm
Valve Gear	Full working Stephenson valve gear, Valve travel 4mm
Boiler Type	Locomotive Type with 6 x ID6, 1 x ID11 flue tubes
Water Capacity	330cc at 80% full
Boiler Fittings	Two safety valves, Pressure gauge, Regular, Check valve, Blow down valve, Superheater
Lubricator	Roscoe displacement type
Tender	Hand pump (D11mm x Stroke 14.5mm)
Water Tank Capacity	500cc
Fuel	Butane or Coal
Fuel Capacity	Alcohol tank capacity 240cc at 80% full
Minimum Radius	2M (6.5ft)

**Accucraft Trains** - is proud to introduce the 1:20.3 scale D&RGW Class C-18 2-8-0 Consolidation type in both live steam and electric. Live steam models feature butane ceramic or coal fired versions.

Of the several C-18s made by Baldwin, the #315 and #318 are only ones to survive to today thanks for restoration efforts. Both were originally built for the Florence & Cripple Creek Railroad by Baldwin Locomotive Works in 1895 and 1896. The No. 315 locomotive was retired in 1949 and placed on display in Durango until it's restoration in 2007 by the Durango

Railroad Historical Society. Since it's restoration, No. 315 has operated many times on the Durango and Silverton Narrow Gauge Railroad and the Cumbres and Toltec Scenic Railroad. The D&RGW No. 318 operated under steam until 1982 and is now on static display at the Colorado Railroad Museum.

Accucraft Trains' C-18, developed by Aster designer Mr Miura san and our US staff and consultants. Machined parts and sheet metal are produced in Japan. Models in KIT can be offered upon request.

# JACKSON & SHARP COACH

1:20.3 Scale • 45mm Gauge



AP21-DRG.G D&RGW Green



AP21-UR Unlettered Red



AP21-RGS Rio Grande Southern



AP21-UG Unlettered Green



AP21-DRG.R Denver & Rio Grande



AP21-CS Colorado & Southern



AP21-DRG.B Denver & Rio Grande Western Bumble Bee

## SPECIFICATIONS

Product	Jackson & Sharp Coach
Scale/Gauge	1:20.3 Scale, 45mm Gauge
Length	27.5" (700 mm)
Width	5" (127 mm)
Height	7.38" (188 mm)
Weight	6 lbs (2.73 kg)
Mini. Radius	48"
Features	Plastic Construction, Brass castings, Die-cast sprung trucks w/ ball bearing metal wheels, Full interior w/ lights, Full underbody details, Removable body, Operating doors, Working knuckle couplers

## ORDER INFO

AP22-UG	Unlettered, Dark Green
AP22-UR	Unlettered, Red
AP22-DRG.G	D&RGW Green (#202, #210, #214, #215), Each
AP22-RGS	RGS Red (#200, #201, #202, #203), Each
AP22-CS	C&S Green (#26, #28, #29, #30), Each
AP22-DRG.R	D&RGW Red (#208, #209, #211, #212), Each
AP22-DRG.B	D&RGW Bumble Bee Yellow Double Strip (#212, #214, #240, #242), Each

# JACKSON & SHARP COMBINE

1:20.3 Scale • 45mm Gauge



AP22-DRG.G D&RGW Green



AP22-UG Unlettered Green



AP22-CS Colorado & Southern



AR22-UR Unlettered Red



AR22-DRG.B D&RGW Bumble Bee

## SPECIFICATIONS

Product	Jackson & Sharp Combine
Scale/Gauge	1:20.3 Scale, 45 mm Gauge
Length	27.5" (700 mm)
Width	5" (127 mm)
Height	7.38" (188 mm)
Weight	6 lbs (2.73 kg)
Mini. Radius	48"
Features	Plastic Construction, Brass castings, Die-cast sprung trucks w/ ball bearing metal wheels, Full interior w/ lights, Full underbody details, Removable body, Operating doors, Working knuckle couplers

## ORDER INFO

AP22-UG	Unlettered, Dark Green
AP22-UR	Unlettered, Red
AP22-DRG.G	D&RGW Green (#202, #210, #214, #215), Each
AP22-RGS	RGS Red (#200, #201, #202, #203), Each
AP22-CS	C&S Green (#26, #28, #29, #30), Each
AP22-DRG.R	D&RGW Red (#208, #209, #211, #212), Each
AP22-DRG.B	D&RGW Bumble Bee Yellow Double Strip (#212, #214, #240, #242), Each

# THREE BAY HOPPER

1:20.3 Scale • 45mm Gauge



AM20-302 E.B.T.

SPECIFICATIONS	
Product	3-Bay Hopper
Scale/Gauge	1:20.3 Scale, 45mm Gauge
Mini. Radius	48"
Features	Plastic Construction, Fully detailed with castings, Die-casted sprung trucks, Metal wheels, Working knuckle couplers, Operating dump doors



AM20-301 Data only



AM20-302 - AM20-304 E.B.T



AM20-305 White Pass & Yukon



AM20-306 Cumbres & Toltec



AM20-307 D&SNG



# D&RGW DROP BOTTOM GONDOLA

1:20.3 Scale • 45mm Gauge

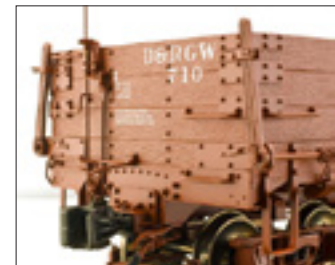
SPECIFICATIONS	
Product	D&RGW Drop Bottom Gondola
Scale/Gauge	1:20.3 Scale, 45mm Gauge
Length	27.5" (700 mm)
Width	5" (127 mm)
Height	7.38" (188 mm)
Weight	6 lbs (2.73 kg)
Features	Plastic and metal construction, Fully detailed with brass castings, Die-cast sprung trucks with metal wheels, Working knuckle couplers.



AR25-FLY D&RGW Flying Rio Grande



AR25-HRD D&RGW Royal Gorge Herald





# HIGH SIDE GONDOLA

1:20.3 Scale • 45mm Gauge



SPECIFICATIONS		ORDER INFO	
Product	D&RGW High Side Gondola	AR22-D	Data only
Scale/Gauge	1:20.3 Scale, 45mm Gauge	AR22-FLY	Flying Rio Grande (#1321, #1442, #1590, #1624), Each
Length	21.75" (560 mm)	AR22-HRD	Royal Gorge Herald (#1659, #1690, #1707, #1715), Each
Width	5.5" (140 mm)	AR22-DRG	Denver Rio Grande (#1051, #1052, #1289, #1290), Each
Height	7" (140 mm)	AR22-CS	Colorado & Southern (#4472, #4473, #4454, #4455), Each
Weight	1.35 Kg	AR22-SP	Southern Pacific (#223, #225, #226, #229), Each
Mini. Radius	48"	AR22-RGS	Rio Grande Southern (#4341, #4407, #4344, #4409), Each
Features	Plastic Construction, Fully detailed with brass castings, Die-cast trucks, Metal wheels, Working knuckle couplers		



AR22-D Data Only



AR22-FLY D&RGW Flying Rio Grande



AR22-HRD D&RGW Royal Gorge Herald



AR22-DRG Denver & Rio Grande



AR22-CS Colorado & Southern



AR22-SP Southern Pacific



AR-22-RGS Rio Grande Southern

# D&RGW OPEN ENDED GONDOLA

1:20.3 Scale • 45mm Gauge



AR22M-FLY D&RGW Flying Rio Grande



AR22M-D Data Only



AR22M-FLY D&RGW Flying Rio Grande

SPECIFICATIONS		ORDER INFO	
Product	D&RGW Open Ended Gondola	AR22M-D	Data only
Scale/Gauge	1:20.3 Scale, 45mm Gauge	AR22M-FLY	Flying Rio Grande (#1145, #1155, #1163, #1191), Each
Length	21.75" (553 mm)		
Width	5.5" (140 mm)		
Height	7" (178 mm)		
Mini. Radius	48"		
Features	Plastic Construction, Fully detailed with brass castings, Die-cast trucks, Metal wheels, Working knuckle couplers		

# REFRIGERATOR CAR

1:20.3 Scale • 45mm Gauge



AR26-D Data Only

SPECIFICATIONS		ORDER INFO	
Product	Refrigerator Car	AR26-D	Data Only
Scale/Gauge	1:20.3 Scale, 45mm Gauge	AR26-FLY	Flying Rio Grande (#35, #41, #47, #53, #76), 1 Car
Length	21.75" (553 mm)	AR26-HRD	Royal Gorage Herald (#48, #50, #52, #73, #75), 1 Car
Width	5.5" (140 mm)	AR26-RGS	RGS (#2101, #2102, #2103, #2104), 1 Car
Height	7" (178 mm)	AR26-CS	C&S (#1103, #1105, #1109, #1116), 1 Car
Mini. Radius	48"		
Features	Plastic Construction, Fully detailed with brass castings, Die-cast trucks, Metal wheels, Operating doors, Working knuckle couplers		



AR26-HRD D&RGW Royal Gorage Herald



AR26-FLY D&RGW Flying Rio Grande



AR26-CS Colorado and Southern



# D&RGW BOX CAR 3000 SERIES

1:20.3 Scale • 45mm Gauge

AR21-FLY D&RGW Flying Rio Grande



SPECIFICATIONS	
Product	Box Car 3000 Series
Scale/Gauge	1:20.3 Scale, 45mm Gauge
Length	21.75" (553 mm)
Width	5.5" (140 mm)
Height	7" (178 mm)
Mini. Radius	48"
Features	Plastic Construction, Fully detailed with brass castings, Die-cast trucks, Metal wheels, Operation doors, Working knuckle couplers



AR21-HRD D&RGW Royal Gorge Herald

# D&RGW BOX CAR 3000 SERIES

1:20.3 Scale • 45mm Gauge



AR21-CC Carson & Colorado RY



AR21-NCO N.C.O.



AR21-NCOR Nevada California Oregon Railway



AR21-CS Colorado and Southern



AR21-SP Southern Pacific



AR21-NCNG Nevada County Narrow Gauge Railroad



AR21-Navy Navy Yard Harbor Red



AR21-NSD Navy Supply Depot Grey



AR21-PC Pacific Coast



AR21-RGS Rio Grande Southern

## ORDER INFO

AR21-DF	D&RGW Flying Rio Grande, Data Only
AR21-DT	D&RGW Royal Gorge Herald, Data Only
AR21-HRD	D&RGW Royal Gorge Herald (#3033, #3186, #3337, #3415, #3422, #3449, #3471, #3473), Each
AR21-FLY	D&RGW Flying Rio Grande (#3083, #3240, #3328, #3339, #3446, #3543), Each
AR21-SP	Southern Pacific (#29, #33, #35, #41), Each
AR21-RGS	Rio Grande Southern (#8509, #8510, #8511, #8512), Each
AR21-Navy	Navy Yard Harbor Box Car Red (#210, #211, #215, #218), Each
AR21-NSD	Navy Supply Depot Grey (#123, #124, #215, #126), Each
AR21-PC	Pacific Coast (#1508, #1516, #1524, #1532), Each
AR21-NCOR	Nevada California Oregon Railway #01001, #01005, #01009, #01017), Each
AR21-NCO	N.C.O. (#682, #684, #688, #695), Each
AR21-NCNG	N.C.N.G. (#121, #124, #126, #132), Each
AR21-CC	Carson & Colorado (#5, #7, #9, #11), Each

# FLAT CAR 6000 SERIES

1:20.3 Scale • 45mm Gauge



AR27-EBT East Broad Top Railroad

**AMS** - The prototype for these 6000 series flat cars was built in 1887 by the Denver & Rio Grande to replace older, smaller and worn-out cars. These were the first 30-foot, 20-ton capacity flat cars the railroad owned. There were one hundred cars built, each weighing 13,500lbs and they were numbered 6000-6099. They carried those numbers throughout their time on the railroad and they are the oldest cars to survive

until the end of operations.

AMS flat cars have plastic body, die-cast trucks and metal wheels. Most of the details are of brass castings. It comes with AMS working knuckle couplers.

SPECIFICATIONS	
Product	Flat Car 6000 Series
Scale/Gauge	1:20.3 Scale, 45mm Gauge
Mini. Radius	48"
Features	Plastic Construction, Brass castings, Die-cast sprung trucks w/ metal wheels, Working knuckle couplers

ORDER INFO	
AR27-D	Date Only
AR27-DRGW	D&RGW (#6006, #6028, #6060, #6081), Each
AR27-CS	Colorado & Southern (#1068, #1077), Each
AR27-RGS	Rio Grande Southern (#320, #383), Each
AR27-SP	Southern Pacific (#252, #255), Each
AR27-EBT	East Broad Top (#54, #56), Each
AR27-NCO	Nevada California Oregon (#337, #338), Each
AR27-NCNG	Nevada County Narrow Gauge (#433, #444), Each



AR27-CS Colorado & Southern



AR27-NCNG Nevada County Narrow Gauge



AR27-RGS Rio Grande Southern



AR27-NCO Nevada California Oregon



AR27-EBT East Board Top Railroad



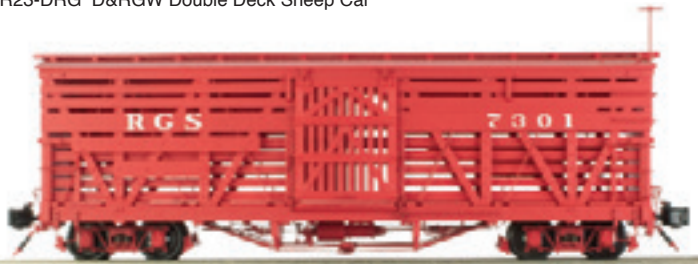
AR27-SP Southern Pacific

# STOCK CAR

1:20.3 Scale • 45mm Gauge



AR23-DRG D&RGW Double Deck Sheep Car



AR23-RGS.R Rio Grande Southern, Red



AR23-CS Colorado & Southern



AR23-RGS.B Rio Grande Southern Cattle Car



AR23-DRG D&RGW Double Deck Sheep Car

## SPECIFICATIONS

Product	Stock Car
Scale/Gauge	1:20.3 Scale, 45mm Gauge
Length	21.75" (553 mm)
Width	5.5" (140 mm)
Height	7" (178 mm)
Mini. Radius	48"
Features	Plastic Construction, Fully detailed with brass castings, Die-cast trucks, Metal wheels, Working knuckle couplers

## ORDER INFO

AR23-D	Data only
AR23-FLY	Flying Rio Grande (#5509, #5518, #5520, #5539), Each
AR23-DRG	D&RGW Double Deck Sheep Car (#5689, #5700, #5710, #5713, #5588, #5703, #5805, #5846), Each
AR23-RGS.B	Rio Grande Southern Cattle Car (#7401, #7402, #7403, #7404), Each
AR23-RGS.R	Rio Grande Southern (#4341, #4407, #4344, #4409), Each
AR23-CS	Colorado & Southern (#7035, #7055, #7196, #7049), Each

# TANK CAR

1:20.3 Scale • 45mm Gauge



AR28-CnS Conoco Silver



AR28-CnB Conoco Black



AR28-Shell Shell Oil Co. Black



AR28-AO Associated Oil



AR28-SO Standard Oil Co. Silver

## SPECIFICATIONS

Product	Tank Car
Scale/Gauge	1:20.3 Scale, 45mm Gauge
Length	21.75" (553 mm)
Width	5.5" (140 mm)
Height	7" (178 mm)
Mini. Radius	48"
Features	Plastic Construction, Fully detailed with brass castings, Die-cast trucks, Metal wheels, Working knuckle couplers
ORDER INFO	
AR28-DS	Silver Data Only
AR28-DB	Black Data Only
AR28-CnS	Conoco Silver (#8, #9) 1 Car
AR28-CnB	Conoco Black (#8, #16), 1 Car
AR28-Shell	Shell Oil Co. Black (#A-12, #A-13), 1 Car
AR28-NCNG	N.C.N.G. Black (#305, #1003), 1 Car
AR28-SO	Standard Oil Co. Silver (#104, #105, #106, #107), Each
AR28-AO	Associated Oil Co. Silver (#301, #302, #1003, #1004), Each



# D&RGW WHEEL & TIE CAR

1:20.3 Scale • 45mm Gauge



AR29-DRGG D&RGW Grey

SPECIFICATIONS	
Product	D&RGW Wheel & Tie Car
Scale/Gauge	1:20.3 Scale, 45mm Gauge
Mini. Radius	48"
Features	Plastic Construction, Fully detailed with brass castings, Die-cast trucks, Metal wheels, Working knuckle couplers
ORDER INFO	
AR29-DRGG	D&RGW Grey #06092, Each

# SHORT LOGGING CAR

1:20.3 Scale • 45mm Gauge



AR216-WS Westside

ORDER INFO		SPECIFICATIONS	
AR216-U	Unlettered	Product	Short Logging Car
AR216-WS	Westside (#35, #36, #37, #41, #42, #43, #44, #45), Each	Scale/Gauge	1:20.3 Scale, 45mm Gauge
AR216-SWY	Swayne (#63, #64, #65, #66, #71, #72, #73, #74), Each	Length	510mm
		Width	130mm
		Height	950mm
		Weight	0.81 Kg
		Mini. Radius	48"
		Features	Plastic Construction, Fully detailed with brass castings, Die-cast trucks, Metal wheels, Working knuckle couplers

# LONG LOGGING CAR

1:20.3 Scale • 45mm Gauge

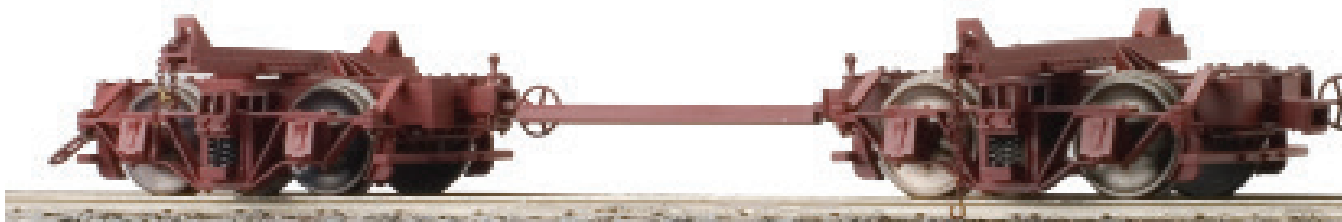


AR215-WS Westside

SPECIFICATIONS	
Product	Long Logging Car
Scale/Gauge	1:20.3 Scale, 45mm Gauge
Mini. Radius	48"
Features	Plastic Construction, Fully detailed with brass castings, Die-cast trucks, Metal wheels, Working knuckle couplers
ORDER INFO	
AR215-U	Unlettered
AR215-WS	Westside (#11, #12, #13, #14, #19, #20, #21, #22), Each
AR215-SWY	Swayne (#51, #52, #53, #54, #59, #60, #61, #62), Each

# LOGGING DISCONNECTS

1:20.3 Scale • 45mm Gauge



AR217-U Logging Disconnects

SPECIFICATIONS	
Product	Logging Disconnects
Scale/Gauge	1:20.3 Scale, 45mm Gauge
Mini. Radius	48"
Features	Plastic Construction, Fully detailed with brass castings, Die-cast trucks, Metal wheels, Working knuckle couplers
ORDER INFO	
AR217-U	Unlettered

# SHORT FLAT CAR

1:20.3 Scale • 45mm Gauge



AR211 Short Flat Car

SPECIFICATIONS	
Product	Logging Disconnects
Scale/Gauge	1:20.3 Scale, 45mm Gauge
Length	230mm
Width	105mm
Height	70mm
Weight	0.23 Kg
Mini. Radius	24"
Features	Plastic Construction, Metal wheels, Link & pin coupler, Simulated wood grain
ORDER INFO	
AR211	Short Flat Car

# IRON MOUNTAIN COAL CAR

1:20.3 Scale • 45mm Gauge



AR210 Iron Mountain Coal Car

SPECIFICATIONS	
Product	Iron Mountain Coal Car
Scale/Gauge	1:20.3 Scale, 45mm Gauge
Mini. Radius	24"
Features	Plastic Construction, Metal wheels, Sprung Journals, Link & pin coupler, Simulated wood grain
ORDER INFO	
AR211	Short Flat Car

1:19



# 'CRANMORE' PECKETT 0-4-0ST

1:19 Scale • 32mm or 45mm Gauge



SPECIFICATIONS	
Scale	16mm to 1 foot (1:19)
Gauge	32mm or 45mm (adjustable)
Length	196mm
Width	100mm
Height	136mm
Min Radius	600mm (2 feet)
Wheel Arrangement	0-6-0
Cylinder	2 Cylinders
Valve Gear	Piston valves
Boiler	Centre Flue
Boiler Fittings	Two safety valves, Water gauge, Pressure gauge, Regularot/blower valve, Blow down valve
Cab Controls	Steam regulator, Gas regulator, Reverse lever, Lubricator
Lubricator	Displacement type
Fuel	Butane
Construction	Copper boiler, Steel chassis, Steel cab., Steel tanks
Liveries	S19-38A Peckett in Lined Light Green (Sir John Grice) S19-38B Peckett in Lined Dark Green S19-38C Peckett in Line Maroon S19-38D Peckett in Lined Blue S19-38E Peckett in Plain Black

**Accucraft Trains** - Much encouraged by the good reception of our Quarry Hunslet and the almost complete sell-out of those little locomotives, we are delighted to announce our next 'small' 16mm Scale engine, the delightfully proportioned 'Cranmore' type Peckett 0-4-0ST. Peckett & Sons of Bristol had long been renowned for producing industrial tank engines, many of them small saddle tanks, and the 'Cranmore' type had its origins in an 0-4-0 saddle tank version of the special 7x10" cylinder design, Works No.1030 of 1904 Gamecock which would be later be referred to as a 'Cranmore Class'. The order was placed by the Mendip Granite & Ashphalte Co. for its 2' gauge line connecting the quarry to Cranmore Station on the GWR and after its career there it was scrapped, although it is not known when. Small numbers of this type continued to be built, mainly for export and one (Works No. 1711 of 1926) was bought by the Metropolitan Gas Co., Melbourne, Australia, named Sir John Grice in

1928. Withdrawn in 1941 it was sold in 1962, joining the Whistle Stop Amusement Park, Frankston in 1965. The 2' 6" gauge locomotive later moved to the Puffing Billy Railway in 1974 as a static exhibit but restoration started in 1978 and it was returned to service in 1981 painted light green with yellow lining.

The model is gauge-adjustable (32mm and 45mm), gas-fired and fitted with a water top up valve (hidden under the tank filler), water gauge with blow-down valve, lubricator and pressure gauge; constructed of stainless steel and etched brass with a copper boiler, the model will, as usual, be covered by our two-year warranty. In response to customer requests, we will be supplying the model with two domes, the factory original (ogee) pattern and the simpler Australian type. The locomotive is fitted with Accucraft chopper couplings.



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# 'TALYLLYN' TALYLLYN RAILWAY 0-4-2ST

1:19 Scale • 32mm or 45mm Gauge



**Accucraft UK** - In 2013 we were approached to produce all the Talylyn Railway locomotives as a commission and although this never came to fruition we had worked up the concepts and designs with a view to producing them of our own accord. Due to developments within the trade we have decided that, rather than waste all this effort, we would bring the first of these, Dolgoch, to the market in 2019. Now this has been delivered we turned to TR No. 1, Talylyn, delivering the model in late 2020.

The Talylyn Railway ordered two locomotives for its opening, Talylyn and Dolgoch. Both were built by Fletcher, Jennings & Co. of Whitehaven, although to two very different designs. Talylyn was the first order the company had delivered to north Wales was built to the company's C Class design, although it was the first member of its class to be built to a gauge less than 2' 8". The locomotive was originally delivered as a 0-4-0ST with an open cab. The wheel arrangement gave an unacceptable ride and Talylyn was returned to its manufacturer for the fitting of a pair of trailing wheels, converting it into an 0-4-2ST. One unusual feature of the conversion of Talylyn to an 0-4-2 wheel arrangement was that the trailing axle was fixed rigidly to the frame, resulting in an overall wheelbase of 8'. A cab was subsequently fitted in the railway's workshops at Pendre.

The locomotive was returned to Fletcher Jennings for a second time around 1900, although the reason for this visit is not recorded. Repairs and improvements were also made at Pendre over the years, including alterations to the cab, fitting of a footplate at the front of locomotive and of a sandbox. A new set of frames supplied by W.G. Bagnall's was also fitted at Pendre, again around 1900.

Talylyn remained in service for most of the life of the original railway. By the time of the Second World War it had fallen into a very poor state of repair, as it was the more popular of the two locomotives and had been used more frequently. It was finally retired in 1945 when its boiler and firebox were found to be beyond use or further repair. At this time the locomotive was still carrying its original 1864 boiler. Following the rescue of the Talylyn Railway in 1951, Talylyn was inspected and found to be beyond economic repair. However, as the railway's fortunes improved it became possible to consider a major overhaul. In 1957 the locomotive was sent away to the Gibbons Brother's Brierly Hill engineering works for complete renewal. A new boiler, saddletank and bunker were built and Talylyn returned to service in 1958.

The model is built to a scale of 16mm:1' (1:19 scale) and follows our standard design brief being internally gas-fired with a centre flue boiler. The model will not be gauge adjustable but will be available in either 32mm ('O' gauge) or 45mm ('1' gauge) and will not have insulated wheels. The axles run in bronze bearings and all the rods and valve gear (piston reverse) will be manufactured from stainless steel. The cab roof is fixed, access to the regulator and reverser is via the cab doors, water via the boiler filler cap, the gas filler is under the dummy coal load and the lubricator filler is in the right-hand bunker. The copper boiler is fitted with a gauge glass and blow-down valve. The model is built from stainless steel and brass. Although fitted with TR buffers and couplings the model will can be fitted with our Z1/Z2 chopper couplings for those who wish to use them. The model will be available in TR green, Indian Red or black. We would like to thank David Fletcher for the superb drawings and members of the Talylyn Railway for their help in providing data for the model.



SPECIFICATIONS	
Scale	16mm to 1 foot (1:19)
Gauge	32mm or 45mm (adjustable)
Length	286mm
Width	88mm
Height	136mm
Min Radius	1M (3 feet)
Wheel Arrangement	0-4-2
Cylinder	2 Cylinders
Valve Gear	Piston valves
Boiler	Centre Flue
Boiler Fittings	Two safety valves, Water gauge, Pressure gauge, Regularot/blower valve, Blow down valve
Cab Controls	Steam regulator, Gas regulator, Reverse lever, Lubricator
Lubricator	Displacement type
Fuel	Butane
Construction	Copper boiler, Steel chassis, Steel cab., Steel tanks
Liveries	S19-34A TR Green 32mm S19-34B Indian Red 32mm S19-34C Black 32mm S19-35A TR Green 45mm S19-35B Indian Red 45mm S19-35C Black 45mm



# QUARRY HUNSLET 0-4-0ST

1:19 Scale • 32mm or 45mm Gauge

**Accucraft UK** - As soon as we had a chance to run Dolgoch we realised that the design brief for this small locomotive had produced an almost perfect balance of performance and duration and, having instinctively avoided some of the smaller designs, the possibilities for new engines were now numerous. With Talylyn No.1 designed and signed off we immediately re-drew our 7/8ths" Quarry Hunslet as a 16mm model, a design whose characteristics will be much the same as the TR models and should prove to be a real crowd-pleaser.

By the mid-19th century, the North Wales slate mines and quarries had a requirement for small, powerful and rugged locos to work the galleries and tramways in what was by then a rapidly expanding industry. Various manufacturers supplied narrow gauge motive power to these businesses but none became more synonymous with the area than the saddle tanks supplied by the Hunslet Engine Co. of Leeds. These sturdy little locos were ideal for the roughly laid, temporary lines in the quarries and the class evolved from the first design, produced in 1870, to encompass a variety of sizes and types which found work at Penrhyn, Dinorwic (where many acquired the names of racehorses!) and the Nantlle valley. Remarkably the majority of those locos still in service in the 1960's survived to be preserved, some of them in America and Canada. Today Quarry Hunslets are still being produced in limited numbers by the new Hunslet Engine Co. based at the Statfold Barn Railway.

The more generous proportions of the 'Large' type Quarry Hunslets (as opposed to the smaller 'Alice' Class) will prove beneficial to the locomotive's run-time although to avoid compromising the look of the model we will



only be offering it in 32mm gauge. The model is gas-fired and fitted with a water top up valve, water check valve, miniature pressure gauge; constructed of stainless steel and etched brass with a copper boiler, the model will, as usual, be covered by our two-year warranty.

SPECIFICATIONS	
Scale	16mm to 1 foot (1:19)
Gauge	32mm only
Length	230mm
Width	88mm
Height	130mm
Min Radius	600mm (2 feet)
Wheel Arrangement	0-4-0
Cylinder	2 Cylinders
Valve Gear	Piston valves
Boiler	Centre Flue
Boiler Fittings	Two safety valves, Water gauge, Pressure gauge, Regulator/blower valve, Blow down valve
Cab Controls	Steam regulator, Gas regulator, Reverse lever, Lubricator
Lubricator	Displacement type
Fuel	Butane
Construction	Copper boiler, Steel chassis, Steel cab., Steel tanks
Liveries	S19-37A Quarry Hunslet Red S19-37B Quarry Hunslet Black S19-37C Penrhyn Lined Black S19-37D Quarry Hunslet Blue



# 'LAWLEY' BEIRA & SAR FALCON 4-4-0

1:19 Scale • 32mm or 45mm Gauge



**Accucraft UK** - We are delighted to announce another 1:19 scale model for production in 2020, the iconic South African 'Lawley' 4-4-0. Construction of the first 2' gauge railway in Southern Africa began in 1892. This was the 370-kilometre long (230-mile) line of the narrow-gauge Beira Railway which eventually stretched from Beira in Mozambique to Umtali across the Rhodesian border. The border was reached in October 1897 and the full line to Umtali was opened to traffic on 4 February 1898. The work was undertaken by Pauling and Company and was subcontracted to Alfred Lawley.

Between 1895 and 1898, the Beira Railway ordered 42 Falcon type F2 and F4 4-4-0 tender locomotives, supplied in six batches by Falcon Engine and Car Works Limited in England and the Glasgow Railway Engineering Company in Scotland. In service, these locomotives were soon nicknamed 'Lawleys', after the Beira Railway construction subcontractor. The batches varied slightly in style, the first of the Falcon F2 locomotives differed from later models of its class by having a cab with two rectangular louvred cab windows on each side and a dome fitted with a Salter safety valve. The locomotive was delivered by Falcon in 1895 and was numbered BR4. The next five F2 locomotives were also delivered in 1895, numbered in the range from BR5 to BR9. They differed in appearance from the first F2

locomotive by having larger single cab windows.

The next six locomotives ordered from Falcon in 1896, were of an altered design. The Falcon F4 was larger and heavier than the F2, with the running boards stepped down below the cab, a larger tube heating surface in the boiler, single slidebars, straight lipped chimneys, Ramsbottom safety valves over the fireboxes, and increased tractive effort. They were numbered in the range from BR10 to BR15 and could pull 180 tons up the ruling gradients. At the end of 1896, another four of these engines were delivered from Falcon, numbered in the range from BR16 to BR19. They were similar to the previous batches, but had larger three-axle tenders with an increased water capacity. The last sixteen Falcon-built locomotives were all delivered in 1897, numbered in the range from BR20 to BR35.

The construction of the last batch of ten F4 locomotives was subcontracted by Falcon to the Glasgow Railway Engineering Company in Scotland. They were built and delivered in 1898, numbered in the range from BR36 to BR45. The Glasgow locomotives had wasp-waisted safety valves and their engine numbers, also mounted on the sandboxes, were cast oval brass plates. A couple of the class acquired bogie tenders built by John Fowler



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# 'LAWLEY' BEIRA & SAR FALCON 4-4-0

1:19 Scale • 32mm or 45mm Gauge

and they ended up with BR6 and BR8.

In service the Lawleys had colourful careers, when the Beira Railway was converted to Cape gauge in 1900 the majority were stored apart from half a dozen which were sent to the Ayrshire Railway until this, too, was converted to Cape gauge in 1914. WW1 saw some of the class used by the military and most ended up in South African Railways ownership, operating existing and new 2' gauge lines in that country. While in SAR service they acquired the classification NG6 but the Lawleys were gradually superseded by bigger locomotives until the last one was withdrawn from SAR service in 1935; however, this was far from the end of them and many continued in use with industrial or agricultural roles. Several have been preserved with two operational at the Sandstone Trust line in South Africa and two repatriated to the UK as part of the Rampton Trust collection.

The museum quality model is internally gas fired and is gauge adjustable for either 32mm ('0' gauge) or 45mm ('1' gauge) – all the parts for this are supplied with the model. This operation can be undertaken by the owner and only takes a few minutes. The cab roof lifts up to give access to the water and lubricator fillers. The boiler is fitted with a water gauge, pressure gauge and the lubricator has an under floor drain, the gas tank is in a water bath in the tender. The model is fitted with slide valves, functioning Stephenson valve gear and is built from stainless steel, copper and brass.



## SPECIFICATIONS

Scale	16mm to 1 foot (1:19)
Gauge	32mm or 45mm (adjustable)
Length	460mm (18.5 inches)
Width	105mm (4 inches)
Height	152mm (6 inches)
Min Radius	1.5M (4'6") for 32mm Gauge 2M (6') for 45mm Gauge
Wheel Arrangement	4-4-0
Cylinder	2 Cylinders
Valve Gear	Full working Stephenson's Link, Reverse by lever in the cab.
Boiler Fittings	Two safety valves, Water gauge, Pressure gauge, Regularot/blower valve, Blow down valve
Cab Controls	Steam regulator, Gas regulator, Reverse lever, Lubricator
Lubricator	Displacement type
Fuel	Butane
Construction	Copper boiler, Steel chassis, Steel cab., Steel tanks
Liveries	Colours available, subject to production batch: S19-36A Lawley NG6 4-4-0 Beira Railway Green S19-36B Lawley NG6 4-4-0 SAR Green S19-36C Lawley NG6 4-4-0 SAR Black



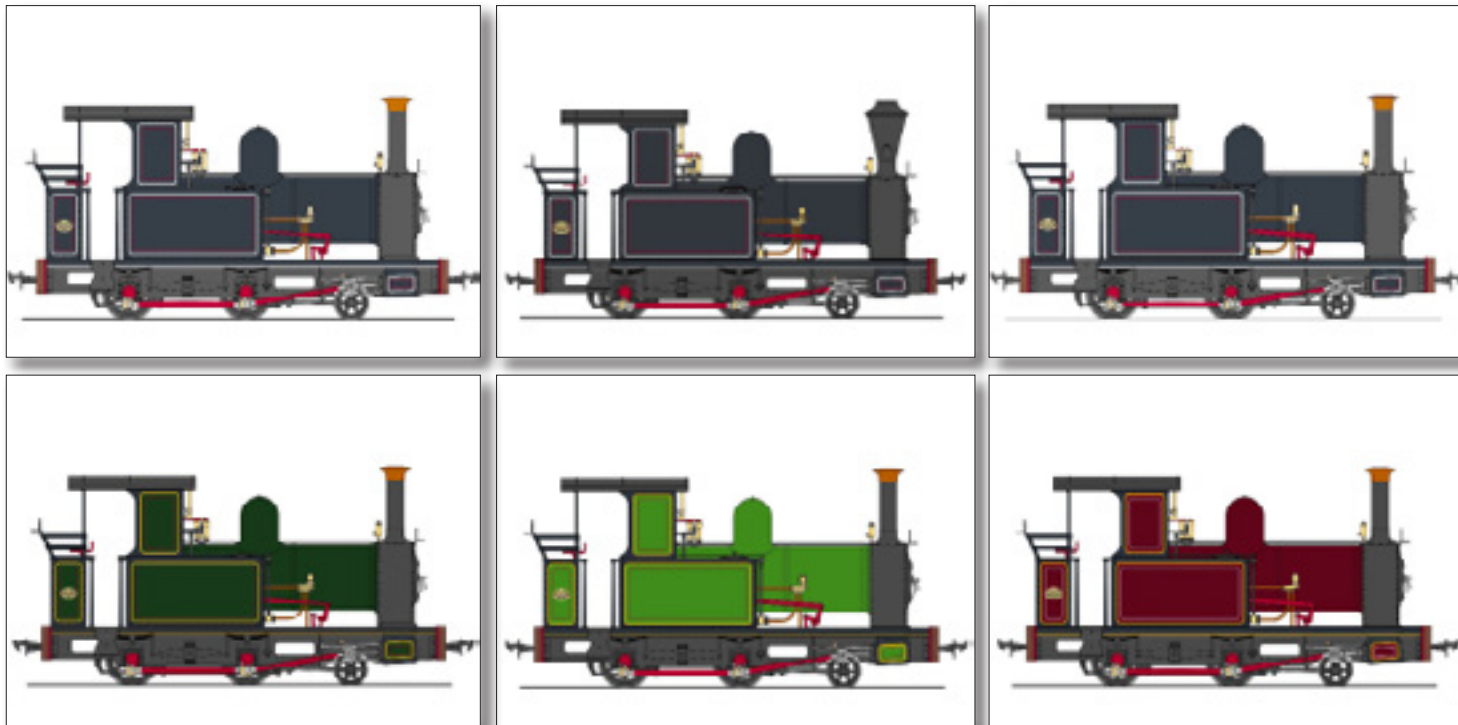
# 'RHEIDOL' BAGNALL 2-4-0T

1:19 Scale • 32mm or 45mm Gauge

**Accucraft UK** - Following the release of the gorgeous little Peckett, we are delighted to announce that our next small locomotive will be the Bagnall 2-4-0T Rheidol. One of Archangel's most successful models in the early days of 16mm scale, we are sure many associated with the hobby will have soft spot for this engine! Originally named Treze de Maio (Portuguese for 13th May, the date on which slavery was abolished in Brazil), the engine was built by Bagnalls of Stafford for Collier Antunes for a sugar cane plantation in 1896 but never delivered as the order was cancelled, instead the locomotive was re-gauged from 2' 5 1/2" gauge to 2' 3" gauge when it was sold to the Plynlimon and Hafan Tramway and named Talybont. In 1903, after the failure of that railway, it was purchased for the construction of the Vale of Rheidol Railway, regauged to 1' 11 3/4" and renamed Rheidol. Absorbed by the GWR in 1923 it was numbered it 1198, but it was withdrawn and scrapped the

following year, having never carried its GWR number.

The model is gauge-adjustable (32mm and 45mm), gas-fired and fitted with a water top-up valve, water gauge with blow-down valve, lubricator and pressure gauge; constructed of stainless steel and etched brass with a copper boiler, the model will, as usual, be covered by our two-year warranty. The anticipated pre-order RRP is £1695.00 (subject to the usual provisos), available late 2022 or early 2023. Fitted with Accucraft chopper couplings, the model will be supplied with two chimneys, the original balloon stack and the more traditional type. Available in six liveries, full details can be found on the Accucraft UK website. As ever, we'd like to thank David Fletcher for his superb drawings, illustrating the livery options.



SPECIFICATIONS	
Scale/Gauge	1:19, 32mm or 45mm (adjustable)
Length	354mm
Width	102mm
Height	153mm
Min Radius	600mm (2 feet)
Wheel Arrangement	0-6-0
Cylinder	2 Cylinders
Valve Gear	Piston valves
Boiler Fittings	Two safety valves, Water gauge, Pressure gauge, Regularot/blower valve, Blow down valve
Cab Controls	Steam regulator, Gas regulator, Reverse lever, Lubricator
Lubricator	Displacement type
Fuel	Butane
Construction	Copper boiler, Steel chassis, Steel cab., Steel tanks
Liveries	Bagnall 2-4-0T in Lined Black Bagnall 2-4-0T in Plain Black ('1198' plates included) Bagnall 2-4-0T in Lined Dark Green Bagnall 2-4-0T in Plain GWR Green ('1198 plates included) Bagnall 2-4-0T in Lined Light Green Bagnall 2-4-0T in Lined Maroon



# BALDWIN 2-6-2T NA-CLASS

1:19 Scale • 32mm or 45mm Gauge



SPECIFICATIONS	
Product	NA 2-6-2T
Scale/Gauge	16mm to a foot (1:19)
Weight	Engine 6.2 Kg (dry)
Length	450mm
Width	135mm
Height	180mm
Wheel Arrangement	2-6-2T
Cylinder	2 Cylinders with piston valves
Valve Gear	Full working Stephenson valve gear, Valve travel 4mm
Boiler Type	Locomotive Type with 6 x ID6, 1 x ID11 flue tubes
Water Capacity	330cc at 80% full
Boiler Fittings	Two safety valves, Pressure gauge, Regular, Check valve, Blow down valve, Superheater
Lubricator	Roscoe displacement type
Water Tank Capacity	NA
Fuel	Butane
Fuel Capacity	NA
Minimum Radius	1.2M (4ft)

**Accucraft Trains** - The turn of the century Baldwin industrial tank engine was a popular choice for the logging, mining and plantation industries in the US, Hawaii and south of the border.

In 1898 a pair of 2'6" gauge 2-6-2 Baldwins found their way to Victoria in Australia to serve the remote farming and forestry communities. By 1915 seventeen were in service. They were classified as the 'NA' class, meaning narrow gauge A class, and given road numbers 1A through to 17A. Six of the NA class have survived and are preserved on the 'Puffing Billy Railway' east of Melbourne.

It was common for US builders to provide new locomotives using works livery.

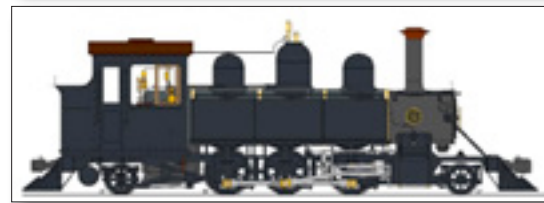
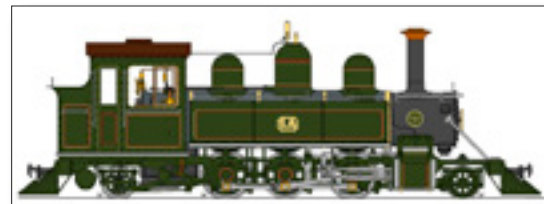
'1A', the first of the Australian Baldwins was delivered in a 'Light Ivy Green and gold, Style 292' livery from the Baldwin 'Book of Styles'. This was a Baldwin stock export livery of

single green finish, lined with gold and red 'shadow line'. The green paint finish was used extensively on the locomotive, including the chassis bar frames and cranks.

It was also delivered in the American body style with clamped smokebox door, wooden pilot (cow catcher) and chopper couplings. Later in their service life the locos were modified to suite the domestic service requirements.

The Accucraft '1A' model will be an exact replica of this first Baldwin as delivered from Philadelphia in the 'Light Ivy Green and gold livery.

A Black data only version of 1A with planished iron boiler jacket will also be available for those wanting an American industrial loco in a plain black livery.



# LYNTON & BARNSTAPLE COACH

1:19 Scale • 32mm or 45mm Gauge

**Accucraft UK** - The Lynton & Barnstaple Railway had its original rolling stock manufactured by the Bristol Wagon & Carriage Works. The coaches were built to a very high standard and came in a variety of forms, some of which were modified during their careers on the line. Following closure in 1935 many were sold off and found alternative use as summer houses and sheds. Remarkably nine coaches (or parts thereof) survived, one is running on the Ffestiniog Railway, one (largely un-restored) is in the National Railway Museum and the rest are in the

care of the re-born L & B in various stages of restoration.

The models are constructed in plastic with die cast metal bogies and feature full seating detail. The coaches come with a 45mm insulated wheel set fitted but a 32mm wheel set is provided for use on '0' gauge. Couplings are chopper type but have a hook fitted if you wish to remove the chopper hook and use 3 link chains.

SPECIFICATIONS	
Product	Lynton & Barnstaple Coach
Scale	1:19
Gauge	32mm or 45mm Gauge
Length	625mm
Width	128mm
Height	153mm
Mini. Radius	1M (3'3")
Features	Plastic Construction, Fully detailed, Die-cast bogies, Metal wheels, Working chopper couplers
ORDER INFO	
R19-18	Lynton & Barnstaple Brake Composite in Southern Green
R19-19	Lynton & Barnstaple 3rd Class in Southern Green
R19-20	Lynton & Barnstaple Centre Observation 3rd in Southern Green
R19-21	Lynton & Barnstaple Composite in Southern Green



R19-18 L&B Brake Composite in Southern Green



R19-19 L&B 3rd Class in Southern Green



R19-20 L&B Centre Observation in Southern Green



R19-21 L&B Composite in Southern Green



# ISLE OF MAN 'PAIRS' COACH

1:19 Scale • 32mm or 45mm Gauge

**Accucraft UK** - These models are known as the 'Pairs' coaches. They came about when the original four-wheel coach chassis wore out. The railway took a pair of old bodies and mounted them together on new bogie underframes – and this is how they acquired their name. We are modelling three types, a brake composite F54, a third class coach and a composite coach.

It is possible to have at least six different running numbers for each of the third class and composite coaches. We supply these numbers on a transfer sheet for the customer to apply themselves. The brake composite has only the running number F54. This is also supplied on a transfer sheet. This means that if the customer wishes to run them as 'data only' on their customised

railway, they can add their own personalised numbering system.

In 2019 we added a half-brake to the range, a freelance vehicle based on a "what if" scenario, supposing the Isle of Man Railway used an 'E' Van and a four-wheel coach to create a version with a proper brake compartment. Since this coach never existed it is not supplied with running numbers!

These coaches are manufactured from plastic with die cast bogies and have an additional 32mm wheel set supplied so the customer can change gauges.



SPECIFICATIONS	
Product	Lynton & Barnstaple Coach
Scale	1:19
Gauge	32mm or 45mm Gauge
Length	625mm
Width	128mm
Height	153mm
Mini. Radius	1M (3'3")
Features	Plastic Construction, Fully detailed, Die-cast bogies, Metal wheels, Working chopper couplers
ORDER INFO	
R19-15	I.O.M. 'Pairs' Bogie Coach - Brake Composite
R19-16	I.O.M. 'Pairs' Bogie Coach - Third
R19-17	I.O.M. 'Pairs' Bogie Coach - Composite
R19-26	I.O.M. 'Pairs' Bogie Coach - Freelance half-brake



# L&B 'HOWARD' BOGIE GOODS VAN

1:19 Scale • 32mm or 45mm Gauge

**Accucraft UK** - These bogie vans were ordered by the Southern Railway to strengthen the fleet it acquired with the Lynton & Barnstaple Railway. The four vans were built by J & F Howard of Bedford in 1927 and featured sliding doors and 'X' bracing, the latter changed to diagonal bracing in 1934, just a year before they were withdrawn and scrapped! In 2002 the Lynton & Barnstaple Railway Trust acquired the last remains of one so there is still the slim chance that one may yet be resurrected.

Since the vans only ever carried Southern livery we will be offering

them in SR brown and L&B grey (data only). We feel that they will make a great generic van, of a type seen all round the world on 2' gauge networks and are sure they will be very popular in consequence.

These vans are manufactured from plastic with die cast bogies and have an additional 32mm wheel set supplied so the customer can change gauges.

SPECIFICATIONS	
Product	L&B 'Howard' Bogie Goods Van
Scale	1:19 Scale
Gauge	32mm or 45mm Gauge
Length	518 mm
Width	139 mm
Mini. Radius	900 mm (3 feet)
Features	Plastic Construction, Fully detailed with brass castings, Die-cast bogies, Metal wheels, Working couplers
ORDER INFO	
R19-25A	SR 'Howard' Van, SR Brown, #47042, #47043, #47044, #47045, Each
R19-25B	SR 'Howard' Van, L&B Grey, Data Only



SR' Howard' Van, SR Brown



SR' Howard' Van, Grey



# ISLE OF MAN 'E' VAN

1:19 Scale • 32mm or 45mm Gauge

**Accucraft UK** - The 'E' vans were four-wheeled brake and luggage vans fitted with lookout duckets, but otherwise entirely sealed with only two drop-sash windows at the guard's door. None of these vans survive today, and they were effectively made redundant when later passenger coaches had their own braking systems. The primary purpose of the 'E' van was to provide luggage accommodation and braking for the original 'A' - 'D' class most of which did not have their own brakes when supplied in 1873/4. One surviving member of the class sat at the end of the Port Erin arrival platform at Douglas for many years and retained its pre-war two-tone brown livery. The Manx Northern Railway

owned a pair of similar vans for use with the 'N' class carriages, but these seem to have been replaced in the 1890s and then used for goods traffic until they were scrapped in the 1920.

The roof is removable if required for customers to install their own interior detail, for example, or lighting. An additional set of 32mm wheels is also provided. Although the models are 1:20.3 scale they look well with 1:19 scale equipment and are probably larger than the equivalent scale models of Talylyn coaches!

SPECIFICATIONS	
Product	L&B 'Howard' Bogie Goods Van
Scale	1:20.3 Scale
Gauge	32mm or 45mm Gauge
Length	302mm
Width	135mm
Height	148mm
Mini. Radius	750mm (2 feet 6 inches)
Features	Plastic Construction, Fully detailed, Die-cast bogies, Metal wheels, Working couplers
ORDER INFO	
R19-24	IOM 'E' Van, Maroon & Cream
R19-24G	IOM 'E' Van, Green & Cream



R19-24 IOM 'E' Van, Maroon & Cream



R19-24G IOM 'E' Van, Green & Cream



1:13.7



# BAGNALL 7" X 12" 0-4-0T

7/8ths Scale • 45mm Gauge

**Accucraft UK** - Bagnall were renowned builders of industrial locomotives for both standard gauge and narrow gauge. They developed a huge range of designs and built numerous engines for the 'big four' and the MOD. The 7" x 12" saddle tank was a mid-range narrow gauge design that could be supplied in a number of different formats. Several examples of the type have been preserved, one of the most famous being the Rev. Teddy Boston's 'Pixie' which ran round his railway in the garden of Cadeby rectory!

In light of the success of our Quarry Hunslet in this scale, used to represent 2' gauge on 45mm track, we have decided to produce our second

live steam locomotive for this market. The more generous proportions of models in this scale have given us the opportunity to look at prototypes which would be rather too small in 1:19 scale but which we have long hankered to produce. The model is gas fired and fitted with a water gauge with blow-down valve, miniature pressure gauge; constructed of stainless steel and etched brass, the loco has an enhanced level of detail made possible by this scale including a brake stand / gas control valve and water gauge. It is not gauge-adjustable and is only available in 45mm gauge.



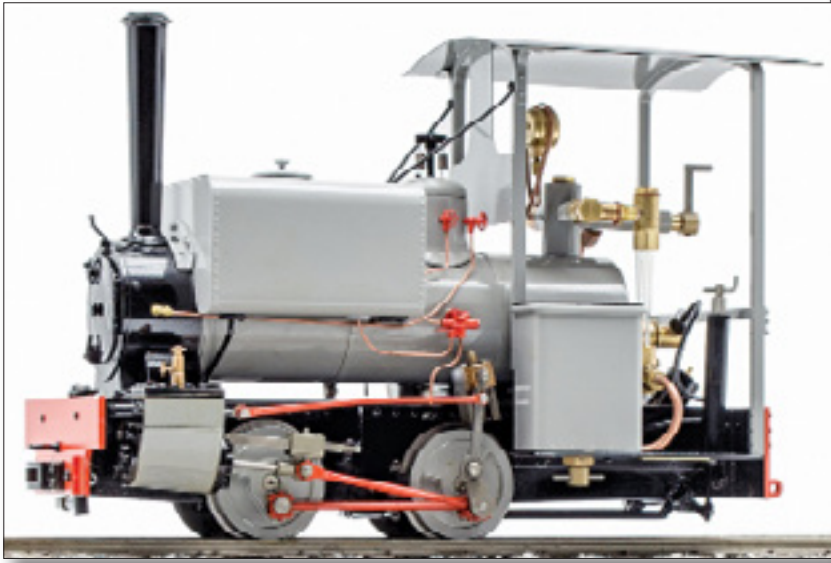
## SPECIFICATIONS

Scale	1:13.7, 22.5mm to 1 foot
Gauge	45mm only
Length	320mm
Width	125mm
Height	190mm
Min Radius	760mm (2 feet 6 inches)
Wheel Arrangement	0-4-0
Cylinder	2 Cylinders
Valve Gear	Piston valves
Boiler Fittings	Two safety valves, Water gauge, Pressure gauge, Regularot/blower valve, Blow down valve
Cab Controls	Steam regulator, Gas regulator, Reverse lever, Lubricator
Lubricator	Displacement type
Fuel	Butane
Construction	Copper boiler, Steel chassis, Steel cab., Steel tanks
Liveries	S78-3A Bagnall in Black S78-3BU Bagnall in Blue S78-3G Bagnall in Green S78-3R Bagnall in Red



# KERR STUART 'WREN' 0-4-0ST

7/8ths Scale • 45mm Gauge



**Accucraft UK** - Kerr Stuart produced 163 'Wren' type locomotives before they ceased trading in 1930 and a further four were constructed thereafter by Hunslets. The 'Wrens' owe their origin to the 'Buya' class of 1903 although the type encompassed a huge number of variations including inside and outside frames and inside and outside valve gear. Our model is based on the 2' gauge 'new type' developed in 1915 with inside frames, Hackworth valve gear and cast-iron wheels fitted with steel tyres. In due course 'Wrens' were sent around the world, many to Africa and Asia whilst in the UK they found homes with construction companies and the Ministry of Munitions, some being used by the Ministry of Defence in the building of airfields. No fewer than 27 were purchased by R.H.Neal & Co. for sewer contracts and several of these were

sold on to Devon County Council for road construction. A few 'early' type 'Wrens' survive around the world and half a dozen 'late types' have been preserved, five of them in the UK.

The model is internally gas fired and has slide valve cylinders with working Hackworth valve gear. The boiler is fitted with a water gauge with blow down valve, lubricator and pressure gauge. It is be available in 45mm gauge (gauge 1) only. The model is available black, blue, green and red.

## SPECIFICATIONS

Scale	1:13.7, 22.5mm to 1 foot
Gauge	45mm only
Length	280mm
Width	103mm
Height	190mm
Min Radius	750mm (30 inches)
Wheel Arrangement	0-4-0
Cylinder	2 Cylinders
Valve Gear	Piston valves
Boiler Fittings	Two safety valves, Water gauge, Pressure gauge, Regularot/blower valve, Blow down valve
Cab Controls	Steam regulator, Gas regulator, Reverse lever, Lubricator
Lubricator	Displacement type
Fuel	Butane
Construction	Copper boiler, Steel chassis, Steel cab., Steel tanks
Liveries	S78-4B Wren in Black S78-4G Wren in Green S78-4Bu Wren in Blue S78-4R Wren in Maroon



# 'DIANA' KERR STUART 0-4-0T

7/8ths Scale • 45mm Gauge

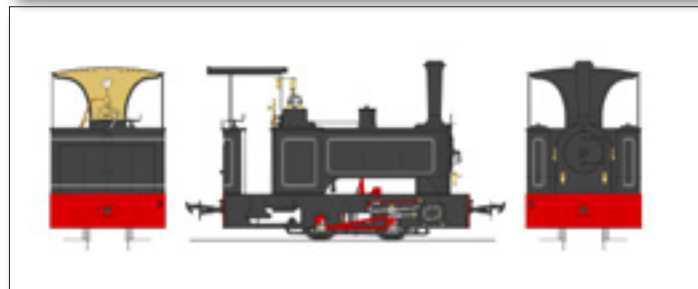
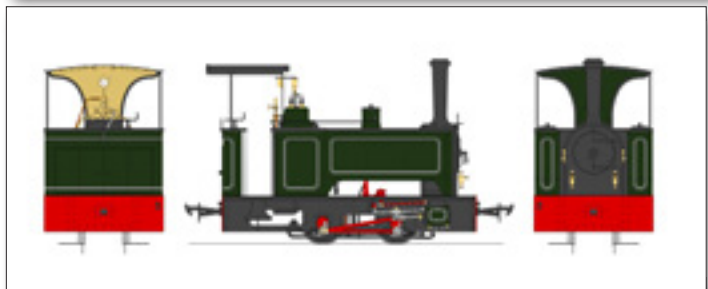
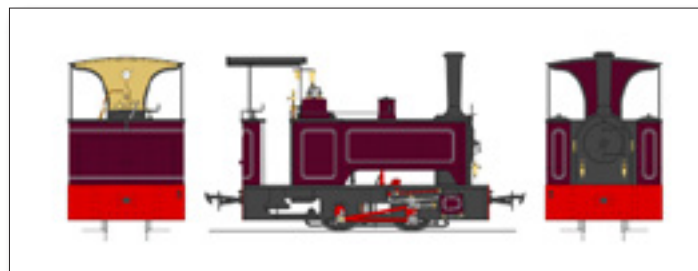
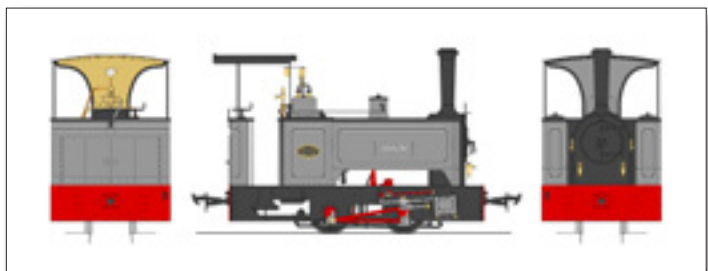
**Accucraft UK** - Diana was built in 1909 by Kerr Stuart as part of an order for six 2' 5 1/2" gauge locomotives for Mauritius. Although several of the locomotives in the order were sent to Mauritius, Diana wasn't delivered and stayed at Kerr Stuart's factory in Stoke on Trent. In 1917, the locomotive was purchased by the Home Grown Timber Committee of the Board of Trade for use on the Kerry Tramway, near Newtown, Powys in Mid Wales. It was rebuilt to 2' gauge and delivered to Kerry, Powys.

The Kerry Tramway closed in 1922, though a short length was retained and worked by an unknown locomotive. In 1925, Diana was sold to the Oakeley Quarry in Blaenau Ffestiniog, where it worked for the next twenty years. In 1945, it was sold on to the Pen-yr-Orsedd Quarry in the Nantlle Valley, where it and worked until its boiler was condemned in 1950.

Diana was purchased for preservation in 1964 and passed through the hands of a variety of owners and moved to a number of different locations including the Llanberis Lake Railway, the Brecon Mountain Railway and Alan Keef's in Ross on Wye although its restoration was never

fully completed until it passed into the hands of Phil Mason, a Talylyn Railway volunteer, who finished the work at the Vale of Rheidol Railway before setting the engine to work on the Bala Lake Railway.

The planned release of our model was pushed back six months by the Covid-19 outbreak but we anticipate a 2021 delivery. The model is gas-fired and fitted with a water top up valve, miniature pressure gauge and lubricator; constructed of stainless steel and etched brass with a copper boiler, the locomotive has an enhanced level of detail made possible by this scale including a brake stand / gas control valve, dummy water gauges and sliding cab-sheet doors. It is gauge-adjustable between 45mm and 32mm gauges. The gas tank is concealed in the left hand side tank with the filler hidden under a dummy coal load, the Goodall top-up valve is hidden in the dummy sand pot on the boiler. The estimated UK pre-order is £1695.00 and the model will be available direct from us or through our dealers. Our thanks to Phil Mason for giving us unlimited access to the locomotive and David Fletcher for producing the superb drawings.



## SPECIFICATIONS

Scale	1:13.7, 7/8ths to 1 foot
Gauge	45mm or 32mm adjustable
Length	352mm
Width	129mm
Height	196mm
Min Radius	600mm (2 feet)
Wheel Arrangement	0-4-0
Cylinder	2 Cylinders
Valve Gear	Piston valves
Boiler Fittings	Two safety valves, Water gauge, Pressure gauge, Regularot/blower valve, Blow down valve
Cab Controls	Steam regulator, Gas regulator, Reverse lever, Lubricator
Lubricator	Displacement type
Fuel	Butane
Construction	Copper boiler, Steel chassis, Steel cab., Steel tanks
Liveries	S78-5A Kerr Stuart 'Sirdar' 0-4-0T in lined grey, Diana  S78-5B Kerr Stuart 'Sirdar' 0-4-0T in lined black  S78-5C Kerr Stuart 'Sirdar' 0-4-0T in lined green  S78-5D Kerr Stuart 'Sirdar' 0-4-0T in lined maroon  S78-5E Kerr Stuart 'Sirdar' 0-4-0T in plain black



# PARTS & ACCESSORIES

# PARTS & ACCESSORIES

Live steam and Electric models

## Whitcomb 45T Truck



- 2.5" Scale
- Steel frame
- Fully sprung
- Roller bearing wheels



## Couplers



- CPL-Fn3 1:20.3 Fine Scale Plastic Couplers
- CPL-Fn3BS 1:20.3 Fine Scale Brass Couplers
- CPL-G1 1:32 Fine Scale Plastic Couplers
- CPL-G1BS 1:32 Fine Scale Brass Couplers
- CPL-MZ001 1:19 Square Head Chopper Couplers
- CPL-MZ002 1:19 Round Head Chopper Couplers



## Couplers



- CPL-Fn3 1:20.3 Fine Scale Plastic Couplers
- CPL-Fn3BS 1:20.3 Fine Scale Brass Couplers
- CPL-G1 1:32 Fine Scale Plastic Couplers
- CPL-G1BS 1:32 Fine Scale Brass Couplers
- CPL-MZ001 1:19 Square Head Chopper Couplers
- CPL-MZ002 1:19 Round Head Chopper Couplers





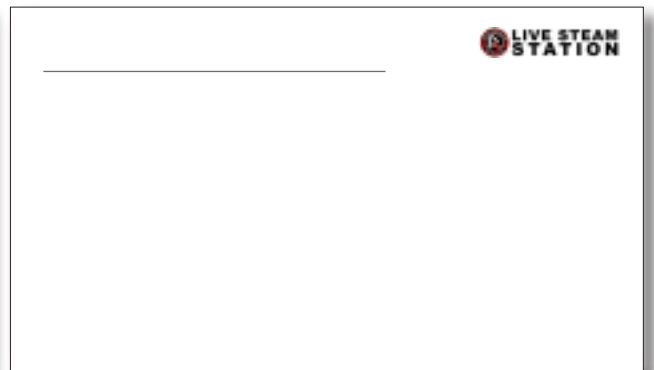
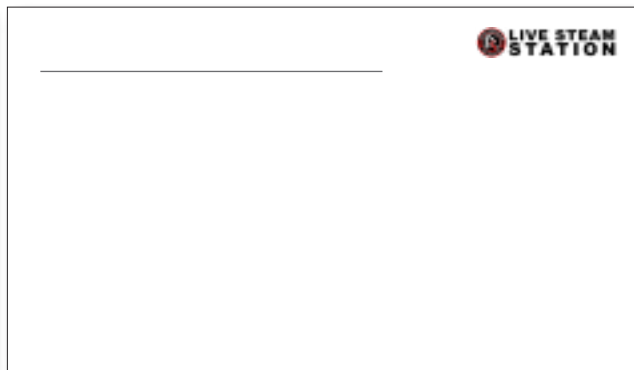
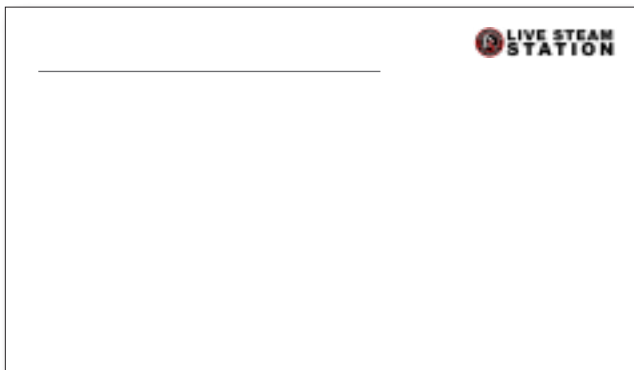
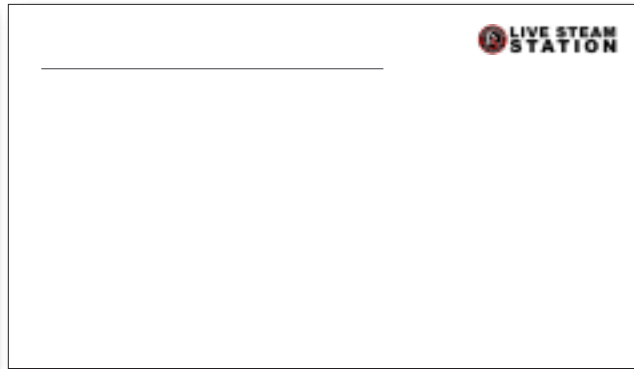
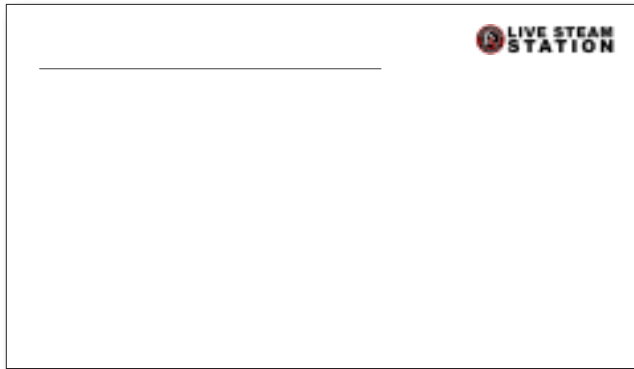
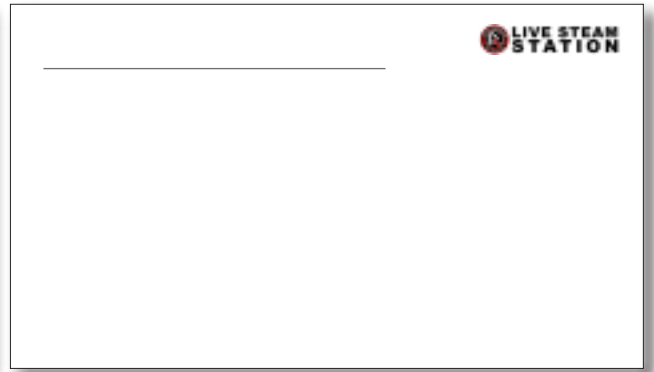






# PARTS & ACCESSORIES

Live steam and Electric models



# NOTES

# GENERAL INFORMATION

## CUSTOMER SERVICE:

AT ACCUCRAFT, WE ARE COMMITTED TO NOTHING SHORT OF EXCELLENCE REGARDING THE PRODUCT AND SUPPORT WE PROVIDE TO ALL OUR CUSTOMERS BEFORE, DURING AND AFTER YOUR SALE. YOU CAN CONTACT US IN MANY WAYS: ON-LINE, BY PHONE, VIA-FAX, OR IN PERSON AT THE ACCUCRAFT COMPANY UNION CITY OFFICE. NO MATTER WHICH METHOD YOU CHOOSE, YOU WILL FIND OUR CUSTOMER SERVICE STAFF TO BE CONCERNED, KNOWLEDGEABLE AND HELPFUL. REMEMBER, WE ARE NOT SATISFIED UNTIL YOU ARE. CAREFULLY READ THE INSTRUCTION MANUAL REGARDING THE PROPER HANDLING OF YOUR NEW MODELS. WITH PROPER CARE, OUR MODELS CAN PROVIDE YOU MANY YEARS OF PLEASURE.

## LIMITED ONE-YEAR WARRANTY:

ACCUCRAFT WARRANTS THAT THE MERCHANDISE COMPONENTS OF ITS MODEL TRAINS WILL BE FREE OF ANY DEFECT OR MALFUNCTION UNDER NORMAL USE FOR ONE YEAR OF THE ORIGINAL PURCHASER AND WILL REMEDY ANY MECHANICAL COMPONENTS WHICH PROVE TO BE THUS MALFUNCTION. THIS WARRANTY DOES NOT EXTEND TO: 1) ANY DAMAGE TO THE LOCOMOTIVE RESULTING FROM IMPROPER OR UNREASONABLE USE OF THE LOCOMOTIVE OR FROM ANY USE OF THE LOCOMOTIVE IN ANY MANNER OTHER THAN THAT WHICH IT IS INTENDED, 2) ANY DAMAGE TO THE FINISH OR CASTING OF THE LOCOMOTIVE, OR 3) ANY OTHER DAMAGE (EXCEPT DAMAGE RESULTING FROM A COVERED DEFECT OR MALFUNCTION) TO THE LOCOMOTIVE WHILE IN THE POSSESSION OF ANY CUSTOMER.

THIS WARRANTY IS GIVEN IN LIEU OF ALL OTHER EXPRESS WARRANTIES. ALL IMPLIED WARRANTIES, INCLUDING BUT NOT LIMITED TO THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE SHALL EXPIRE ONE YEAR FROM THE DATE OF ORIGINAL PURCHASE. (NOTE: THE FOREGOING LIMITATION ON IMPLIED WARRANTIES IS PROPER UNDER THE MAGNUSON-MOSS WARRANTY ACT.) UNDER NO CIRCUMSTANCE SHALL ACCUCRAFT COMPANY BE RESPONSIBLE FOR ANY INCIDENTAL OR CONSEQUENTIAL DAMAGES ARISING IN REGARD TO ANY ACCUCRAFT PRODUCT.

IN ORDER TO VALIDATE THIS WARRANTY, THE OWNER REGISTRATION CARD ENCLOSED WITH YOUR LOCOMOTIVE MUST BE COMPLETED AND MAILED WITHIN TEN (10) DAYS AFTER PURCHASE OF THE MODEL.

WARRANTY VALID IN CONTINENTAL UNITED STATES ONLY

## RETURN POLICY:

NO MERCHANDISE IS TO BE RETURNED WITHOUT FIRST OBTAINING A RETURN AUTHORIZATION

NUMBER FROM ACCUCRAFT. PLEASE PROVIDE INVOICE NUMBER, INVOICE DATE AND REASON FOR YOUR DESIRE TO RETURN. NO MERCHANDISE MAY BE RETURNED AFTER 30 DAYS FROM INVOICE DATE. ANY AUTHORIZED MERCHANDISE MUST BE CAREFULLY PACKED AND IN RESALABLE CONDITION TO BE ACCEPTED FOR RETURN. A 15% RESTOCKING FEE WILL BE CHARGED ON ALL RETURNED PRODUCT WHEN ERROR IS NOT THE RESULT OF ACCUCRAFT. ALL RETURNED MERCHANDISE MUST BE SHIPPED INSURED AND FREIGHT PREPAID. A CREDIT MEMO WILL BE ISSUED ON ALL RETURNED MERCHANDISE UNLESS OTHERWISE INSTRUCTED. SOME ITEMS MAY NOT BE SUBJECT TO RETURN INCLUDING BUT NOT LIMITED TO CUSTOM ORDERS AND DISCONTINUED ITEMS.

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PRICES, COLORS, SPECIFICATIONS AND AVAILABILITY ARE SUBJECT TO CHANGE WITHOUT NOTICE.

## NOTICE:

THE INFORMATION IN THIS DOCUMENT IS SUBJECT TO CHANGE WITHOUT NOTICE.

## DISCLAIMER:

PRODUCTS FROM ACCUCRAFT TRAINS ARE POWERED BY LIVE STEAM OR ELECTRICITY WITH SHARP EDGES. THEY ARE NOT INTENDED AS TOYS FOR CHILDREN. NO CHILD UNDER 18 YEARS OF AGE IS TO OPERATE AN ACCUCRAFT MODEL WITHOUT THE SUPERVISION OF A RESPONSIBLE ADULT.



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