

Michael Clark

4mm Scale Etched Brass Parts for Detailing Fanatics

Catalogue and Price List

Number 19

Valid from 1st JULY 2017 until Further Notice

This catalogue is FREE and replaces all previous issues

Please note I do not have a website

However, this catalogue is hosted on the Scalefour Society website
SORRY, BUT THERE ARE PRICE INCREASES ON MANY ITEMS

Please note that the following items have been discontinued

- 3.08 : End Brakes Mounts
- 4.02 : V5 Van Cast Plates
- 4.04 : W1/5 Cattle Cast plates
- 4.05 : W2 Cattle Cast Plates
- 5.01 : GWR Fish Bloater Diagram S8
- 8.03 : Staffordshire Nosing Paviers
- 10.04 : Bogie Coach Brakes
- 10.05 : Additional Coach Brakes
- 11.09 : 5 Lever Frame
- 11.14 : Plain Track Construction Jig
- 11.18 : Signal Wire Guides and Stools
- 12.06 : Motor Mount for Mashima Flat Can Motor
- 13.01 to 13.10 inclusive : Loco Springing System Components

NOTES ON ETCHES:

1. These etches are intended for model-makers who have a good level of proficiency
2. Please take care when handling the etches as the edges will be sharp
3. Some of these components are rather small and fiddly to assemble and need good hand and finger dexterity as well as good eyesight.
4. Good soldering techniques will be required. All components can be soldered using a traditional electric soldering iron. Resistance soldering can be used but beware that very small and thin components will probably melt if one of these units is used.
5. Thoroughly clean all soldered parts to remove flux residues before painting.

1.00 : UNFITTED BRAKE GEAR

Brake frets provide the etched parts to construct one detailed wagon brake gear of the type listed. Unfitted brakes one side only, are a fiddle to make and only the etched brass is provided.

NOTE: Please let me know if you already have the instruction and diagrams booklet

1.03	Morton Lever for 9' 0" wheelbase.	£3.00
1.07	Private Owner for 9' 0" wheelbase with brakes AND lever one side only.	£3.00

2.00 : FITTED AND OTHER BRAKE GEAR TYPES

NOTE: Please let me know if you already have the instruction and diagrams booklet

2.01	SR Maunsell 8 Shoe Fitted Brake Gear for wheelbases 9' 0" to 12' 0".	£4.00
2.02	SR Monarch 4 Shoe Fitted Brake Gear for 10' 0" wheelbase.	£3.00
2.03	LNER Fitted Brake Gear for Wheelbases from 9' 0" to 12' 0"	£3.00
2.04	Morton Lever with Brakes Both Sides for 10' 0" wheelbase.	£4.00

3.00 : ADDITIONAL WAGON BRAKE COMPONENTS

These can be used with one of the brake frets listed above to produce further types and variations. Only the etched brass is provided.

NOTE: Please let me know if you already have the instruction and diagrams booklet

3.01	Clasp Brakes: One set for one 4 wheeled wagon.	£3.00
3.02	Additional 9' 0" Wheelbase Parts: Converts a 9' 0" single sided brake frets to brakes both sides.	£2.50
3.03	Long Wheelbase Arms: Fret of 10' 0", 11' 0" and 12' 0" brake arms for single sided brakes.	£3.00
3.04	Additional Brake Levers: Slotted link levers, 2 No. 12' 0" Morton levers, DC levers, short levers.	£3.00
3.07	Wagon Door Springs: Fret of 20 No. door springs.	£1.00
3.08	THIS ITEM IS DISCONTINUED	
3.09	Wagon End Door Hinges: Fret of eight sets of hinges.	£3.00
3.10	Morton Levers & Vees: Fret of four sets of levers and vees.	£3.00
3.11	Bolster Posts: 10 Bolster Posts and base plates which replicate the flat versions of these posts.	£3.00

4.00 : GWR CAST WAGON PLATES

4.02, 4.04 & 4.05	THESE ITEMS ARE DISCONTINUED	
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5.00 : UNDERFRAMES FOR PARKSIDE DUNDAS KITS

5.01	THIS ITEM IS DISCONTINUED	
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6.00 : FOLD-UP SPRUNG SUBFRAME KITS For a review of these subframe kits, see MRJ No. 168

With the exception of the tank wagon subframe kits below, these are generally not specific to any particular wagon and are intended for use with plastic kits. They probably can be used with whitemetal kits but I have not tried it.

They are relatively simple and quick to build (except items 6.09 & 6.10) with the wagon body, the solebars, plastic axleguards and axlebox/spring mouldings retained from the plastic kit. Brake gear is provided on the frets and simply slots into the subframe. Springing is guitar wire. A set of generic instructions covering all the kits is provide together with specific diagrams included in with the kit.

With the exception of the guitar wire springs only the flat etch is provided. Various sizes of brass wire will be needed to complete. Each fret will make one wagon and the following subframes are available: Some frets include a range of brake lever and vee arrangements to cater for variations. Please note that not all the bearing/spring carriers are inter-changeable between kits.

6.01	9' 0" Wheelbase with Morton Brakes One Side Only: The fret includes a variety of Vee hangars to cater for Private Owner as well as both steel and wooden solebars. Can be used for 16 ton minerals EXCEPT for sloping side wagons which are too narrow at the base.	£7.50
6.02	9' 0" Additional Morton Brake Parts: Converts the 9' 0" fret to brakes both sides. Includes cranks for fitted wagons.	£2.50
6.03	10' 0" Morton Fitted/Unfitted Brakes: Includes a variety of brake lever/vee hangars to cater for slotted link morton/ lift link brake arrangements.	£9.50
6.04	12' 0" Morton Fitted/Unfitted Brakes: Includes a variety of brake lever/vee hangars to cater for slotted link morton/ lift link brake arrangements.	£10.50
6.05	10' 0" Clasp Fitted Brakes: Includes a variety of brake lever/vee hangars to cater for slotted link morton/ lift link brake arrangements.	£9.50
6.06	10' 0" LNER AVB Clasp Fitted Brakes: The standard LNER fitted brake gear. There are no variations on this fret.	£9.00
6.07	21' 0" Wheelbase for PARKSIDE DUNDAS CCT & PMV KITS: This subframe caters for the kit numbers PC36, PC39 & PC47 from the PARKSIDE range. NOTE: This does NOT fit Kit number PC34.	£12.00
6.08	9' 0" GWR Dean Churchward Cross-Cornered Brakes: This subframe is intended to be used with Coopercraft and Parkside Dundas kits and has the W-Irons etched as part of the floor. Unlike the subframes listed above axlebox and spring castings are required to complete as only the solebars from the plastic kits are used. The casting you will need is the GWR Oil Axlebox/Spring casting from MJT, Catalogue No. 2242 (2007 catalogue).	£9.00
6.09	Sprung Subframe and Detailing Fret for Airfix/Dapol Class B Oil Tank Wagon: The kit comprises a complete open frame floor pan onto which the solebars from the plastic kit are fitted. Full etched brake gear is included together with etched tank mounts and ladder etches. The springing is identical to the subframes described above. Retained from the plastic kit are the tank, filler cap and end pipe, vacuum cylinders, and the solebars. You will need to obtain MJT 18" Oleo Buffers, (Catalogue No. 2313S). The kit includes full instructions and the generic instructions are not sent out with this kit. Please note that this kit will take about 10 hours to construct.	£16.00
6.10	Detailing fret including Wire Springing for PECO Tank Wagon: These etches provide brake gear, ladders, end 'T' section supports and central turnbuckles and, for those of you who like wire springing, replacement W-Irons which are sprung in the same way as the above kits. You can use the Peco W-Irons if you wish. If using the wire sprung W-Irons, you will need RCH Oil Axlebox/Spring casting from MJT, (Catalogue No. 2241) if the Wire Sprung W-Irons are used. The kit includes full instructions and the generic instructions are not sent out with this kit and construction time is about 8 hours.	£13.00
6.11	Variable Wheelbase Subframe Unit: This fret provides wire springing for longer wheelbase plastic kits and covers a wheelbase range from 9' 0" to 25' 0" with a central location for 6 wheel vehicles (two Subframe frets are needed for 6 wheel vehicles). The fret has bearing/spring carriers for both 3' 0" and 3' 6" wheels. This is a springing only fret and brake gear is NOT provided. The kit includes full instructions and the generic instructions are not sent out with this kit.	£7.00

NOTE: Please let me know if you already have the generic instruction booklet

7.00 : WAGON SUSPENSION SYSTEMS

All the W-Iron, Universal and Broad Gauge frets provide the parts to spring one 4 wheeled wagon. The RTR Sprung Subframe does two 4 wheeled wagons. The following types are available:

Pinpoint Sprung Subframe For RTR Wagons: These use the same stainless steel bearing carrier and leaf spring as used in the sprung W-Irons below. Careful fitting to RTR wagons is required as the dimensions are a bit tight and some filing of the back of the plastic W-Irons may be required to achieve the **ABSOLUTE MINIMUM DISTANCE** between W-Irons of 23.3mm. Some drilling out of the waisted bearings may also be required if the pinpoint fret is a bit shallow. GIBSON waisted bearings are included with these units as these are the only bearings which work with these subframes. **These are ONLY suitable for 3' 0" diameter wheels.**

Inside Bearing (Universal & Broad Gauge Springing System): These have a bit more friction than the pinpoint bearing version and can be used to convert RTR wagons without the need to rout out the back of the axle box for the bearing. Guitar wire is provided for the springs and both 3' 0" and 3' 6" wheel diameters are catered for on the same fret.

Please note that these are suitable for P4/S4 and EM standards ONLY.

See Stephen Williams book "The 4mm Coach – Part 2" for a review of these units. I know this does not sound logical but they were used in the construction of six wheel coaches in the book.

Pinpoint Type (Sprung W-Irons) Springing is by means of a stainless steel bearing carrier and leaf spring. Two heights of bearing carrier are available: normal springs for 3' 0" diameter wheels and high springs for 3' 6" diameter wheels. Pinpoint bearings are not included with these sprung W-Irons sets. Please specify clearly which springs are required when ordering. I still get orders where the customer has not specified which W-Irons or Springs they required. Please note that the W-Irons are **NOT** sold without the springs. The price for these W-Irons includes one set of springs of your choice.

For a review of sprung W-Irons, see **MODEL RAILWAY JOURNAL** No. 72 and **RAILMODEL DIGEST** Nos. 1 and 4.

7.01	Sprung Sub-frame for RTR Wagons: Please note that these are ONLY suitable for 3' 0" diameter wheels. Stainless steel leaf springs and Gibson waisted bearings are included. Two 4 wheeled wagons can be built from this fret	£10.00
7.02	RCH Sprung W-Irons: One set for one four wheeled wagon. Includes stainless steel leaf springs. SPECIFY which springs are required.	£3.50
7.03	BR Standard Sprung W-Irons: One set for one four wheeled wagon. Includes stainless steel leaf springs. SPECIFY which springs are required.	£3.50
7.04	BR Plate Sprung W-Irons: One set for one four wheeled wagon. Includes stainless steel leaf springs. SPECIFY which springs are required.	£3.50
7.05	Universal Springing Unit: Please note that these are suitable for P4/S4 standards ONLY . One set for one 4 wheel wagon. Includes guitar wire for the springs.	£4.00
7.06	Broad Gauge Springing: Please note that these are suitable for P4/S4 standards ONLY . One set for one four wheel wagon. Includes guitar wire for the springs.	£5.00
7.07	Additional Set of Normal 3' 0" Springs.	£1.00
7.08	Additional Set of High 3' 6" Springs.	£1.00
7.09	Long Setting Bar: Caters for Wheelbases from 8' 0" to 25' 0" and includes a position for the centre axle on 6 wheeled vehicles.	£0.50

NOTE: Please let me know if you already have the Wagon Springing Instruction Booklet

8.00 : OTHER 4MM SCALE COMPONENTS

8.01	Etched Screw Couplings: For a review of these couplings, see MRJ No 123. The fret contains couplings for vehicles and can be built to one of two lengths for different buffer projections.	£4.50
8.02	20 Drawbar Hooks and Backplates: Hooks are double-thickness and links are NOT provided.	£2.50
8.03	THIS ITEM IS DISCONTINUED	
8.05	Riveted Plate Girder Kit: The kit enables a fully detailed riveted girder to be built which is correct in all its detail. All the rivets are etched so no punching necessary. The finished girder is 168mm long and is a scale 6'0" deep. Additional end parts are included to enable the kit to be built as two shorter girders to span a single track. There is a lot of work in building this kit, some is fiddly and some fiddly, boringly repetitive and probably enough to drive you completely bananas.	£25.00
8.06	Spear Top Fencing: For a review of these Telegraph Poles, See MRJ No 200. This etch reproduces spear top fencing in panels as the real thing used to be made. It is a bit fiddly to make and a 10" length (10 panels) can be made from the fret.	£10.00
8.07	Telegraph Poles: This kit enables you to build correctly detailed telegraph poles and includes prototype details taken from a manual of Railway Signalling and Communications (no excuse now for not having correctly detailed and positioned telegraph poles). 19 No. 4' 0" arms (4 insulators per arms) and 4 No. 6' 0" arms (6 insulators per arm) are included on the arm fret and 46 step irons, together with pole caps and arm end brackets on the detail fret. The detail components are a bit small and fiddly and they do take a bit of time to build but then this is Masokits! Flex for the insulators is included and 5 timber poles which need to be sanded down to produce the tapers. You will also need to buy 0.45mm brass rod (and some 0.012" guitar wire if you want to model the stays).	£7.50

9.00 : BOGIE SUSPENSION SYSTEMS: Please note that cosmetic sideframes are needed to complete the bogies in all cases.

Pinpoint Bearing Subframe: It is necessary to rout out the back of the cosmetic side-frames to clear the end of the bearing. The pinpoint bearings are NOT included. Guitar wire is used for the springs.

For a review of these units, see SCALEFOUR NEWS No. 121 – February 2001

Compensated Freight Bogies Subframes: These are compensated and run on pinpoint bearings (Bearings NOT included). Pivot tubes and rod are included. Please note that these are suitable for P4/S4 and EM standards ONLY.

For a review of these bogies, see SCALEFOUR NEWS No. 94 September, 1995

9' 0" Wheelbase Sprung Bogie Subframe for Hornby Hawksworth Coaches:

Only the etched brass and the guitar wire for the springs are included. They are designed to accept the Hornby bogie sides.

9.04	1 pair of Compensated Bar Frame 5' 6" Bogie	£6.00
9.05	1 pair of Compensated Plate Frame 5' 6" Bogie	£6.00
9.06	1 pair of Pinpoint Sprung Bogie for Wheelbases 6' 4" to 12' 6"	£9.00
9.07	Pinpoint bogie 6 Wheel Conversion Set: For 1 pair of Item 9.06 bogies.	£5.00
9.08	1 pair of 9' 0" Sprung Pinpoint Subframes for Hornby Hawksworth Coach Bogies. These make the conversion of the Hornby bogie to a sprung bogie relatively simple but can probably be used with other manufacturers bogies. Only the etched brass and the guitar wire for the springs are included. Various bits of brass wire, wheels and bearings and 2 no 8BA bolts are required to complete this subframe.	£10.00

10.00 : COACH DETAILING COMPONENTS

10.01	Standard Gangway Unit: Each fret has parts to enable one pair of the following types to be built: <ul style="list-style-type: none"> GWR.....Bracket hung, Single or Double Scissor types LMS..... Bracket hung and Semi-rigid Scissor types Midland.....Single or double scissor and semi-rigid scissor types. BR.....Single and double scissor types (as fitted to DMU's) All the scissor types are fully working in their correct sense and the locking handles, which suit earlier types, can be made to work. They are a fiddle to make. The kit contains the etched brass parts, paper fold-up flexibles and crepe paper for the tarpaulin top. Wire and pins are needed to complete. For a review, see the MRJ No. 64 & "The 4mm Coach – Part 2" by Stephen Williams.	£8.00
10.02	BR Mk 1 Gangway: These are simple to build and work like the real thing with the bottom of the unit sprung. It has a scale projection from beyond the end of the coach and also has an open end so you can see through it to the door at the end of the coach. The minimum radius it will go round is about 3' 0". Coupling distances must be set accurately to get the faceplates of adjoining coaches in contact without undue pressure being exerted. The kit includes the etched brass parts, crepe paper for the top tarpaulin, foam strip, and 0.010" wire for the springs. 1 pair per fret.	£8.00
10.03	Pullman Gangway: Identical in design to the BR Mk 1 Gangway described above.	£8.00
10.04	THIS ITEM IS DISCONTINUED	
10.05	THIS ITEM IS DISCONTINUED	
10.06	Coach Glazing Retainers: Intended for use with etched brass coaches this is a fold-up which retains the glass in the coach side without glue. It is ESSENTIAL to use a resistance soldering device to solder these in place. Fret contains enough parts for one average length coach.	£3.50
10.07	Fret of 8 Coach Door Droplights: These are a fold-up which holds the glazing securely in the coach door without the use of glue. They also hold the glazing in place between the coach doors. These are NOT for the faint-hearted. Patience and some very nifty work with the soldering iron work is required. Suitable for coaches from about 1890 onwards.	£3.00
10.08	BR Mk 1 Coach Detailing: Intended for use with Bachmann coaches, they provide additional brake and underframe detail and include oval buffer heads to enable sprung buffers to be made. One coach can be detailed.	£2.50
10.09	Gangway Coach Coupling Unit: An eccentric clip-in device for coupling coaches together in sets and also gives an impression of vacuum pipes being connected and includes 2 sets of screw couplings for the train ends. Jigs for forming the 'hook' are included and one set of 8 coaches or 2 shorter rakes can be made up with one fret. Only the brass etch is provided. Wire and pins are needed to complete.	£6.00
10.10	Hawksworth Coach Detail and Gangway: This provides working gangways with correct brackets to suit the Hornby Hawksworth coaches. Included are Pullman Adaptor Plates which many gangways on these coaches were fitted with to enable them to run with BR Mark 1 stock. You will be relieved to hear that the locking handles do not work. To make up for this, the brackets are as near to scale as possible and are a right fiddle. Also included is brake gear detail and a replacement dynamo bracket. Brass or phosphor bronze wire and rod are needed to complete the detail.	£8.00
10.11	Square Shank Equalised Buffers for Hornby Coaches: These are a rather eccentric but allow you to run coaches with the buffers in contact as is the case where the coaches are not fitted with Buckeye Couplings (see also my article on Bachmann Mark 1 coaches in MRJ No. 118). They work because they have an "equalising spring" which is not put under compression when the coach is going round a curve. Designed as part of my detailing upgrade to the Hornby Hawksworth coaches, they can also be fitted to the Hornby Maunsell coaches as both round and oval buffer heads are provided. They are also retractable so that the correct buffer position can be achieved for buckeye fitted coaches. Only the brass etch is provided. 0.011" guitar wire (AJ wire) is required for the springing (0.010" guitar wire is also OK).	£3.00
10.12	Round Shank Equalised Coach Buffers: Similar to 10.11 above only for round shank buffers. Only the brass etch is provided.	£3.00

11.00 : TRACK DETAILING AND SIGNAL COMPONENTS

Etched Chairs:

These enable detailed track to be built on copper clad sleepers. The track is very strong and electrically continuous. It does take longer than other systems to build up the track to the stage when you can run trains because you build the detail as you construct the track. However, the time to get to completed and fully detailed track is no longer than other systems. Point kits include the tiebars. Sleepers are NOT included in plain track or point kits and I DO NOT sell sleepers.

See MODEL RAILWAY JOURNAL No. 119 and 162 for a review of this system.

11.01	Fret of 528 Two Bolt Etched Running Chairs for CODE 75 Bullhead Rail	£13.00
11.02	Fret of 528 Three Bolt Etched Running Chairs for CODE 75 Bullhead Rail	£13.00
11.03	Two Bolt Etched Point Chairs for CODE 75 Bullhead Rail	£7.00
11.04	Three Bolt Etched Point Chairs for CODE 75 Bullhead Rail	£7.00
11.05	Fret of 300 BR Type 3 Etched Running Chairs for CODE 75 Flatbottom Rail	£8.50

Other Components:

11.06	Fret of Twelve Point Tiebars: Strong and realistic tiebars which isolate the point rodding or operating mechanism from both rails. They set the distance between the blades for P4 and are a little delicate until soldered up. 0.010" double-sided PCB board included.	£4.50
11.07	Fret of 24 Point Operating Cranks: These have a 'D' shaped hole on the pivot point to give a good strong mechanical key and are designed to be used where the point blades are driven from beneath the baseboard. Only the etched brass is provided. Tube and rod from METALCENTRES is required.	£3.00
11.09	THIS ITEM IS DISCONTINUED	
11.10	Signal Cranks: These are a much slender crank and are intended for use on signals. Tube and rod are needed to complete and a variety of cranks are included on the fret.	£4.00
11.11	10 Signal Box Levers & Frame: This is a detailing kit for signal boxes. It is easy to build and rather fiddly to paint.	£4.00
11.12	Ground Lever This is just a small simple lever to operate a point or signal. Easy to build and needs a short length of 1/16" brass rod to complete.	£3.00
11.13	Bullhead fishplates (For use with Code 75 Bullhead or Code 75 Flatbottom Rail) These fold up to form the correct thickness and profile of the real thing. Fret contains 184 individual fishplates giving 92 rail joints or 46 track joints. With self-gripping tweezers they are relatively easy to solder in place.	£5.00
11.14	THIS ITEM IS DISCONTINUED	
11.15	Track Defect Detection Vehicle: Suitable for P4 and EM ONLY: It detects deviations and steps in the track and can be either propelled or pulled by a loco (or shoved about by hand). A calibration scale is included. Only the flat etch is provided. Wheels, bearings, piano wire and brass rod and tube being required to complete. Please note that perfectly round and parallel wheels are essential otherwise this will be a wobbly wheel detector.	£10.00

Signal Operating Gear: Enables a signal to be built on a mounting plate complete with a "bounce" mechanism, to be easily removed from the layout. In true Masokits tradition, I have re-written the rule book. All operating gear and wire-in-tube is ABOVE the baseboard with only the "bounce" pendulum being below the baseboard! Only the flat etch is provided. You will need to obtain various brass tube sections and brass rod to complete.

Some of these parts are breathe-takingly small and fiddly, but what else would you expect from me!

11.16	Signal Arm Operating Gear and Detail: This fret provides a whole range of components and sub-assemblies to aid the construction of working signals and cater for both upper and lower quadrant arms and both timber or tubular posts. Includes the "bounce" mechanism. One of these frets is needed for each working signal arm and it is necessary to have the Signal Base Mounting plate (Item 11.17 below) for each signal you intend to build.	£3.50
11.17	Signal Base Mounting Plate: One of these frets is needed for each signal post you intend to build. Up to six arms can be operated on one post from this mounting plate.	£3.50
11.18	THIS ITEM IS DISCONTINUED	

Signal Arms: The arms are etched in 0.008" brass and two thicknesses laminate up to form a strong arm with lots of fine detail on BOTH sides. **NOTE:** The half etched parts on the fret have a bit of a "curl". The arms very delicate and easily damaged until they are soldered up so please handle them with care when taking them out of the packet.

11.19	4' 0" Timber GWR Signal Arms: Fret of 7 stop and 3 distant arms.	£7.50
11.20	4' 0" Metal GWR Signal Arms: Fret of 6 stop and 3 distant arms.	£7.00
11.21	5' 0" Timber GWR Signal Arms: Fret of 6 stop and 2 distant arms.	£7.50
11.22	GWR Short Signal Arms: A variety of timber and metal short arms and detail.	£8.00
11.23	4' 0" Upper Quadrant Signal Arms: 12 stop, 5 distant, 4 short arms and detail.	£8.00
11.24	Etched Timber Signal Post: Etched in two halves in 0.010" brass, this makes up into a very strong post. It is simple to put together and the maximum height of post is a scale 34' 4".	£4.00
11.25	Etched Timber Bracket Signal Base Post: Same construction as item 11.24 above, the maximum height of the post a scale 21' 0".	£3.50

11.26	Signal Ladder (9" Rung Spacing): This is a flat etch onto which a length of 0.4mm brass wire is soldered along each vertical. This produces a strong ladder whilst maintaining the fine delicate look of the real thing. The length of the ladder is a scale 33' 6". There are 3 ladders on the fret.	£4.00
11.27	GWR Signal Ladder (10.5" Rung Spacing): A flat etch as 11.26 above with dimensions to suit the standard GWR ladder (3 ladders).	£4.00
11.28	Tubular Post Signal Landings This etch provides the landings where a stop and distant arms are on a single signal post.	£2.00
11.29	Timber Post Signal Landings As 11.28 above only for a timber post.	£2.00
11.30	Big Chunky Variable Angle Cranks: Intended for use under the baseboard or somewhere else out of sight, the throw and angle of the cranks made up from these etches is variable. Up to 17 two-way cranks can be assembled. 3 and 4 way cranks are also possible. Only the flat etch is provided. Brass rod and tube are required from the MENTALCENTRES range of sections.	£4.00
11.31	Folding Connection Fishplates: NOTE: For use with CODE 75 Bullhead Rail ONLY Similar to item 11.13, Bullhead Fishplates above, these wrap around the rail and have a tab with a hole to allow the electrical dropper wire to be securely and discreetly soldered to the rail without a lot of farking about drilling holes in the rail flange. Easily fitted after the track is laid and ballasted. Fret contains 49 Folding Connection Fishplates.	£3.50
11.32	Cassette Connectors: If you use cassettes for your fiddle yard operations, then this fret contains the parts to provide the alignment and connections between the cassette and the layout. They are very straight-forward to make up and are designed to be used with 1/2" x 1/2" x 1/16" aluminium angle. 10 BA nuts and bolts (4 per cassette) are needed to complete. The cassette fiddle yard system is detailed in Chris Pendleton's article in MRJ No 27 (volume 4).	£11.00
11.33	Point Rodding Stools: These are NOT a "model" of point rodding stools but a simple fold-up which can also be used as functional rodding stools. Although they are a "cheat", once made up and the rodding fitted, they look convincing and are designed to have a dowel fitted to the bottom which will give them a good fixing into the layout. The fret contains a range stools from 1 to 5 rodding runs. They are simple to build and install. 0.4mm and 1.0mm diameter brass rod and 26 swg phosphor bronze wire are needed to complete, all of which are available from Eileen's Emporium and other material suppliers.	£6.00
11.34	Signal Wire Posts, Pulley Wheels and Detectors: This fret enables the various parts of the signal cable runs to be modelled. Parts include the posts, a representation of the small pulleys (these will drive you insane), two sizes of pulley wheels and bases, and detectors. 0.4mm brass rod and, if you are mad enough to want to model the wires, 41swg phosphor bronze wire are needed to complete, all of which are available from Eileen's Emporium and other material suppliers. If modelling the wires, the patience of a saint is essential but this commodity is not available from any supplier as far as I am aware.	£6.00
11.35	Point Rodding Cranks, Compensators and Bases Replacement fret for item no 11.08 (now discontinued) and contains plain right angle cranks, left and right hand versions of curved leg cranks, left and right hand versions of the compensators together with bases and forked ends for the rodding for the all these components. 0.8mm and 0.5mm diameter brass rod and 26swg phosphor bronze wire are needed to complete, all of which are available from Eileen's Emporium and other material suppliers.	£6.00
11.36	Facing Point Locks and Cover Ramp: Replacement fret for item no 11.08 (now discontinued) and contains the operating cranks and bases, two types of facing point locks, and one cover ramp plate and supporting brackets. The ramp can be constructed so that the top flat section can be easily removed for access to point tie bars and operating gear. The support brackets, which are ludicrously delicate and fiddly until soldered up, are a laminate which does make them strong and more or less dead scale and are etched with pegs on the bottom to allow very secure fixing to the track. One point locking mechanism can be detailed from this fret.	£3.00

12.00 : LOCOMOTIVE COMPONENTS

12.06	THIS ITEM IS DISCONTINUED	
12.07	Lamp Irons: These are etched in 0.005" brass which I know sounds too thin but because they fold up to form a double thickness laminate they are a lot stronger than a single thickness of brass when soldered up. They are as near-to-scale lamp irons as is possible and a hole is provided in each type for a pin to provide secure fixing to plastic bodies. A wide variety of types included on the fret and they are exasperatingly fiddly.	£4.00
12.08	GWR Water Scoop: This etch, which is simple to build (apart from one rather fiddly bit), provides a good representation of a GWR water scoop. The fret includes a mounting plate, operating cranks (very fiddly) and the closer plate together with fixing positions for the stay rods. Requires various short lengths of brass rod to complete.	£4.00

13.00 : LOCOMOTIVE SPRINGING & CHASSIS SYSTEMS

13.01 to 13.10 inclusive	THE LOCO SPRINGING SYSTEM IS DISCONTINUED	
13.11	Tender Springing Unit: This subframe, suitable for P4 ONLY, caters for a range of wheelbases, including LNER Eight wheeled tenders. Guitar wire is used for the springs. Not suitable for tenders which hang on the back of the loco for extra traction.	£10.00
13.12	Sprung Loco Bogie Subframe: This caters for wheelbases from 4' 9" upwards and wheel diameters from 3' 0" upwards, this is suitable for P4 ONLY. The design includes side-control springs to lead the loco and it is important that the bogie takes some of the loco weight. Guitar wire for springs and bearings and bolts are included. Sideframes from a loco kit are needed to complete.	£10.00

TERMS OF TRADING

- No Telephone or Personal Callers Please
- All orders must be sent with payment enclosed and must include all postage and packaging charges as detailed below

POSTAGE AND PACKING

Postage and packing **MUST** be included for all orders.

- **Postage and Packing for UK Orders**.....£1.50
- **Overseas Orders :**

Postage and Packing **MUST** be calculated from the Post Office Table of Charges and the table of weights of Masokits Components. Packaging weight **MUST** be included in the weight calculation.

PAYMENT

- All payments **MUST** be in **POUNDS STERLING** (Cheque, Postal Order or Bankers' Draft).
- Incorrect cheques and cheques for insufficient money to cover the cost of the order will in future be returned before the order is sent out.
- I **cannot** take Credit or Debit Cards, nor do I do any wizzy modern electronic payment methods.
- **Please note that I WILL NOT accept postage stamps as a means of payment.**
- Payment for overseas orders **MUST** also be in **POUNDS STERLING**. I will **NOT** accept Euro's or any other currency. Please ensure that you include **ALL** bank charges in your payment. These can be high and can apply at **BOTH** ends of the transaction so please research your method of payment very carefully.

All cheques, postal orders and bankers drafts must be made out to Mr M. A. Clark

ORDERS:

- Please order your parts using the **ITEM NUMBERING SYSTEM** in the catalogue.
- Please state from which **CATALOGUE NUMBER** you are ordering.
- Please make your order accurate and legible. I repeatedly receive orders where:
 - The senders address is unreadable, some being so bad that I have to wait for the sender to contact me so that I can find out where to send it.
 - Cheques incorrectly made out or for insufficient money to cover the cost of the order.
 - The description of the items ordered does not accord with those in this catalogue.
 - The order is for items I do not sell!
- In the past, I have sent out goods where insufficient money was included to cover the cost of the order with a note requesting the additional money. In recent years, many of these requests have been ignored by the recipients of the goods. So in future, incorrect cheques and cheques for insufficient money to cover the costs will be returned to the customer.

Orders to be sent to:

Michael Clark, c/o 27 Crotch Crescent, New Marston, Oxford, OX3 0JL.

PLEASE ALLOW 28 DAYS FOR DELIVERY.

As a result of getting bouncy cheques in recent years, I now wait for cheques to clear **BEFORE** sending out orders.

HOWEVER, if you have not received your order after seven weeks (42 days), please contact me immediately. I had a couple of orders go stray in the post in the last year and the customers did not contact me until **six or seven months** afterwards. Royal Mail has an 80 day time limit from the date of posting in which claims for lost items must be made after which they will not entertain any claim for the loss.

OVERSEAS ORDERS:

About 75% of overseas orders I receive are a right muddle (random amounts of money for unspecified and indeterminate numbers of parts; postage weights not calculated and packaging weight not included and so on and so on). I have even received orders **WITH NO RETURN NAME AND ADDRESS!** Such orders take a great deal of time to sort out and, as far as I am concerned, are more trouble than they are worth. So if you want me to continue handling overseas orders please make your orders precise, clear and work out the money accurately. If not, I shall withdraw the overseas service (then you'll have to come to Blighty to get your bits).