

LOCHGORM KITS Catalogue number 5
June 2010 4mm Scale

ALL KITS LISTED
ARE IN STOCK

	BEGINNER's FRETS	
BEG 1	Beginner's fret for LMS/LNER D2079/CovB single fret	£8.00 post free
BEG 2	Beginner's fret for LMS/LNER D2079/CovB single fret: for orders of more than 1	£7.00 each post free

H.R. Wagon kits and parts		
Catalogue No.	Description	Price in £
HRW 1	Set of wagon number plates 4 mm scale (12 pairs)	£2.50
HRW 2	Set of wagon number plates 7 mm scale (5 pairs)	£2.50
HRW 3	Diagram 25- 6 wheel 11 ton brakevan (rebuilt)	£18.00
HRW 4	Diagram 39 - 4 wheel 20 ton brakevan (1922)	£16.50
HRW 5	Diagram 12 - Jones arch end Fish Truck A discount of 10% is offered for orders of 5 or more of these wagons	£11.00
HRW6	10 pairs of blank HR Wagon Number plates	£1.00
HRW 7	Diagram 21 Meat Van	£18.00

H.R. Coaches		
Catalogue No.	Description	Price in £
HRC 1	52 ft Luggage composite from Pickering 1916 D 52	£37.00
HRC 2	50 ft Full third Pickering 1909/1912 D60	£37.00
HRC 3	52 ft Composite Pickering 1914 D 55	£37.00
HRC 4	Director's Saloon no 59 D8	£45.00
HRC 5	50 ft Brake Composite D57	£37.00
HRC 6	48 ft Full third lavatory non corridor D29	£37.00
HRC 7	50 foot Luggage Composite to D56	£37.00
HRC 8	50 foot Composite to D54	£37.00
HRC 9	Jones Passenger Brake Van to D34	£25.00
HRC 10	Jones 3 rd Class Saloon to D21	£25.00
HRC 11	50 ft Full third Pickering 1917 D61 (Twin Window)	£37.00
HRC 12	50 ft Full third Pickering 1917 D61 (Single Window)	£37.00
HRC 13	Jones 4 Wheel Passenger Brake Van to D32	£20.00
HRC 14	Jones 4 Wheel 5 compartment third to D25	£22.00
HRC 15	Jones Bogie luggage 5 compartment 3 rd to D30	£37.00
HRC 16	Jones 6 wheel Coupé ended 1 st to D1	£25.00
HRC 17	Jones Bogie Lavatory third to D28	£37.00
HRC 18	Jones Coupé ended bogie tri composite to D15	£37.00
HRC 19A	Jones Luggage Composite to D 9	£25.00

HRC 19B	Alternative side for the above coach	£3.00
HRC 20	Diagram 66 Travelling Post Office	£45.00

HRC 1: 52 foot Luggage Composite to Diagram 52 (Diagram 6 in the LMS1922 diagram book) Coaches were numbered 1 to 5, 25 and 26 built between 1916 to 1918. Withdrawals took place between 1946 and 1952

HRC 2: 50 ft Full third to Diagram 60 (Diagram 36 in the LMS 1922 diagram book) Built by Pickering and coaches were numbered from 101 to 108, built between 1909 and 1912. Withdrawals were made starting in 1936 with the last two withdrawn in 1955

HRC 3 : 52 foot Composite Corridor to Diagram 55 (Diagram 6 in the LMS 1922 diagram book) Built by Pickering and Hurst Nelson from 1912 to 1914. Numbers 7, 16,17 23,24, 33,81 and 82 withdrawn between 1944 and 1955

HRC4 : Director's Saloon Number 59 to Diagram 8 (Diagram 5 in the LMS 1922 diagram book) Built at Lochgorm in 1902. It lasted as a saloon until 1934 when it was taken over as an inspection saloon and lasted till about 1940

HRC 5 :50 foot Brake Composite to Diagram 57 (Diagram 25 in the 1922 LMS Diagram book) Built by Hurst Nelson in 1911 and numbered 18 and 19 the two coaches were withdrawn in 1951

HRC 6 : 48 foot 8 Inches All Third Non Corridor to Diagram 29 (Diagram 37 in the LMS 1922 Diagram Book) Coaches built from 1899 to 1904 by various builders. Lochgorm works, Pickering and Ashbury. Coaches numbered 71 -73, 76-80, 93-98 and 156-170. Withdrawals commenced in 1934 and were completed by 1953.

HRC 7: 50 foot Luggage Composite to Diagram 56 (Diagram 24 in the 1922 LMS Diagram Book) Built by Hurst Nelson in 1910 and numbered 14 and 15, the two coaches were withdrawn in 1951.

HRC 8: 50 foot Composite to Diagram 54 (Diagram 12 in the 1922 LMS Diagram Book) Built by Brush in 1907 and numbered 10 to 13, the coaches were withdrawn between 1946 and 1955

HRC 9: 31foot 6inch Passenger Brake Van to Diagram 34 (Diagram 45 in the 1922 LMS Diagram Book) Built by Lochgorm Works from 1892 to 1904 and numbered 13 to 21, 27, 31 to 34 and 46 to 57 the coaches were withdrawn from revenue service between 1925 and 1926.

HRC - 10: 31foot 6inch 3rd Class Saloon to Diagram 21 Built by Lochgorm Works from 1890's and numbered 53 to 58, the coaches were withdrawn from revenue service between 1920's.

HRC 11 and 12 : 50 ft Full third to Diagram 61 (Diagram 36 in the LMS 1922 diagram book) Built by Pickering and coaches were numbered from 109 to 112, built in 1917. Withdrawals were made starting in 1954 with the last withdrawn in 1955.

HRC 13: These vans were originally built circa 1870 -1880 and when rebuilt in 1900 would have received a Dark Olive Green livery all over. Numbered 1-10, 24-28 and 80 the coaches were withdrawn by 1922 except for three, one of which survived in to preservation in a different rebuilt form.

HRC 14: These coaches to Hunter diagram 25 were built in 1878 and were first liveried in the HR dark olive green. From 1896 to 1902 the coaches may have been painted in olive green with white upper panelling. Numbered from 98 to 117 the coaches were duplicated as new corridor stock took their numbers from 1910 to 1917. All were withdrawn by 1922.

HRC 15: 5 compartment Brake Third to Highland Diagram 30 (LMS 1922 diagram 39), were built by the Birmingham Railway Carriage and Wagon Works in 1896 and numbered from 1-12. They were all extant in 1922 and all received an LMS number, except the coach number 11. Spoked wheels were uniquely fitted to these coaches.

HRC - 16: Built in 1887/8, and numbered from 1 to 6 these coupe ended first class coaches were a Jones Trade Mark. All were extant in a1922 and the survivors may possibly have received LMS livery. All had been withdrawn by the time of the 1933 renumbering scheme. All coaches were dual fitted with Vacuum and Westinghouse brake for through working on other systems. From 1911 onwards the Oil Lamps would have been replaced with Gas lamps and appropriate gas cylinder supports are included.

HRC – 17: Built in 1893, the construction of this batch of coaches was put out to Contract and built by Brown Marshall in 1893 with tare weight of 21 tons 10cwt. The first five were equipped with vacuum brake, second five also provided with Westinghouse pipe. Originally oil lit, but subsequently provided with gas lighting. Originally numbered 126 – 135, they all received a first LMS Number. 3 coaches were allocated a 1933 number and may have been scrapped prior to the official 1938 date.

HRC - 18: These coaches were built by Lochgorm Works in 1889 with dual brake systems. The first class passengers were accommodated at one end in one of the coupes and adjacent compartment each with adjoining lavatory. The second class occupied the other coupe without lavatory facilities, whilst the third class passengers could enjoy two compartments with a short corridor to the lavatory carved out of the luggage locker, which meant that the doors had to be narrower on that side. Originally oil lit, but subsequently provided with gas lighting and numbered 33 – 40 all coaches received an LMS number in 1922 but were withdrawn by 1925

HRC – 19A: There were 13 coaches built to this diagram and they were dual fitted. Late in their lives the luggage compartment was altered to a first class compartment in some of the survivors. Built in 1891, they coaches numbered 1-6, 29 and 41 -46. The first 5 were probably duplicated when the Diagram 52 coaches were built in 1916. The later numbered surviving coaches were all withdrawn before the 1933 renumbering scheme.

HRC - 19B: Coaches 1 to 6, 29 and 42 – 44, were rebuilt in 1908/1909 with the luggage compartment converted to a first class compartment. This is the alternative side for the above kit.

HRC – 20: The three coaches to Diagram 66 were introduced in 1916 for TPO services on the Highland Main lines. They were numbered 5, 6 and 10. The coaches were very long lived and were finally withdrawn in 1961. At various stages in their lives, they lost the net apparatus and some lost the set down equipment.

<u>H.R. Bogie kits</u>		
These bogie kits are fully compensated but can be built rigid. Full brakegear is included and all castings are lost wax		
Catalogue No	Description	Price in £
B 1	HR 8 ft Fox's bogie with Iracrier axleboxes (pair)	£12.00
B2	HR 8 ft Fox's bogie with Non Iracrier axleboxes (pair)	£12.00

HR Locomotives		
Catalogue No.	Description	Price in £
HRL 1	Jones "Loch" 4-4-0 1895 and 1916 versions.	£115.00
HRL 2	Jones "Strath" 4-4-0	£115.00
HRL 3	Jones "Duke" (Incl Clyde bogie series) 4-4-0	£115.00

HRL 1: Loch class 4-4-0: The loch class was introduced by David Jones in 1896 with a series of 15 engines. A further three were built in 1917 The class survived until 1947 all be it in rebuilt form. Locomotives with the original boiler survived until 1938. Further details can be found in Cormack & Stevenson's book on HR locomotives published by the RCTS as well as P Tatlow's book on HR locomotives published by OPC.

HRL 2:The Strath Class. The Straths were introduced by David Jones in 1892 and were a development of the Clyde Bogie series of the Duke class. They were numbered from 89 to 100 and were also sometimes known as the Glen class. Withdrawals commenced in 1921 and were completed by 1930. Further details can be found in Cormack & Stevenson's book on HR locomotives published by the RCTS as well as P Tatlow's book on HR locomotives published by OPC.

HRL 3: The Duke class was introduced in 1874 and the first ten engines carried the numbers 60 to 69. They were followed by a further 7 engines built at Lochgorm from 1876 to 1888. Withdrawals began in 1907 with the last to go in 1923 A third series referred to as the Clyde Bogie series was built in 1886 with detail differences, covered by an additional fret for the boiler if requested. The withdrawals of these locomotives commenced in 1923 and the last went in 1930.

H.R. Locomotive fittings

Catalogue No.	Description	Price in £
HLA 1	"Loch" chimney - Lost Wax casting	£2.50
HLA 2	Jones dome - Lost Wax casting	£2.50
HLA 3	Jones safety valves and whistle - Lost Wax casting	£2.50
HLA 4	Cylinder lubricators - Lost Wax casting (2 off)	£1.00
HLA 5	Backhead set for "Loch" & "Big Goods" Lost Wax	£6.00
HLA 6	Cab roof casting for Jones cab - Lost Wax	£3.00
HLA 7	Tender axleboxes for "Loch"/"Duke" Lost Wax (6 off)	£6.00
HLA 8	"Loch" smokebox door - Lost Wax	£2.00
HLA 9	Tender axleboxes for "Strath" Lost Wax (6 off)	£6.00
HLA 10	"Strath" chimney - Lost Wax	£2.50
HLA 11	"Duke" chimney – Lost Wax	£2.50
HLA 12	NEW : Jones etched boiler backhead	£3.00
HLA 13	NEW: Fold up Crosshead Assembly	£1.00

H.R. Lineside

Catalogue No.	Description	Price in £
HLI 1	G&SWR 35 ft lattice signal post	£3.00
HLI 2	G&SWR 6 wheel coach (no chassis).Suitable for grounded coach	NLA
HLI 3	HR 45 foot solid signal post	£3.00
HLI 4	HR set of signal arms (home, distant, shunt)	£1.20
HLI 5	Killiekrankie windows and doors	£1.00

HLI 6	Manson Tablet catcher set (lineside + 5 locos)	£2.50
HLI 7	27'6" lattice signal post	NLA
HLI 8A	Strathpeffer - Small canopy brackets (12)	£1.00
HLI 8B	Strathpeffer - Large canopy brackets (8)	£1.00

Catalogue No.	Description	Price in £
HLI 9	2 works plates for lattice bridges - Rose St Foundry	£0.30
HLI 10	Highland Footbridge including all castings	£50.00
HLI 11	HR 26'6" solid signal post	£3.00
HLI 12	Aviemore/Kingussie style bracket (8 off)	£2.00
HLI 13	Birnam Plain bracket (4 off)	£1.00
HLI 14	Birnam/Invergordon Bracket (8 off)	£2.00
HLI 15	Dingwall bracket (8 off)	£2.00
HLI 16	Platform Valencing (5 of each 96mm long)	£2.50
HLI 17	Point Levers (3 off)	£1.50
HLI 18	Point/Signal balance weights (10 off)	£0.50
HLI 19	Signal box windows 2 x 2 (6 off) + loft windows	£1.00
HLI 20	Signal box windows 2 x 3 (6 off) + loft	£1.00
HLI 21	Signal box windows 3 x 2 (6 off) + loft	£1.00
HLI 22	Signal box windows 3 x 3 (4 off) + loft	£1.00
HLI 23	Platform Footstools (4 off)	£1.50
HLI 24	Platform Lamp tops (4 off)	£2.00
HLI 25	Engine shed windows (4off) & end Windows	£1.00
HLI 26	Engine shed doors LH & RH	£2.00
HLI 27	Engine Shed Doors Plain	£2.00
HLI 28	Cross the Railway Notices (4 off)	£1.00
HLI 29	HR/GNoSR Platform Seats (set of 4)	£2.00

All business is strictly cash with order.

An electronic bank transfer is also acceptable.

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