

LOCHGORM KITS
Catalogue number 12
June 2017 4mm Scale

*Some kits are no longer kept in
Stock, but will be available to
Special Order Only (SOO)*

	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
HRW 8	Diagram 9 Jones Double Deck Sheep Van	£18.00
HRW9	Diagram 47 Open Carriage Truck	£16.00
HRW 10	Diagram 17 Drummond Double Deck Sheep Van	£18.00
HRW 11	D46 Horsebox	£18.00

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

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	SOO
HRC 19A	Jones Luggage Composite to D 9	SOO
HRC 19B	Alternative side for the above coach	£3.00
HRC 20	Diagram 66 Travelling Post Office	£45.00
HRC 21	Underframe for Rib Sided Coaches	£12.00
HRC 22	Jones 4 wheel 5 compartment 3 rd to D20	£22.00
HRC 23	Jones 4 wheel Mail Van to D39	£22.00
HRC 24	Duke of Sutherland's Small Saloon Number 58A	£27.00

Special Order Only: 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

Special Order Only: 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 in 1955

Special Order Only: 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

Special Order Only: 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

Special Order Only: 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.

Special Order Only: 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.

Special Order Only: 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

Special Order Only: 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.

Special Order Only: 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.

Special Order Only: 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.

Special Order Only: 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.

Special Order Only: 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.

Special Order Only: 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.

Special Order Only: 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

Special Order Only: 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.

HRC – 22: These coaches, built about 1888 and probably for some particular branch work, were first numbered 23 to 28 in the Highland lists All except no 27 were withdrawn by the time of the 1922 grouping.

HRC – 23: Probably built under David Jones, in about 1888 for The Mail Traffic. All coaches were extant in 1901. Some doubt about numbering exists and though the vans were extant in 1901, Number 1 and 2 were duplicated in 1914. By 1922 No. 1 appears to have been withdrawn, but No. 2 carried the duplicate number 2D

HRC – 24: Duke of Sutherland's Small Saloon Number 58A. Built under Peter Drummond at Lochgorm Works in 1909, The 4th Duke of Sutherland's Small Saloon was similar in style to

the large saloon built by the LNWR for him. Carrying the number 58A for ease of reference by the operating department, the saloon was finished in dark green below and above the windows, with Ivory white panelling. Possibly gold lining was applied

H.R. Bogie kits

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 Iracier axleboxes (pair)	£12.00
B2	HR 8 ft Fox's bogie with Non Iracier 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 4	Replacement Chassis for DJH Big Goods	£15.00
HRL 5	0-4-4-Tank "Dunrobin"	£85.00

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.

HRL – 5: The fourth Duke of Sutherland desired a modern engine for his private train and asked David Jones to design and arrange for its construction. This was done in 1895 and the original livery was Dark Green with black lining double edged in gold. When overhauled in 1946 the engine was brightened up with a coat of green paint and the lining was altered in its layout. The locomotive was sold in 1949 and went to New Romney where it was exhibited until sold to a Canadian in 1965, then passed to a museum in British Columbia where it was until 2011. The coach and Dunrobin were purchased by Beamish Museum for its use.

<u>H.R. Locomotive fittings</u>		
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

<u>H.R. Lineside</u>		
Catalogue No.	Description	Price in £
HLI 1	G&SWR 35 ft lattice signal post	NLA
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

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)	NLA
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 28	Cross the Railway Notices (4 off)	£1.00
HLI 29	HR/GNoSR Platform Seats (set of 4)	£2.00
HLI 30	Kyle of Lochalsh Brackets (8 off)	£2.00
HLI 31	Kyle of Lochalsh Valencing (4 @96mm)	£2.00

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