

*LOCHGORM KITS*  
*Catalogue number 12*  
*September 2017 - 7mm scale*

*ALL KITS*  
*LISTED ARE IN*  
*STOCK*

*We have introduced a range of 7mm scale kits as aids to those building models of Highland Railway prototypes in 7mm scale.*

*The range is supplied with no fittings. The builder is required to source these themselves, in order to complete the model, however, the instructions give details of where the parts can be obtained, as does the website at [www.lochgormkits.co.uk](http://www.lochgormkits.co.uk)*

<b>7 mm Scale H.R. Wagon kits and parts</b>		
<b>Catalogue No.</b>	<b>Description</b>	<b>Price in £</b>
HR7 - W1	D25 6 Wheel Brake Van (Rebuilt)	£35.00
HR7 – W2	D39 4 Wheel Brake Van	£35.00
HR7 – W3	Wagon Plates (set of 5) all with wagon numbers	NLA
HR7 – W4	Wagon Plates (set of 5) without wagon numbers	£1.00
HR7 – BEG	LNER COV “B”/LMS D2079	£25.00
HR7 – W5	Diagram 21 Meat Van	£40.00
HR7 – W6	Jones Double Decked Sheep Van	£45.00
HR7 – W7	Drummond Double Deck Sheep Van	£45.00
HR7 – W8	Jones Outside Framed Box Van	£45.00
HR7 – W9	D47 Open Carriage Truck	£40.00
HR7 – W10	D46 Horsebox	£50.00
HR7 – W11	D6/16 8 ton Open Wagon	£40.00
HR7 – W12	Covered Van (D9) or LuggageVan	£50.00
HR7 – W13	Covered van to D29	£50.00
HR7 – W 14	6 plank mineral wagon to D5	£45.00
HR7 – W15	4 Plank mineral wagon to D10	£45.00
HR7-W16	D24 Brake van	£50.00

<b>7mm Scale H.R. Coaches</b>		
<b>Catalogue No.</b>	<b>Description</b>	<b>Price in £</b>
HR7 – C1	Director's Saloon no 59 <b>D8</b>	SOO
HR7 – C2	50 ft Brake Composite <b>D57</b>	SOO
HR7 – C3	50 ft Luggage Composite <b>D56</b>	SOO
HR7 – C4	50 ft Composite <b>D54</b>	SOO
HR7 – C5	Jones Passenger Brake Van <b>D34</b>	£45.00
HR7 – C6	Jones 3 <sup>rd</sup> class Saloon <b>D21</b>	£45.00
HR7 – C7	Drummond Lavatory Third <b>D29</b>	SOO
HR7 – C8	Jones 4 Wheel Passenger Brake Van to <b>D32</b>	£40.00
HR7 – C9	Jones 4 Wheel 5 compartment third to <b>D25</b>	<b>SOO</b>
HR7 – C 10	Jones 6 Wheel 5 compartment third to <b>D19</b>	£45.00
HR7 – C 11	Jones bogie luggage 5 compartment third to <b>D30</b>	<b>SOO</b>
HR7 – C 12	Jones 6 wheel Coupé ended 1 <sup>st</sup> to <b>D1</b>	£50.00
HR7 – C 13	50 ft Full third to <b>D60 or D61</b>	£80.00
HR7 – C14	Jones 6 wheel Coupé 1 <sup>st</sup> to <b>D2</b>	£50.00
HR7 – C 15	Jones Bogie Lavatory third to <b>D28</b>	£70.00
HR7 – C 16	Jones Coupé Lavatory Tri Composite to <b>D15</b>	SOO
HR7 – C 17A	Jones Luggage Composite to <b>D9</b>	£45.00
HR7 – C 17B	Jones rebuilt Composite <b>alternative side only</b>	£5.00
HR7 – C 18	Diagram 66 Travelling Post Office	£120.00
HR7 – C 19	Rib sided stock undeframe etch	£20.00
HR7 – C 20	Jones 4 wheel 5 compartment 3 <sup>rd</sup> to <b>D20</b>	<b>SOO</b>
HR7 – C 21	Jones 4 wheel Mail Van to <b>D 39</b>	£45.00
HR7 – C22	Duke of Sutherland's Small Saloon Number 58A	<b>SOO</b>
HR7 – C23	Drummond Lavatory Brake Third to <b>D31</b>	£80.00
HR7 – C24	Drummond Lavatory luggage Composite to <b>D17</b>	£80.00
HR7 – C25	Drummond lavatory Composite to <b>D 16</b>	£80.00
HR7 – C26	Post Office Bogie van to D 45	£80.00
HR7 – C27	Drummond Composite to <b>D18</b>	£80.00
HR7 – C28	Drummond Composite to <b>D51</b>	£80.00
HR7 - CB1	Fox 8 foot Heavy Duty Bogie <b>per pair of bogies</b>	£12.00
HR7 – CA1	Iracier Axlebox covers (sufficient for four coach bogies)	£2.00
HR7 – CA2	Door grabrails and template (20 grabrails)	£2.00

HR7 –CA3	Iracier axlebox covers and bogie footboards for Peter Cowlings Resin Cast Sideframes	£3.00
HR7 – CA4	Bogie footboards for Peter Cowlings Resin Cast Sideframes (set for two bogies)	£2.00
HR7 – CA5	TPO Net etch and skylights	£5.00

**Special Order Only: HR7 - C1:** 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: HR7 - C2:** 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

**Special Order Only: HR7 – C3:** 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: HR7 – C4:** 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

**HR7-C5:** 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. Some lasted until the early 1950's as service vehicles. One was still in use as a garage/shed until the 1990's.

**HR7 – C6:** 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: HR7 – C7 :** 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.

**HR7 – C8:** 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. Hunter diagram number 32

**Special Order Only: HR7 – C9:** 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.

**HR7 – C 10:** These coaches to Hunter Diagram 19 (LMS 1922 diagram 26) were built c 1890 and numbered from 1- 22 and 29- 52. They were all extant in 1922 and received an LMS number. Withdrawals were completed by 1933 except for number 11 which was finally withdrawn in 1938. From 1896 to 1902 the coaches may have been painted in olive green with white upper panelling with lining. From 1902 onwards the coaches would have received a Dark Olive Green livery all over.

**HR7 – C 11:** These bogie 5 compartment Brake Third to Highland Diagram 30 (LMS 1922 diagram 39), were built by the BRCW in 1896 and numbered from 1- 12. They were all extant in 1922 and received an LMS number, except the coach number 11, which was destroyed in the Carrbridge accident of 1914. Most withdrawals were completed by 1927 except for number 12 which was finally withdrawn in 1930. Spoked wheels were uniquely fitted to these coaches.

**HR7 – C 12:** 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.

**HR7 – C 13** 50 ft Full third to Diagram 60 ( Diagram 36 in the LMS 1922 diagram book) with single window side. Built by Pickering these coaches were numbered from 101 to 108 and built between 1909 and 1912. Withdrawals were made starting in 1936 with the last two withdrawn in 1955. The kit will also build the 50 ft Full third to Diagram 61 ( Diagram 36 in the LMS 1922 diagram book) also built by Pickering in 1917 and the coaches were numbered from 109 to 112. Withdrawals were made starting in 1954 with the last withdrawn in 1955. The kit includes single or twin window sides to model this version of the coach.

**HR7 – C 14** Built in 1887/8, these coaches 16 coaches numbered from 7 – 10 and 12 – 23. 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.

**HR7 – C 15** 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 HR7 – C 16:** 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

**HR7 – C 17A:** 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.

**HR7 - C17B:** 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.

**HR7 – C 18:** 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.

**Special Order Only: HR7 – C20:** 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.

**HR7 – C 21:** 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

**Special Order Only HR7 – C 22:** 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

**HR7 – C 23:** : Lavatory Brake Third\_ HR diagram 31

The construction of these coaches was done at Inverness in 1898. These coaches will probably have had the two tone livery when new. All coaches were dual fitted for through working and were initially gas lit. Originally gas lighting was fitted and from about 1915 onwards a gradual move to electric lighting was made. One coach was withdrawn in 1937 and the other survived in departmental use into the 1950's.

**HR7 – C24:** Lavatory Luggage Composite to HR Diagram 17. The construction of these 18 coaches was done mainly by Lochgorm Works between 1898 and 1901. These last coaches may not have had the two tone livery when new. All coaches were dual fitted for through working and were initially gas lit. Originally gas lighting was fitted and from about 1915 onwards a gradual move to electric lighting was made. Three coaches were withdrawn prior to 1933 and the rest were withdrawn gradually from 1934 up to 1951.

**HR7 – C25:** The construction of these two coaches was done by Lochgorm Works in 1898. All coaches were dual fitted for through working and were initially gas lit. Originally oil lighting was used and then gas lighting was fitted from 1902 and from about 1915 onwards a gradual move to electric lighting was made. A variation of Diagram 17, however, there were only two toilets, though the use of a side corridor enabled access to these from all compartments.

**HR7 – C 26:** These three vans, numbers 3,13 and 14 were built at Inverness in 1900 and 1913. Withdrawn between 1931 and 1934 nos 13 and 14 had a comparatively short life whereas no 3 lasted as a tool van on the GSWR section of the LMS, and into BR days. Few details of livery have come to light for this unusual van.

**HR7-C27** The construction of these two coaches was done by Lochgorm Works in 1899. All coaches were dual fitted for through working. Originally oil lighting was used and then gas lighting was fitted from 1902 and from about 1915 onwards a gradual move to electric lighting was made. A variation of Diagram 17, The first Class compartments were increased in length to take up the space formerly occupied by the luggage compartment.. Initially they were painted in the green and white livery then from 1906 onwards they were all over green. One of the two coaches lasted until 1935

**HR7-C28** The construction of these coaches was done by Pickering in 1903/1904. These last coaches may not have had the two tone livery when new. All coaches were dual fitted for through working and were initially gas lit. Originally gas lighting was fitted and from about 1915 onwards a gradual move to electric lighting was made. Numbered from 69 to 80 They were a variation of D17 with the luggage area replaced by a half compartment.

<b>7 mm Scale HR Locomotives</b>		
<b>Catalogue No.</b>	<b>Description</b>	<b>Price in £</b>
HR7 - L1	Jones "Duke" (Including the Clyde bogie series) 4-4-0 <b>Body &amp; Tender only :- NO FITTINGS</b>	SOO
HR7 – L2	Jones "Loch" 4-4-0 1895 and 1916 versions <b>Body &amp; Tender (incl tender chassis) only :- NO FITTINGS</b>	SOO
HR7 – L3	Jones "Strath" 4-4-0 <b>Body &amp; Tender only :- NO FITTINGS</b>	SOO
HR7 – L4	Jones Big Goods 4-6-0 <b>Locomotive Body Only :- NO FITTINGS</b>	SOO
HR7 – L5	Drummond Castle 4-6-0 <b>Series 1 or 2 Locomotive Body Only :- NO FITTINGS</b>	SOO

HR7 – L6	0-4-4-Tank “Dunrobin” <b>Complete with fittings</b>	<b>£175.00</b>
HR7 – L7	4-4-0 Small Ben <b>etchings only</b>	<b>£130.00</b>
<b>HR7 – L8</b>	<b>4-4-0 Yankee Tank</b>	<b>SOO</b>
HR7 – L9	0-4-4 Drummond Dornoch Tank - <b>NO FITTINGS</b>	<b>£100</b>
HR7-L10	0-6-4 Drummond tank- <b>NO FITTINGS</b>	<b>£100</b>
HR7 – T1	Jones Big Goods 4-6-0 <b>Tender Body and Chassis Only :- NO FITTINGS</b>	<b>SOO</b>
HR7 – T2	Drummond Bogie tender for Castle 4-6-0. This kit will also build the narrower Wee Ben/Barney tender.	<b>SOO</b>
HR7 – LC1	Jones “Duke” 4-4-0 locomotive & tender chassis <b>includes all brake gear and compensation beams</b>	SOO
HR7 – LC2	. Jones “Loch” 4-4-0 locomotive chassis <b>includes all brake gear and compensation beams</b>	SOO
HR7 – LC3	Jones “Strath” 4-4-0 locomotive & tender chassis <b>includes all brake gear &amp; compensation beams</b>	SOO
HR7 – LC4	Jones Big Goods 4-6-0 <b>Locomotive Chassis Only :- NO FITTINGS</b>	<b>SOO</b>
HR7 – LC 5	Drummond Castle 4-6-0 <b>Locomotive Chassis Only :- NO FITTINGS</b>	<b>SOO</b>
HR7 – LA1	Jones fold up Crossheads	£2.00
HR7 – LA2	Set of 8 wheels & 7 dials (2 off)	£1.00
HR7 – LA3	Jones etched boiler backhead (inc dials & wheel )	£4.00

**Special Order Only HR7 – L1 :** 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. The withdrawals of these locomotives commenced in 1923 and the last went in 1930

**Special Order Only HR7- L2 :** 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.

**Special Order Only HR7 – L3:**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.

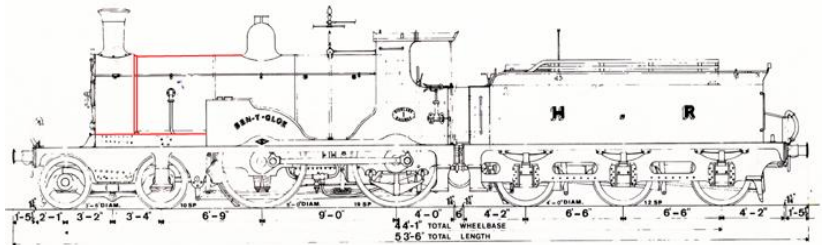
**Special Order Only HR7 – L 4:** The Jones Big Goods 4-6-0. Introduced in 1894 and built by Sharp Stewart in Glasgow, the locomotives were numbered consecutively from 103 to 117. When new they were allocated between Perth and Inverness sheds to haul the principal goods trains on the company’s metals. The first withdrawal was in 1929, with the last one going from service in 1940. In 1934 the LMS preserved the class leader No 103. After returning to service in the 1950’s with Scottish Region of British Railways and appearing in

film, No 103 was retired, in the 60's) to Glasgow Transport Museum where it may still be seen.

**Special Order Only HR7 – L 5:** The design work was started under David Jones as a passenger equivalent of the Big Goods 4-6-0. In fact there are great similarities between the two chassis of the locomotives. The locomotives of the Castle Class were put into service by Jones's successor Peter Drummond in 1900. The first 10 locomotives were delivered between 1900 and 1902 by Dübs. The locomotives were numbered from 140 to 149. 2 further locomotives numbered 30 and 35 were built in 1910/11 by the NBL. All these engines were Series 1 types. In 1913, a further 4 engines were constructed with an extended smokebox and modified cab front and tender detail differences. These were numbered 26 to 29 and were known as series 2.

**HR7 – L6:** 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.

**HR7 – L7:** Built between 1898 and 1906 The Wee Bens proved their worth on the Keith and Wick lines from Inverness. All were originally coupled to 3000 gallon tenders. They were reboilered by the LMS between 1927 and 1930 Thereby extending their lives. The kit won't build this version. Unfortunately none are preserved.



**Special Order Only HR7 – L8:** The first two members of this class were built by Dübs in 1891 and the parts for a further three were in hand, for the Uruguay Great Eastern Railway, but delivery was never accepted. The Highland Railway trialed the two completed locomotives before purchasing them for use on branch lines. These were 101 and 102. The other three were assembled with minor modifications including wider side tanks and a higher boiler pressure. These were originally numbered 11,14,15. In 1898 – 1900 they were again renumbered, with 11 becoming 51, 14 becoming 54 and 15 becoming 52. Number 102 was rebuilt in 1906 with a larger Drummond boiler which the kit does not make.

**HR7 – L9** The first three members of this class were built by Lochgorm Works in 1905 and the Remainder in 1906. The engines were not subject to great alterations in their lives apart from renumbering in Highland days The engines were painted in the plain Green livery of the railway. They were painted in unlined olive green with H R or The Highland Railway in full on the tank. Full details can be found in the register of Highland Railway liveries and in Cormack and Stevensons book on Highland Railway Locomotives Vol 2.

**HR7 - L10** The first four members of this class were built by NBL in 1909 and the Remainder in 1910,1911 and two in 1912. The engines were not subject to great alterations in their lives apart from renumbering in Highland days. Livery Details. The engines were painted in the plain Green livery of the railway. They were painted in unlined olive green with H R or The Highland Railway in full on the tank. Full details can be found in the register of Highland Railway liveries and in Cormack and Stevensons book on Highland Railway Locomotives Vol 2.



<b>7 mm Scale H.R. Lineside</b>		
<b>Catalogue No.</b>	<b>Description</b>	<b>Price in £</b>
HR7 – LI 1	HR 45 foot solid signal post	£5.00
HR7 – LI 2	HR set of signal arms (home, distant, shunt)	£2.50
HR7 – LI 3	HR 26 foot 6 inch solid signal post	£4.00
HR7 – LI 4	Windows 2 x2 panes (6 off)	£2.00
HR7 – LI 5	Windows 2 x 3 panes (6 off)	£2.00
HR7 – LI 6	Windows 3 x 2 panes (3 off)	£2.00
HR7 – LI 7	Windows 3 x 3 panes (5 off)	£2.00
HR7 – LI 8	Cross the railway notices (4 off)	£1.50
HR7 – LI 8b	Cross the railway notices (4 off) No HR ref	£1.50
HR7 – LI 9	Platform Footstools (3 off)	£2.50
HR7 – LI 10	Platform Awnings (4 off)	£3.50
HR7 –LI 11	Highland Railway Footbridge inc Castings	£80.00
HR7 – LI 12	Manson Tablet Catchers (lineside + 5 Locos)	£3.50
HR7 – LI 13	HR Lamp tops (set of 3)	£2.50
HR7 – LI 14	HR Point Levers (Set of 3)	£2.00
HR7 – LI 15	Strathpeffer Brackets (Small) – 12 off	£1.50
HR7 – LI 16	Strathpeffer Brackets (Large) – 8 off	£1.50
HR7 – LI 17	Aviemore/Kingussie Brackets – 4 off	£1.50
HR7 – LI 18	Birnam Plain Brackets – 4 off	£1.50
HR7 – LI 19	Birnam/Invergordon Brackets – 4 off	£1.50
HR7 – LI 20	Dingwall Brackets – 4 off	£1.50
HR7 – LI 21	Engine Shed Windows – 4 off	£1.50
HR7 – LI 22	HR/GNoSR Platform Seats - 3 off	£2.50
HR7 – LI 23	Engine Shed Doors LH & RH	£4.00
HR7 – LI 24	Engine Shed Doors (Plain) LH & RH	£4.00
HR7 – LI 25	Midland Railway Brackets – 4 off	£1.50
HR7 – LI 26	Midland Valencing (155mm) 4 off	£3.50
HR7 - LI 27	GNoSR Lamp tops (4 off)	£2.50
HR7 – LI 28	Kyle of Lochalsh Brackets (4 off)	£1.50
HR7 – LI 29	Kyle Valencing (4 off) 165mm each	£3.50

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Please note that there may be a delay on delivery, as occasionally items may go out of stock. Contact me if you wish to check the availability of a particular item of stock  
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