

Loco kits do not include wheels or handrail knobs [listed below separately] nor motors, bearings and gears

Cast Loco Kits, White Metal, No Chassis

GL1 GWR 2301 Dean goods 0-6-0. Body & tender only white metal cast kit. Nos 2301-2360 and 2381-2580 but 2491-2510 were rebuilt as 39XX 2-6-2T. 3SMR etched Nickel Silver chassis 603 is for this locomotive but may be replaced by a fold up Bryankits 1201/1401.



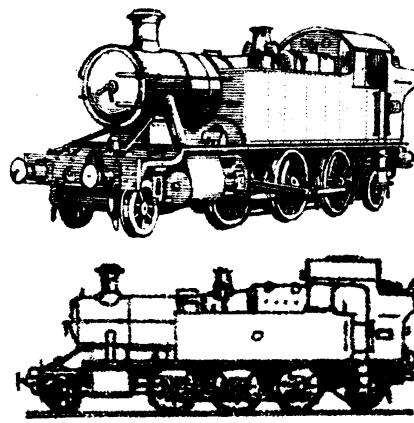
HB76 GWR "Beyer Peacock" 322 Conversion kit
This White metal conversion kit allows the conversion of the Society GL1 Dean Goods or the GEM 3SMR G1 GWR 57xx kits to the tender or tank versions of the Armstrong - Beyer Peacock GWR "Beyer" 322 class engines with Belpaire firebox. Nos 322-341 and 350-359. Rebuilding resulted in 322-327 becoming 0-6-0ST and apart from 324, they later became 0-6-0PT. *"For the tender version the rear of the frames must be cut away by some 9½ mm, check with a drawing, and the steps shortened to 3½ mm-. In both cases discard the footplate: for the tender version it will be necessary to cut away part of the rear lower smokebox - reducing the width of the front splashers will help here. The firebox also needs trimming front and rear and the cab cutting to fit. For the Pannier, assemble the tank sides to boiler top and front before fitting. The GEM kit is a Little over 1 mm too wide and the new footplate 1 mm too narrow if assembled tightly, so assemble the footplate with a gap between the frames and the buffer beam units, filling the gap with solder or Milliput. The tender engine uses the narrow, thicker buffer beam and the drag beam with a slot to take the tender coupling; the tank uses the wider, thinner, buffer beams. Appearance of the tank is greatly improved by fitting firebox sides and boiler undersides. The side frames have been made to accept a chassis with wheelbase 24mm + 24mm, fractionally under scale. The kit predates the Bryan kits 57XX but can probably be used with that as an alternative to the GEM variant."*NS

HB41 SR, L&SWR T9 Drummond 4-4-0 with narrow cab and 4,000 gallon bogie tender, cast white metal body kit. 3SMR chassis 616 is intended for this kit and includes etched tender rails. *"Nos (with narrow cabs) 113-122, 280-289, 702-719, 721-733 [732 was 773 until 1924]"*.NS



Cast Loco Kits, White Metal, With Etched Chassis

MX2 GWR Churchward 45XX Small Prairie 2-6-2T. Alan Searle 'Signal Products' cast white metal body kit with Malcolm Mitchell Modelex/Churchward etched nickel silver chassis kit. Nos 4500-4574



HB64 GWR 2-4-0 '3206' Barnum with Belpaire firebox with the Dean Goods tender

DM1 LMS 4P Stanier 2 Cylinder 2-6-4T. Body only white metal cast kit, LMS Nos 2425-2494 and 2537-2672. Originally designed to fit a Triang Castle chassis with the GK1 valve gear fret.

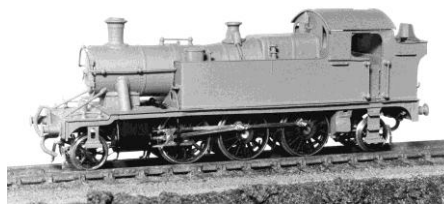
HB38 HB38 LMS Stanier 5MT 4-6-0 Society cast loco body with etched (3SMR 620) chassis and Bernard Holland/Jim Barry/A. G. Walker tender body kit. *"LMS numbers 4768 - 5499. 5000-5224 were built with Short Firebox Boilers (vertical throat plates), 32 of which at some time carried the later Long Firebox Boiler (sloping throat plates). A Chris Thane Comet derived etched chassis which includes the whole bogie is available, 3SMR chassis 620 is supplied with this kit, it doesn't include all of the bogie. The tender etch has a pair of Ayrshire Yoemanry nameplates (but no 5156 smokebox plate), valve spindle slidebars, cab doors and the loco steps. Wheel base for later roller bearing Ivatt Black Fives is different, LMS 4748 - 4753 and 4758 - 4767 plus BR 44658 - 44747 and 44754 - 44757"*.NS

The correct wheels for a Black Five are:
Bogie 3' 3½" 9.875 mm 10 spoke
Drivers 6' 0" 18 mm 19 spoke pin between, 28" stroke.
Tender 4' 3" 12.75 mm 12 spoke. Stanier 4,000 gallon wheel base 7' 6" - 7' 6". *"Some of these tenders have (some) disc wheels probably from LNER and SR tenders built for 8Fs"*.NS.

Code	Description	Picture
VW3	LMS 0F, L&Y Aspinall class B7 'Pug' 0-4-0ST. Dudley Withers' etched and cast kit. Wheel base 5' 9". LMS numbers 11201 - 11257. The cab fret is intended to make a square by 3 etch folds and a joint; it is virtually impossible to make this square unless the fret is divided at the centre fold and the box assembled with 2 folds and 2 joints. The correct wheels for a Pug are: drivers 3' 0" 9 mm disc, 18" stroke but the kit uses 10.5 mm disc to make room for the gear wheel.	

ETCHED LOCO KITS GWR & SR
With Etched chassis

MX1 GWR Churchward 45XX Small Prairie 2-6-2T. Malcolm Mitchell Modelex/Churchward etched brass kit with nickel silver chassis and 3mm Society white metal fittings from Alan Searles masters. Nos 4500-4574.



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HB53 SR, LB&SCR A1 and A1X Stroudley Terrier 0-6-0T. Jidenco etched brass kit with nickel silver chassis and 3mm Society white metal fittings. LB&SCR "Nos originally 35-84, many were sold early in C20 and 600 added to the rest"NS



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JD19 SR, LB&SCR H2 Marsh Atlantic 4-4-2 with 3,500 gallon tender. Jidenco etched brass kit with nickel silver chassis and 3mm Society white metal fittings. LB&SCR Nos 421-426." [This loco looks like a large Ivatt GNR Atlantic, Marsh having used the GNR drawings]"NS



© George Mitcheson lower picture

HB63 SR, SE&CR N Maunsell 2-6-0 with 3,500 gallon tender and right hand drive. Etched and cast kit based on a Jidenco kit with 3mm Society white metal castings from Peter Wilkin's masters. "SE&CR 810-821, Southern numbers A810 - A821 and A823-A875, then 1810-1821 and 1823-1875. Southern 1400-1406 were right hand drive with 4,000 gallon tenders, 1407 - 1414 were left hand drive with 4,000 gallon tenders".NS



JD15 SR W Maunsell 2-6-4T. Jidenco etched brass kit with nickel silver chassis and 3mm Society white metal fittings. Nos 1911-1925.



JD18 SR Z Maunsell 0-8-0T. Jidenco etched brass kit with nickel silver chassis and 3mm Society white metal fittings. Nos 950-957.



**ETCHED LOCO KITS LMS
With Etched chassis**

GN1 LMS, MR Johnson 2F 0-6-0 '1698' (aka 3130) with round top firebox and 2,950 gallon tender, LMS Nos 3130-3189, George Norton etched brass kit with nickel silver chassis and white metal fittings from Bruce Hoyle.



JM6 LMS, MR 3F 0-6-0 with Belpaire firebox and 3,250 gallon tender, John Maidment JM etched brass kit with George Norton nickel silver chassis (from the 2F GN1) and 3mm Society white metal fittings. *Most 3F's were rebuilds of 2Fs.*



JM5 LMS 7F Fowler S&DJR 2-8-0, small boiler with 3,500 gallon Fowler tender. John Maidment JM etched brass kit with nickel silver chassis and 3mm Society white metal fittings. *"S&D 80-90, LMS 9670-9680, renumbered in 1932 as 13800-13810".NS*



LR1 LMS 2P, LNWR Webb 18" 'Watford' Tank 0-6-2T. London Road Models etched brass kit with nickel silver chassis and 3mm Society white metal fittings. LMS Nos 6860-6936.

KD1 LMS 2P, L&YR Aspinall Radial class 5 (Alias class K2) 2-4-2T. George Norton etched brass kit with nickel silver chassis and 3mm Society white metal fittings, originally sold without the chassis GN8. LMS Nos 10621-10954. Requires a length of 14 mm tube for the boiler.



KD3 LMS 2F, L&YR Barton Wright class 25 (Alias class F15) 'Ironclad' 0-6-0 tender loco. George Norton etched brass kit with nickel silver chassis and 3mm Society white metal fittings, originally sold without the chassis GN7. LMS Nos 12015-12064. Requires a length of 14 mm tube for the boiler.



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GN4 LMS 7F, L&Y Hughes class 31 (Alias class Q4) 0-8-0 tender loco with large boiler, LMS Nos 12840-12994. George Norton etched brass kit with nickel silver chassis and Bruce Hoyle's white metal fittings.






JM7 LMS 2P Fowler 4-4-0. John Maidment JM etched brass kit with Allen Doherty Worsley Locomotive Works etched nickel silver chassis, 3SMR 3,500 gallon Fowler tender and 3mm Society white metal fittings. *"This is the LMS version [MR locos have bigger driving wheels and generally Johnson tenders.]. The LMS Nos for these are 563-627 and 633-5".NS*



JM2 LMS 3F Fowler Jinty 0-6-0T, John Maidment JM etched brass kit with nickel silver chassis and 3mm Society white metal fittings. Brass tube for boiler supplied. *"LMS Nos 7260-7681. Early engines No 7100-7149 and 16400-16764 until 1934-1938. 8 went to the WD in 1940 of which 3 failed to survive Dunkirk while the other 5 worked for SNCF until 1948. 7456 and 7553 emigrated to NCC in 1944".NS*



Code	Description	Picture
DA1	<p>LMS 5XP Stanier Jubilee, Nos 5552-5742. David Andrews etched kit with its own chassis with Bruce Hoyle's castings & Stanier 4000 gallon tender</p> <p>The kit includes parts for both Short Firebox (vertical throat plate) and later Long Firebox (sloping throat plate) boilers. The sandbox lids LBR66 are omitted (the alternative variant of lid is included). Wheels pin between 6' 9" 20.25 mm 21 spoke Stanier wheels with bevelled rims and webs on the spokes beside the crankpin – "though Jubilees, Patriots and Scots could and did exchange driving wheels so the earlier Fowler pin in line flat rim no web were seen on Jubilees. There is also an intermediate version of the 6' 9" wheel with a bevelled rim on the pin in line wheel, no webs. The tyre was allowed to wear to 6' 6½" before re-tyring. The early Crewe built Short Fire Box 3A boiler Jubilees (5552-6, 5607-5654) had Claughton bogies with 6' 3" wheelbase (Wheel base bogie 6' 3" - 5' 10½" - 7' 4" + 8' 0") rather than the Stanier De Glen 6' 6" bogie - wheel base bogie 6' 6" - 5' 9" - 7' 4" + 8' 0". The kit only includes the De Glen bogie. 5735 Comet and 5736 Phoenix were rebuilt to 6P with 2A tapered boilers in 1942. Bogie wheels 3' 3½" 9.875 mm 10 spoke; there are variants of spoke and boss shape.</p> <p>Jubilee tenders are very confusing; 5552-6 started with Fowler 3,500 gallon tenders [5 ½ ton] but Stanier 4,000 [9 ton] as built for 5667-5692, or the similar 3,500 gallon tender [7 ton] [available from Worsley Works] as supplied with 5617-5666 later replaced many. 5607-5616 started with the 10 Stanier Fowler hybrid 3,500 gallon tenders [7 ton] [available from Worsley Works] with higher straight sides than the ordinary Fowlers (these were later given to new 4Fs in exchange for new 4,000 gallon tenders). North British built 5557-5606 were delivered with Stanier 4,000 gallon tenders but largely swapped them for Fowler tenders from Royal Scots. All 3 variants of 3,500 gallon tender were 6' 6" + 6' 6", the 4,000 gallon tenders were 7' 6" + 7' 6". 5642 and 5552 exchanged identities when the new 5552 became Silver Jubilee. 45 4Fs built between 1937 and 1941 used ex Jubilee Fowler tenders allowing new Stanier tenders to go to Jubilees. Later some 18 Jubilees lost Stanier tenders to Rebuilt Patriots. The Princesses also got involved in Jubilee tender swaps. Tender wheels 4' 3" 12.75 mm 12 spoke though some Stanier tenders acquired disc wheels - probably from Brighton and LNER built tenders".NS</p>	
MR1	<p>LMS 8F Stanier 2-8-0. Mike Raithby etched brass kit with Nickel Silver chassis and whitmetal fittings, supplied with an etched fully rivetted 4,000 gallon tender [MR2], but alternative part rivet [MR3] & welded [MR4] patterns are available. "LMS Nos somewhat complicated by WD building, borrowing, purchasing, and reselling, basically LMS 8000-8775. LNER O6 Nos 3100-3167, first 24 originally 7651-7675. Some 8Fs had Fowler tenders which are available from Worsley or by special request, the Society. Also John Maidment will supply his".NS</p>	
HB46	<p>LMS 2MT Ivatt 2-6-2T. Jidenco etched brass kit with nickel silver chassis and 3mm Society white metal fittings. LMS Nos 1200-1209 plus BR 41210-41329. Comet derived etched nickel silver chassis.</p>	
HB47	<p>LMS 2MT Ivatt 2-6-0 with 3,000 gallon tender. Jidenco etched brass kit with nickel silver chassis and 3mm Society white metal fittings. LMS Nos 6400-6419 plus BR 46420-46527. Comet derived etched nickel silver chassis.</p>	
JM09	<p>LMS 5XP Patriot, Post 1934 Numbers 5500-5551. Planned kit to use the John Maidment etched body and the Comet Royal Scot chassis. The parallel boiler was the same G9.5S as on the large boilered Claughton. "The first 2, 5971 and 5902, from 1934, 5500/1, had re-used Claughton wheel centres, and wheel base with fluted rods, i.e. Wheel base 6' 3" bogie - 7' 6" - 7' 5" + 7' 10". The next 10 also had Claughton bogies but 7' 4" + 8' 0" coupled wheelbase, Wheel base bogie 6' 3" - 5' 10.5" - 7' 4" + 8' 0". These and the next 20 had Fowler wheels (pin in line) while the last 20 had Stanier wheels (pin between), and the last 40 had 6' 6" Stanier De Glen bogies, Wheel base bogie 6' 6" - 5' 9" - 7' 4" + 8' 0". 5971 had an ROD tender for the first few weeks. 3 high sided Fowler tenders ran at times with 45505, 45515 then 45551, 45550 then 45539 then 45515. The first 42 started with the No off the Claughtons they replaced until the 1934 renumbering. 5971, 5902, 5959, 5985, 5987, 5949, 5974, 5936, 6010, 6005, 6012, 5942, 5966, 5958, 5983, 5992, 5982, 5952, 6006, 6008, 5954, 5933, 5973, 6026, 5907, 5916, 5963, 5944, 5996, 5926, 6022, 6027, 6011, 5905, 5935, 5997, 6018, 6015, 6000, 5925, 5901, and 5903. From 1946 - 1949, 18 were rebuilt to 6P with 2A taper boilers and given Stanier 4,000 gallon tenders. 45512, 5514, 5521, 45522, 45523, 45525, 5526, 45527, 5528, 5529, 5530, 5531, 45532, 45534, 45535, 45536, 5540, 45545".NS</p>	<p>© Geoff Helliwell Under development</p>



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Under development

Code	Description	Picture
JM10	LMS 2-6-0 + 0-6-2T Beyer Garratt, Proposed John Maidment etched kit. "4997-9 built 1927, vacuum fitted. 4967-4996 built 1930, steam brake only, larger tanks, taller chimney and dome. 4984 was briefly vacuum fitted for experiments. 4996 experimentally fitted with Spenser Melksham coal pusher. 4986 experimentally fitted with 9 ton rotary coal bunker, cascaded to 4997 when 4967-4996 were given 10 ton rotary coal bunkers in 1932/3. 4998/9 never got rotary bunkers, though they gained a coal rail. Renumbered 7967-7999 in 1938 to clear No series for 5P5Fs. Wheel base 9' 3" - 8' 0" + 8' 6" - 27' 6" - 8' 6" + 8' 0" - 9' 3"NS	Under development

ETCHED LOCO KITS LNER

No chassis

RN1 LNER,GNR N2, Gresley 0-6-2T. Mignon etched brass body kit with 3mm Society white metal fittings. No chassis, the 3SMR J50 chassis 608 has correct coupled wheel base. *Construction article in MT 165*

With Etched chassis

PS2 LNER B1 Thompson 4-6-0 with 4,200 gallon group standard tender. Proscale cast and etched brass kit with nickel silver chassis and 3mm Society white metal fittings. Bill Bedford does an etched add on boiler and cab, CES 114 for those who dislike the white metal version supplied.



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SB2 LNER B16/1, NER S3 Raven 3 cylinder 4-6-0. Steve Barnfield etched brass kit with 4125 gallon tender, nickel silver chassis and 3mm Society white metal fittings.



SB2W LNER B16/1, NER S3 Society Finescale Wheels available only with the kit, optional extra
Bogie 3' 2" 9.5 mm 12 spoke, drivers 5' 8" 17 mm 20 spoke pin in line, 26" stroke. tender 3' 9" 11.25 mm 12 spoke

SB1 LNER D17/1 & D17/2, NER classes M & Q, Wilson Worsdell 4-4-0 with 3,940 gallon tender. Steve Barnfield etched brass kit with nickel silver chassis and 3mm Society white metal fittings. Supplied with Sharman bogie and tender wheels but not driving wheels.



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LR2 LNER K2/2, GNR H3 Gresley 2 cylinder 2-6-0 with Ivatt GNR type B flared 3,500 gallon tender. London Road Models etched brass kit with nickel silver chassis and 3mm Society white metal fittings.



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LR3 LNER J3, GNR J4 Gresley rebuilds, with 4' 8" diameter boilers, from Stirling and Ivatt 0-6-0s. M&GNJR class DA rebuilt (all with class A tenders). Kit based on the 315 and 343 series. London Road Models [George Norton] etched brass kit with nickel silver chassis and 3mm Society white metal fittings. Prototype had tenders of classes C and E and larger D and F, the kit comes with a Stirling D.

GN3 LNER J6, GNR J22 Ivatt & Gresley 0-6-0 521 or 536 series, Ivatt GNR class A tender, with 6' 6" + 6' 6" (horse shoe) or 7' 0" + 6' 0" (self trimming) wheel base. Stirling class D tender available separately (GN5). George Norton etched brass kit with nickel silver chassis and 3mm Society white metal fittings.



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GN10 LNER J21, NER C Thomas W. Worsdell 0-6-0 tender loco. George Norton etched kit comprising etched brass parts to convert body etch from KD2 (for the J25/P1) plus a separate nickel silver chassis. Uses the castings in the KD2. Requires a length of 14 mm tube for the boiler.

KD2 LNER J25, NER P1 Wilson Worsdell 0-6-0 tender loco. George Norton etched brass kit with nickel silver chassis and 3mm Society white metal fittings, originally sold without the chassis GN9 (*and if you want to do a GN10 conversion to J21, NER C, you don't want this chassis*).NS Requires a length of 14 mm tube for the boiler.

PS1 LNER J39/1 Gresley 0-6-0. Proscale etched brass kit with 3,500 gallon group standard tender, nickel silver chassis and 3mm Society white metal fittings. No splashers provided. *Construction article in MT 147.*

