

BR Mark1 coaches introduced from 1951



B1 64'6"
Corridor First
D118
1951

B2 64'6"
Open First
D73
1953



B3 64'6"
Restaurant Unclassed
D23
1956

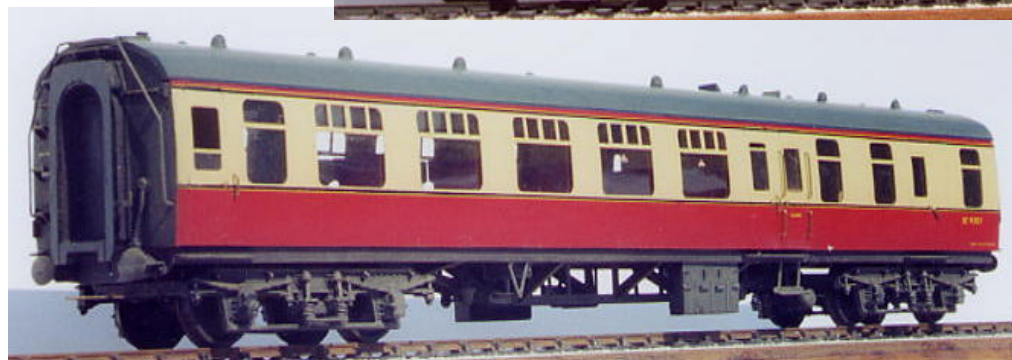
B4 64'6"
Corridor Brake First
D161
1959



B5A 64'6"
Corridor Third
D146/7
1951

B5B 64'6"
Open Third
D93/4
1951

B6 64'6"
Corridor Brake Third
D181/2
1952



B7 64'6"
Open Brake Third
D183/4
1955

BR Mark1 coaches introduced from 1951



B8 64'6"
Corridor Composite
D126/8
1952

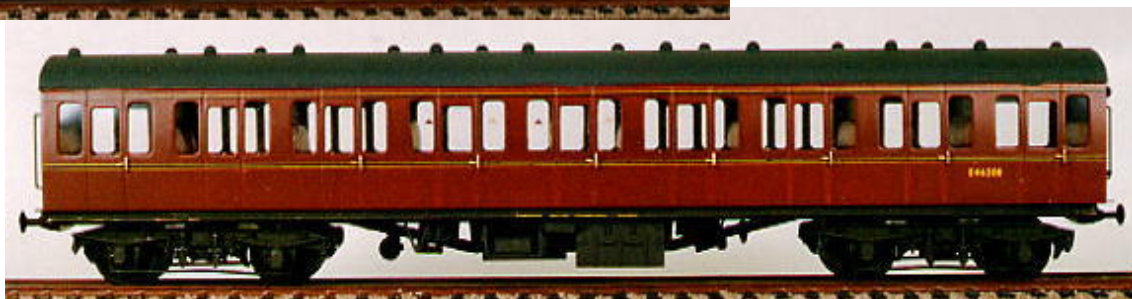
B9 64'6"
Corridor Brake
Composite
D171/2
1953



B10 57"
Full Brake
D711
1953



B11 57"
Second Non-gangwayed
D326
1954
Also available
B14 64'6"
D327/9
1954



B12 57'
Brake Second
Non-gangwayed
D371
1954
Also available
B15 64'6"
D321
1954



B13 64'6"
Open Second with
Miniature Buffet
D96/8
1957



B16 64'6"
Sleeper First/
Composite/Third
D1/5/10
1957



BR Mark1 coaches introduced from 1951



**B17A 64'6"
Restaurant First Open
D36
1951**

**B17B 64'6"
Kitchen Car
D700
1951**



**B17C 64'6"
Restaurant Third Open
D56
1951**

**B18 64'6"
Restaurant First
D17/26
1958**



**B19 64'6"
Restaurant Buffet
D24
1961**

**B20 64'6"
Restaurant
Kitchen Buffet
D25
1961**



**B21 64'6"
Kitchen Car
D701/2
1962**

BR Mk1 Pullman coaches introduced 1960



P10 64'6"
ParLOUR First
1960

P11 64'6"
ParLOUR Second
1960



P12 64'6"
Kitchen First
1960

P13 64'6"
Kitchen Second
1960



P14 64'6"
Bar Second
1960

GWR Collett coaches introduced 1923-40

Picture not yet available

W1 70'
Corridor Third
Dia C46
1923

W2 70'
Restaurant
Unclassed
Dia H15
1936 rebuild



W3 70'
Corridor Brake Third
R/H van
Dia D84
1923



W4 70'
Corridor Brake Third
L/H van
Dia D83
1923

Picture not yet available



W5 70'
Restaurant
Composite
Dia H26-9
1936 rebuild

W6 57'
Corridor Third
Dia C54
1925



W7 57'
Corridor Brake Third
Dia D95
1925

GWR Collett coaches introduced 1923-40



W8 57'
Corridor Composite
Dia E127
1925

W9 57'
Corridor
Brake Composite
Dia E128
1925



Picture not yet available

W10 57'
Full Brake
Ocean Mails
Dia K38
1926

W11 57'
Corridor Third
Dia C67
1934



W12 57'
Corridor
Brake Composite
Dia E148
1934

W13 57'
Full Brake
Dia K42
1937



W14 60'
Corridor First
Dia A22
1938

GWR Collett coaches introduced 1923-40



W15 61'
Corridor Brake Third
Dia D127
1938

W16 60'
Corridor Composite
Dia E162
1941



W17 60'
Full Brake
Dia K40
1930

W18 55'3"
Third
Non-gangwayed
Dia C66/75
1934



W19 57'
Brake Third
Non-gangwayed
Dia D117
1934

W20 60'
Corridor Third
Dia C60/62
1930



W21 60'
Third
Non-gangwayed
Dia C61/63
1930

GWR Collett coaches introduced 1923-40



W22 60'
Composite
Non-gangwayed
Dia E141
1930

W23 60'
Brake Third
Non-gangwayed
Dia D109
1930



W24 60'
Corridor Composite
Dia E158
1938

W25 61'
Corridor Third
Dia C81
1941



W26 60'
Restaurant
Composite
Dia H38
1947 rebuild

W27 61'
Restaurant
Composite
Dia H57
1938



W28A 60'
Restaurant First
Dia H39
1947 rebuild

GWR Collett coaches introduced 1923-40



W28B 60'
Restaurant Third
Dia H40
1947 rebuild

W29A/B 57'
Restaurant Composite
Dia H25/33
1939 rebuild



W40 60'
Corridor First
Dia A20
1937

W41 61'
Corridor Third
Dia C73
1937



W42 61'
Corridor Brake Third
Dia D124
1937

W43 60'
Corridor Composite
Dia E155
1937



W44 61'
Corridor
Brake Composite
Dia E152/3
1936

GWR Collett coaches introduced 1923-47



W45 61'
Corridor Third
Dia C77
1938

W50 57'
Brake Composite
Non-gangwayed
Dia E129
1926



W51 57'
Brake Composite
Non-gangwayed
Dia E147
1933

W52 70'
Corridor Composite
Left Hand
Dia E109/111
1923/4



W53 70'
Corridor Composite
Right Hand
Dia E110/112
1923/4

W54 60'
Open First
Super Saloon
Dia G60/61
1947 rebuild



W55 60'
Super Saloon
with Kitchen
Dia H45/6
1947 rebuild

GWR Collett coaches introduced 1923-40



W61 61'
VIP Saloon
Dia G62
1940

Further GWR coaches will be added.

Suggestions considered

GWR Collett Centenary coaches introduced 1938



W70 60'
Corridor Composite
Dia E149
1935

W71 60'
Corridor Third
Dia C69
1935



W72 60'
Corridor Brake Third
Left Hand
Dia D120
1935

W73 60'
Corridor Brake Third
Right Hand
Dia D120
1935



W74 60'
Corridor Brake
Composite
Dia E150
1935

W75 60'
Restaurant First
Dia H43
1935



W76 60'
Restaurant Open
Third
Dia H44
1935

GWR Hawksworth coaches introduced 1948-51



W30 64'
Corridor First
Dia A23
1949

W31 64'
Corridor Third
Dia C82/4
1948



W32 64'
Corridor Brake Third
Dia D133
1949

W33 64'
Corridor
Brake Composite
Dia E164
1948



W34 64'
Full Brake
Dia K45/6
1949

W35 64'
Corridor Composite
Dia E163/5
1949



W36 64'
Sleeper First
Dia J18
1951

LMS Prototypes



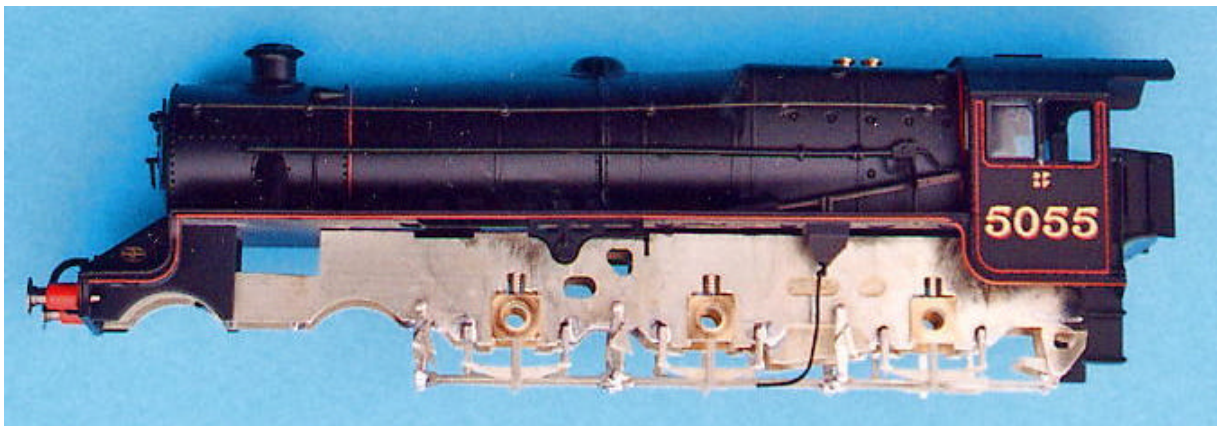
LCP1 (with a TK2) for Royal Scot, Jubilee or Patriot. Seen here with a Mainline Jubilee body. TK2 is a Stanier 4000 gallon welded tender



LCP1 (with a TK1) Seen here with a Mainline Royal Scot body. TK1 is a Stanier 4000 gallon riveted tender



LCP2 (with a TK9) for Coronation class. Seen here with the Hornby body. TK9 is a Coronation de-streamlined tender

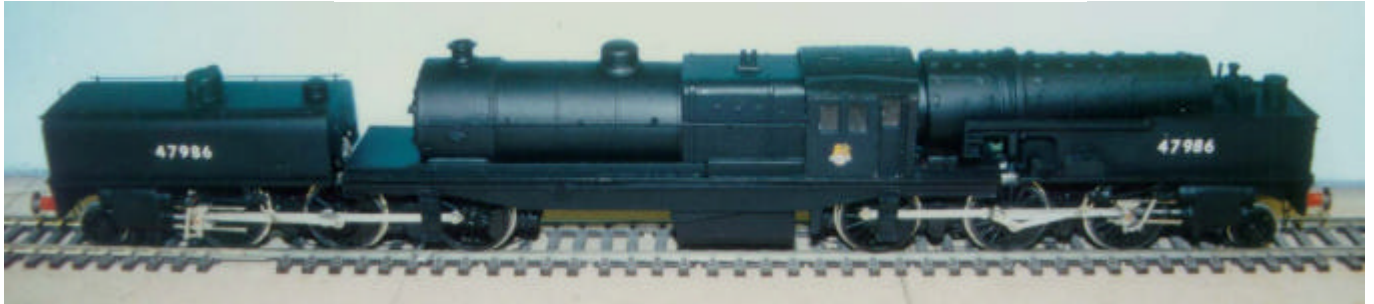


LCP3, a Black 5, under construction, showing hornblocks fitted to frames. Seen here with the current Hornby scale length body.

LMS Prototypes continued



LCP4 Stanier/Fowler 2-6-4T. Shown here with the Hornby body



LCP4 . Two chassis kits shown fitted under a NuCast Beyer Garrett 2-6-6-2 kit.



LCP5 Stanier 8F chassis. Shown here as used in our loco kit, LK5.



LCP6 Fowler 4F with TK7 tender kit. TK7 is a Fowler 3500 gallon flush riveted tender. This picture shows the tender built without coal rails and with an Airfix/Hornby body moulding



This picture shows the coal rail version of the tender. The loco body is the Wills/S.E.Finecast kit

LMS Prototypes continued



Two views of **LCP7**, Princess Royal Class, with the TK8 tender kit which is specific to the class. Seen above with the Hornby body and below with a K's kit loco body.



LCP8 Jinty 3F 0-6-0T, seen with a Hornby body



LCP9 LMS Compound 4-4-0, with Hornby body and TK7 tender kit, a Fowler 3500 gallon flush riveted tender.

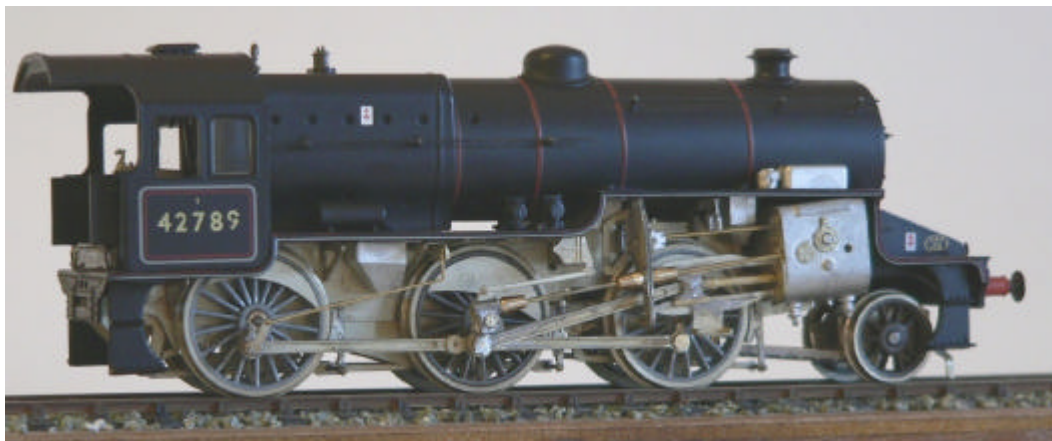


LCP10 LMS 2P 4-4-0 Shown here fitted to the Dapol/Hornby body.

LMS Prototypes continued



LCP12, LMS/LNWR G2 0-8-0 Seen here under a Gem kit



LCP13, LMS Crab with Rotary cam valve gear. Seen here under a Bachmann body

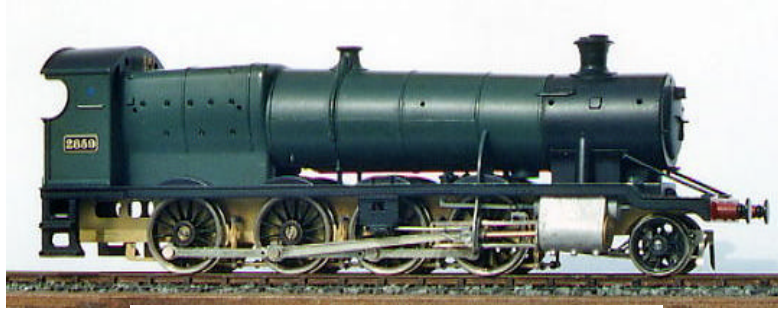


LCP14, LMS Crab with Walschaerts valve gear. Seen here under a Bachmann body.



LCP16, Ivatt 2-6-0 2MT. Seen here fitted under a Hornby body.

GWR Prototypes



LCP19 28xx 2-8-0, seen with a Hornby Body.



LCP20 GWR 2-6-2T Large prairie, seen here under a Hornby/Airfix plastic body.



LCP21 GWR King, seen here under a Hornby body and with a SEFinecast front bogie

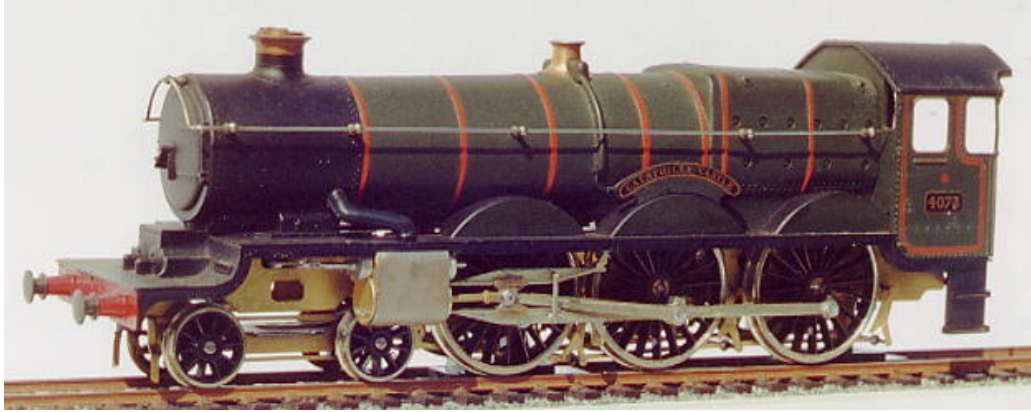


LCP22 GWR 57xx 0-6-0PT, seen here under a Mainline/Replica/Bachmann plastic body.



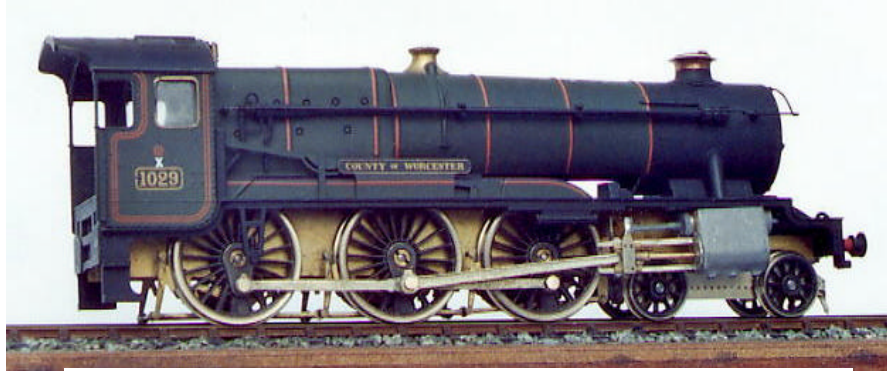
LCP23 GWR 2251 Collett Goods, shown under a Mainline/Replica plastic body.

GWR Prototypes continued



LCP24 GWR Castle/Star, seen under an Airfix/Dapol/Hornby plastic body.

GWR Prototypes continued



LCP25 Hall/County, seen here under an ex Dapol, now Hornby body



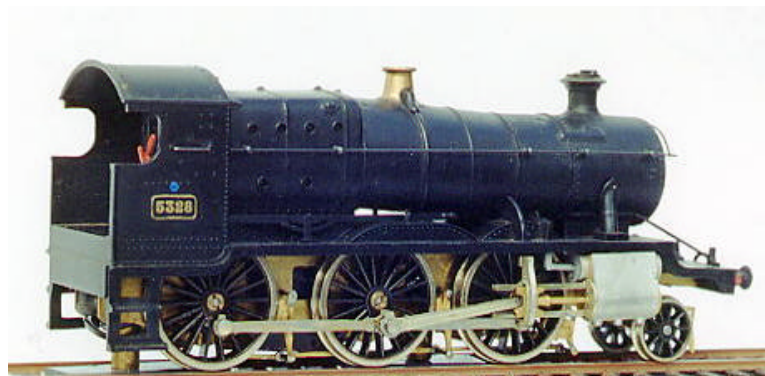
LCP26 GWR Manor/Grange under a Mainline/Bachmann plastic body.



LCP27 GWR 14xx 0-4-2T, seen with an Airfix/Dapol/Hornby plastic body, and W50 coach kit.



LCP28 GWR 56xx 0-6-2T shown under a Mainline plastic body.

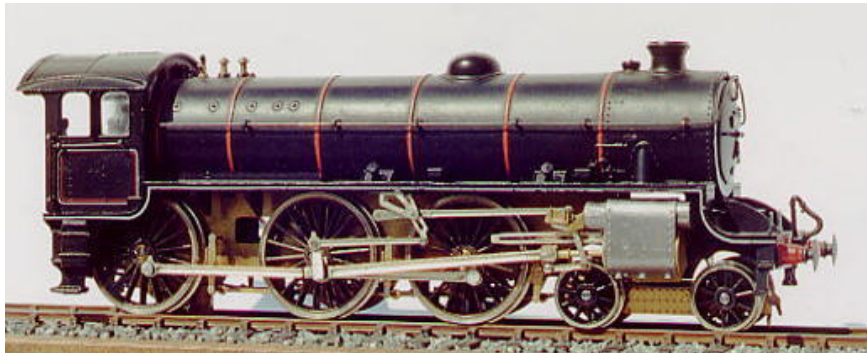


LCP29 GWR 43xx 2-6-0. Shown with a Mainline plastic body.

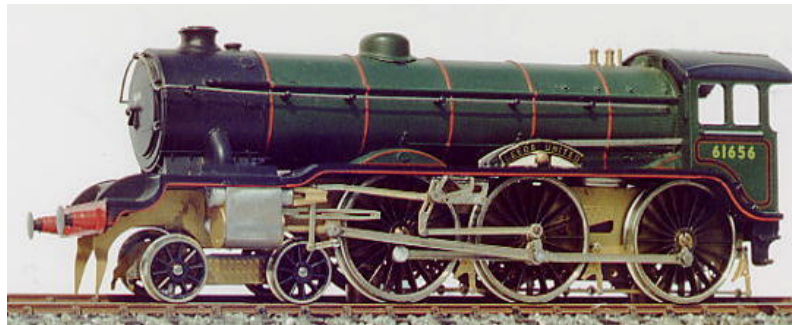
LNER Prototypes



LCP30 Gresley A1/A3/A4 Seen here under a Hornby A4 body.



LCP31 Thompson B1 4-6-0, shown under a Replica/Bachmann plastic body



LCP32 LNER B17 4-6-0, with a Hornby plastic body.

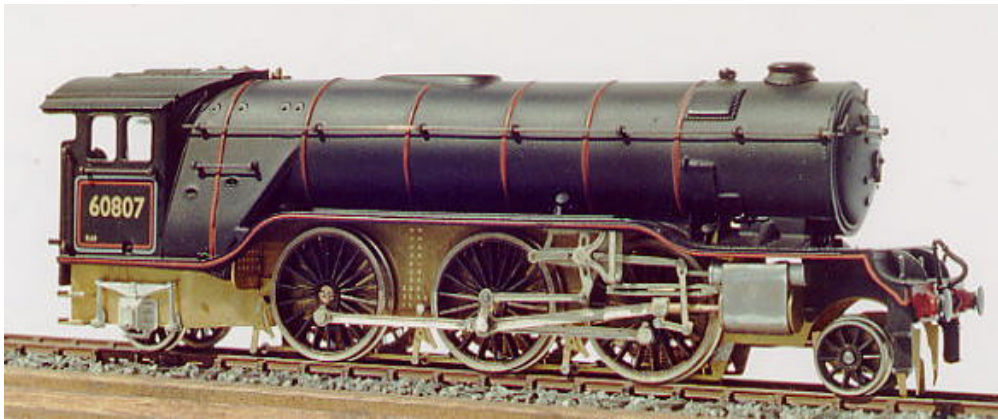


LCP33 J72 0-6-0T, seen with a Bachmann body.

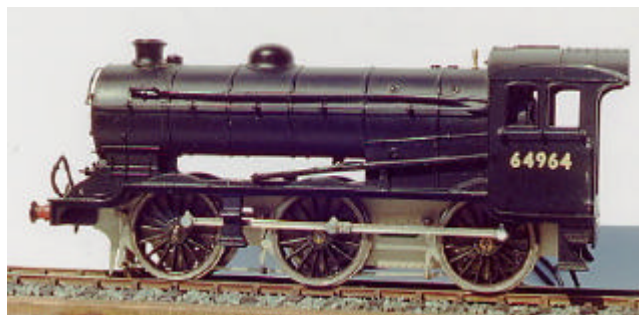


LCP34 N2 0-6-2T, seen with a Dapol plastic body.

LNER Prototypes continued



LCP 36, Gresley V2 2-6-2, seen with Bachmann plastic body.



LCP 37, LNER J39 0-6-0 seen with a Bachmann plastic body.

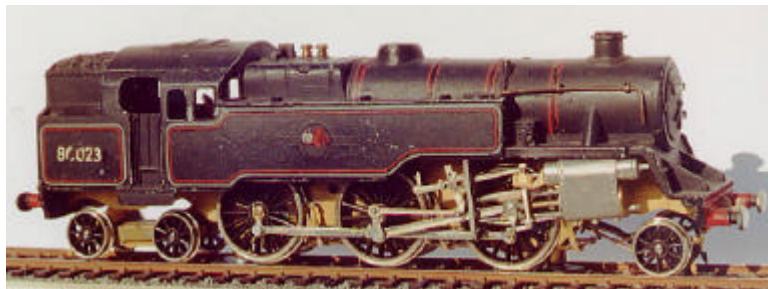
BR Prototypes



LCP40 BR Britannia 4-6-2, shown with a Hornby plastic body. The tender has a TF5 frame kit running on a TC2 tender chassis and fitted to a plastic tender body



LCP41 BR Class 4 4-6-0 with a Mainline/Bachmann plastic body. Shown with a TK 14 tender kit for the BR Standard BR1F type.



LCP42 BR Class 4 2-6-4T with a Hornby Dublo/Wrenn metal body

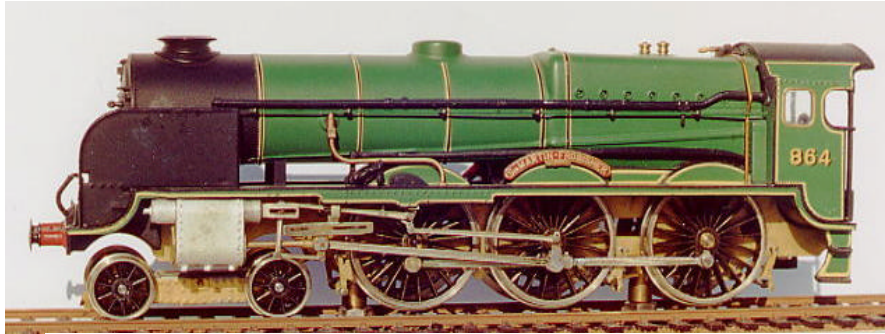


LCP43 BR 9F 2-10-0 with a Hornby body and a TK14 kit for the BR Standard BR1F tender.



LCP46 BR Class 4 2-6-0, seen with a Dapol plastic body kit. Model and photo by Ian Mellors

SR Prototypes



LCP50 SR Lord Nelson 4-6-0, seen here with a Bachmann plastic body.



LCP51 Rebuilt West Country/Battle of Britain, shown modified under a Dapol kit body



LCP52 SR Schools class, with a Hornby plastic body.

LK1 Stanier Rebuilt Royal Scot 4-6-0



The Comet Royal Scot kit comprises parts in cast whitemetal, etched brass and nickel silver and turned brass. By using the most appropriate material for each item a most realistic effect can be achieved, as shown by the photographs of a variety of prototypes on this page.

Shown with Romford/Markits wheels. Requires a Mashima MH1624 motor with GB1 or GB3 gearbox.



46119 Lancashire Fusilier built and photographed by Stephen Haley

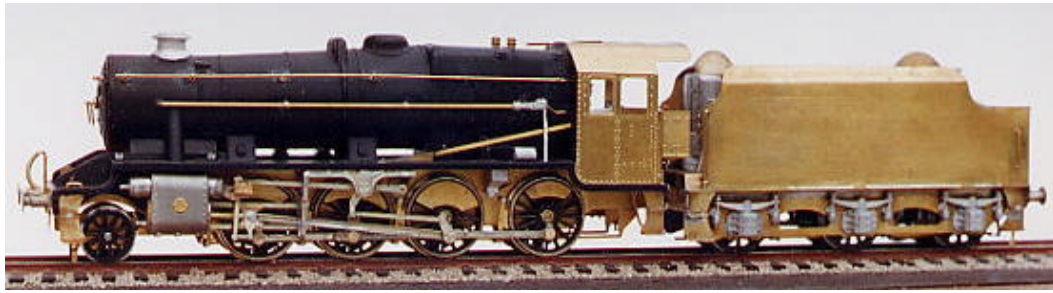


46124 London Scottish built and photographed by John Brighton



6149 The Middlesex Regiment

LK5 Stanier 8F 2-8-0

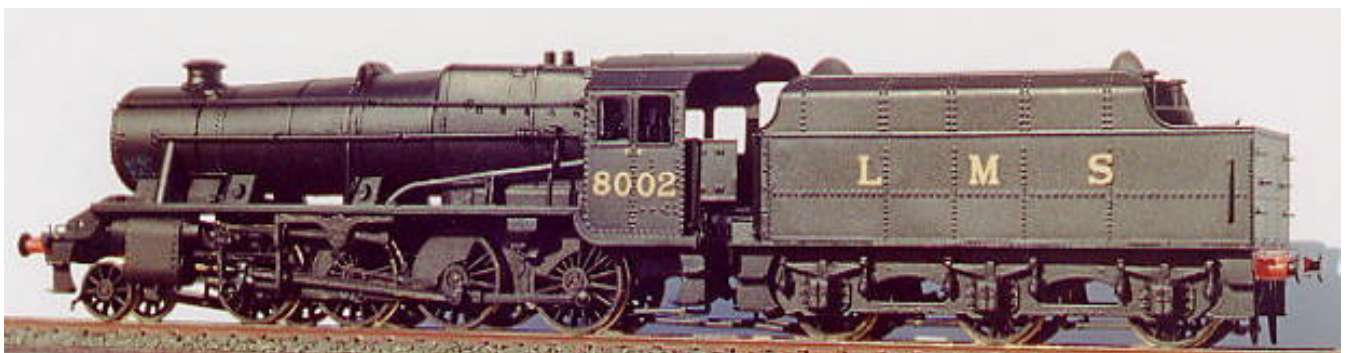


Shown with Romford/Markits wheels. Requires a Mashima MH1624 motor with GB1 or GB3

The Comet model of the Stanier 8F is a little unusual as it includes the loco body, ready built. The Hornby plastic moulding is used, with some modifications. As can be seen in the photograph above, the cab is removed and replaced with an etched brass version, thus improving the appearance of that part of the loco, and with the addition of other scale improvements, such as a new chimney, a smokebox door handle, handrails and reversing rod, a very realistic model can be produced, as seen in the various photographs below. The kit is supplied with a complete tender kit, and that can be the Stanier riveted or welded, or the Fowler flush riveted.



Model and photo by Stephen Haley



LK14 LMS Caprotti Class 5 4-6-0

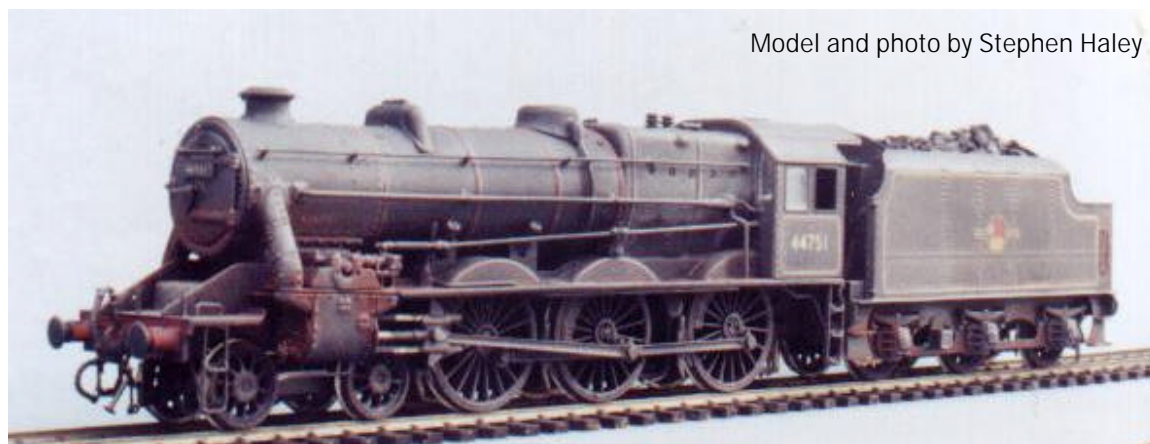


The Comet LMS Caprotti Class 5 kit is a composite of etched brass and fine whitemetal castings, as seen in the photograph above. By using the appropriate material in the construction, the finished model can be raised to extraordinary heights of realism, as seen in the photographs below.

Model and photo by John Lingwood



Model and photo by Stephen Haley

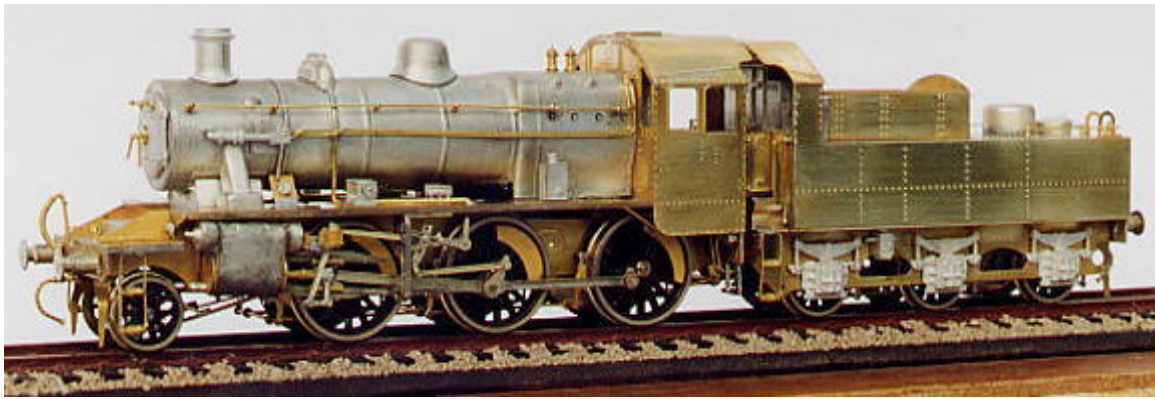


Model and photo by
Stephen Haley



The picture on the left shows 44687, which has been constructed as the high running plate version by skilful modification of the kit.

LK16 Ivatt Class 2 2-6-0



Shown with Romford/Markits wheels. Requires a Mashima MH1620 motor with GB1 or GB3 gearbox.

The Comet model of the popular 'Mickey Mouse' loco comprises whitemetal castings for the smokebox, boiler and firebox, to give the finished model haulage capacity, with etched brass used where that is necessary for the sake of appearance. The model can be built with a choice of two chimneys, and either strap or plate steps.



Model and photo
by Stephen Haley



Model and photo
by John Degg



Model and photo
by John Brighton



LMS standard coaches introduced 1924-32



M1 68'
Sleeper First
D1705
1925

M2 57'
Corridor Brake First
D1654
1927



M3 57'
Corridor Third
D1695
1924

M4 57'
Open Third
D1692/1699
1925



M5 57'
Open Third
D1745
1925

M6 60'
Corridor Third
Convertible for Sleeping
D1709
1928



M7 60'
Corridor Composite
D1716
1930

LMS standard coaches introduced 1924-32



M8 57'
Corridor Brake Composite
D1755
1926

M9 50'
Kitchen Car
D1697
1924



M10 50'
Full Brake
D1715
1926

M11 50'
Full Brake
D1778
1925



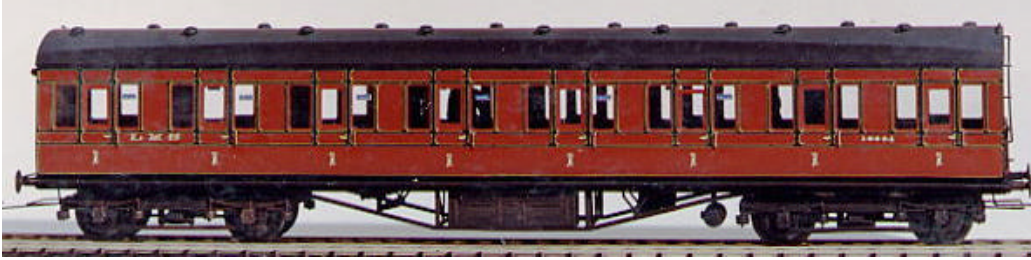
M12 57'
Third
Non-gangwayed
D1700
1925

M13 57'
Brake Third
Non-gangwayed
D1703
1925



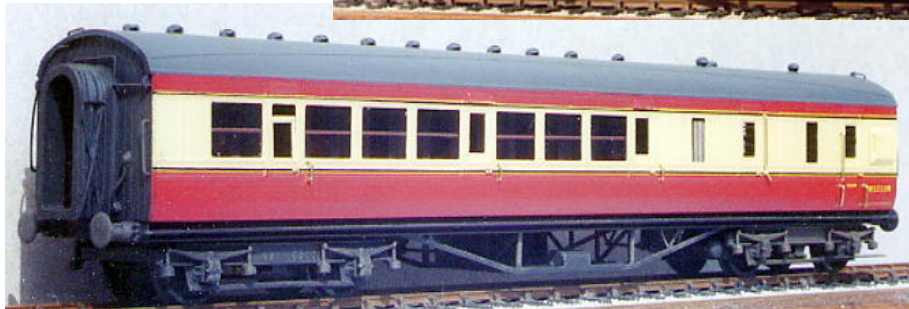
M14 57'
Composite
Non-gangwayed
D1701
1925

LMS standard coaches introduced 1924-32



M15 57'
First
Non-gangwayed
D1702
1925

M16 57'
Open First
D1742
1925



M17 57'
Corridor Brake Third
D1696
1926

M18 57'
Open Brake Third
D1746
1926



M19 57'
Corridor Composite
D1694
1924

M20 68'
Restaurant First
D1718/1810
1930



M21 57'
Open Third
D1807
1931

LMS standard coaches introduced 1924-32



M22 60'
Restaurant/Open Third
D1721/38
1930

M23 57'
Corridor Brake Third
D1730
1930



M24 68'
Sleeper
Composite
D1781
1930

M25 57'
Brake Third
Non-gangwayed
D1735
1930



M26 57'
Composite
Non-gangwayed
D1734
1930

M27 60'
Corridor Composite
D1791
1931



M28 57'
Third
Non-gangwayed
D1784
1930

LMS standard coaches introduced 1924-32



M29 57'
Corridor Brake First
D1845
1931

M93

For release 2003/4

For release 2003/4

M94

M95 57'
Corridor Brake First
D1717
1929



M96 60'
Corridor Third
D1782
1930

M97 57'
Lavatory Brake Third
Non-gangwayed
D1685
1926



M98 57'
Lavatory Composite
Non-gangwayed
D1686
1926

M99 68'
Restaurant Composite
D1811
1932



LMS Stanier coaches introduced 1932-50



M30 57'
Corridor First
D1930
1936



M31 57'
Corridor First
D2121
1948



M32 57'
Corridor First
D2162
1950



M33 60'
Open First
D2160
1948



M34 65'
Restaurant
Open First
D1902
1934

M35 69'
Sleeper First
D1926
1935



M36 60'
Corridor Brake First
D2168
1949

LMS Stanier coaches introduced 1924-32



M37 57'
Corridor Third
D1899
1931

M38 57'
Corridor Third
D2119
1946



M39 57'
Corridor Third
D2170
1950

M40 57'
Open Third
D1904
1933



M41 57'
Open Third
D1915
1935

M42 57'
D1999
Open Third
1938



M43 57'
Corridor Brake Third
D1905
1934

LMS Stanier coaches introduced 1932-50



M44 57'
Corridor Brake Third
D1968
1937



M45 57'
Corridor Brake Third
D2123
1948



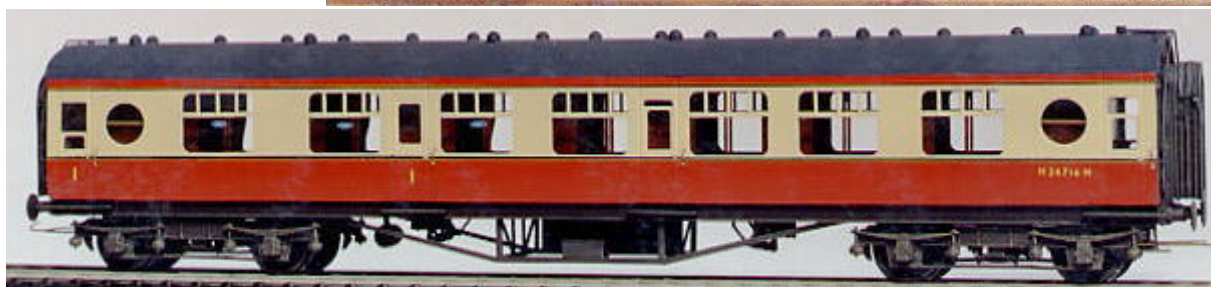
M46 57'
Corridor Brake Third
D2161
1949

M47 68'
Restaurant Third
D1901/1923
1933



M48 60'
Corridor Composite
D1925/1969
1935

M49 60'
Corridor Composite
D2117
1946



M50 60'
Corridor Composite
D2159
1949

LMS Stanier coaches introduced 1924-32



M51 57'
Open Composite
D1903
1934

M52 60'
Corridor
Brake Composite
D1720A
1940



M53 60'
Corridor
Brake Composite
D1850
1932

M54 62'
Corridor
Brake Composite
D1932/2010
1935



M55 50'
Kitchen Car
D1912
1934

M56 50'
Full Brake
D1854/2007
1932



M57 57'
Third
Non-gangwayed
D1906
1933

LMS Stanier coaches introduced 1932-50



M58 57'
Brake Third
Non-gangwayed
D1964
1936

M59 31'
Full Brake Stove R
D1796/2000
1932



M60 57'
Corridor Brake First
D1910
1934

M61 68'
Restaurant Composite
D1938
1936



M62 57'
Corridor Brake Third
D1851
1933

M63 57'
Open Brake Third
D1913
1934



M64 57'
Composite
Non-gangwayed
D1921/21A
1933

LMS Stanier coaches introduced 1924-32

M65 54'3"
Open Brake Third/
Open Third
Articulated Twin
D1965
1937



M66 54'3"
Open Third/
Open Composite
Articulated Twin
D1965/7
1937

M67 68"
Restaurant First
D1857
1933



For release 2002/3

M68

M69 57'
Restaurant/Buffer
D1948
1936

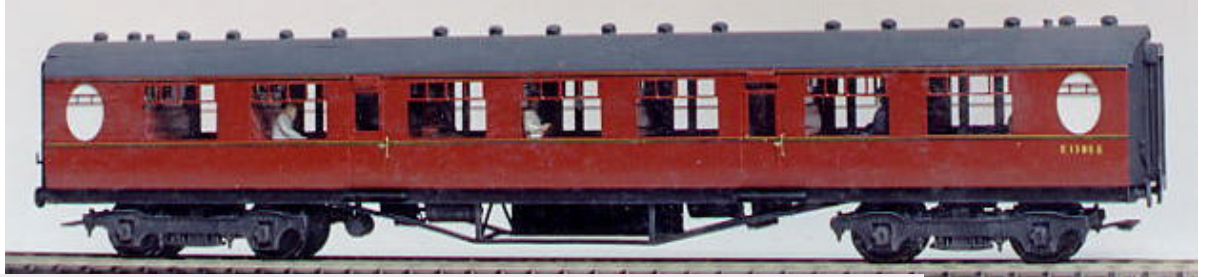


LNER Thompson coaches introduced 1945-51



E1 63'
Corridor First
D332
1945

E2 63'
Corridor Third
D329
1945



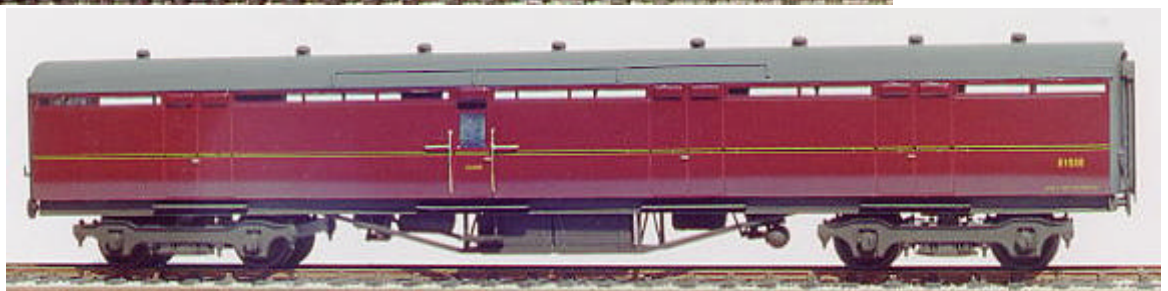
E3 63'
Corridor Brake Third
D346
1948

E4 59'6"
Corridor Composite
D328
1946



E5 63'
Corridor
Brake Composite
D345
1947

E6 63'
Full Brake
D344
1947



Picture not yet available

E7 31'10"
6 wheel Luggage Van
D358
1950

LNER Thompson coaches introduced 1945-51



E8 61'6"
Full Brake
D327
1945

E9 52'4"
Third
Non-gangwayed
D339
1950



E10 52'4"
Brake Third
Non-gangwayed
D340
1950

E11 52'4"
Composite
Non-gangwayed
D338
1947



E12 52'4"
Brake Composite
Non-gangwayed
D360
1951

LNER Gresley coaches introduced 1925-35



E20 31'10"
Full Brake
D120
1928

E21 61'6"
Full Brake
D198
1935

Picture not yet available



E22A 55'2"
Articulated
Restaurant Open Third
D14A
1928

E22B 41'
Articulated Kitchen Car
D13
1928



E22C 55'2"
Articulated
Restaurant Open First
D12A
1928

E23

For later introduction

E24 61'6"
Open Third
D186
1934



LNER Gresley coaches introduced 1925-35



E25 61'6"
Corridor Brake Third
4 compartment
D114
1929

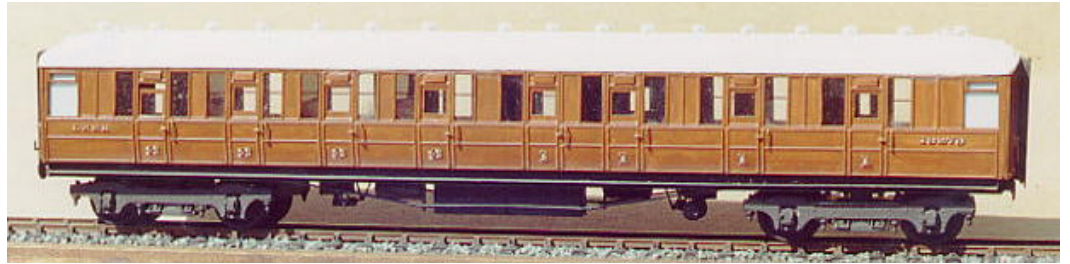
E26 61'6"
Corridor Third
D155
1932

Picture not yet available



E27 61'6"
Corridor Brake Third
3 compartment
D40A/174
1928

E28 61'6"
Corridor Composite
D6/130
1930



E29 61'6"
Corridor Brake
Composite
D175
1933

E30 61'6"
Open Brake Third
D196
1935



E31 51'1"
Semi-Corridor
Lavatory Composite
Non-gangwayed
D49
1926

LNER Gresley coaches introduced 1925-35

Picture not yet available

E32 51'1"
Brake Third
Non-gangwayed
D64
1926

E33 51'1"
Third
Non-gangwayed
D56/7
1925



E34A 51'1"
Full Brake
Non-gangwayed
D67
1925

E34B 52'6"
Full Brake
D111
1928



E35 61'6"
Corridor Brake Third
5 compartment
D37A
1929

SR Bulleid coaches introduced 1945- 1950



S1 64'6"
Corridor First
Deep vents
D2552
1949

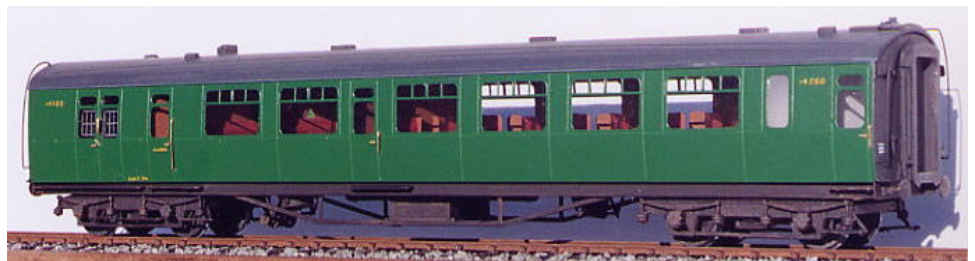
S8 64'6"
Semi-Open Brake Third
Shallow vents
D2123
1946



S13 59'
Corridor Composite
D2316
1945

BRCW built stock

S15 64' 6"
Semi-Open Brake Third
D2125
1947



S16 64' 6"
Semi-Open Brake Third
With coupe
D2124
1947

S17 64' 6"
Corridor Composite
D2320
1947



Tender Kits

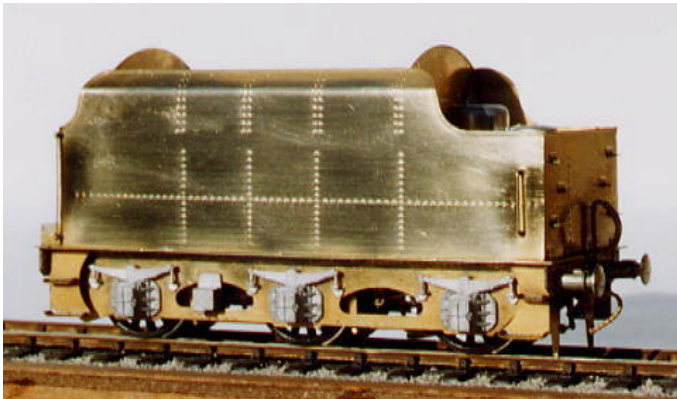
Some of our tender kits are illustrated behind the appropriate locomotives on the previous pages.



TK1 Stanier 4000 gallon riveted tender. Built and photographed by John Cooper-Smith, who fitted non standard axleboxes for his model of 46202



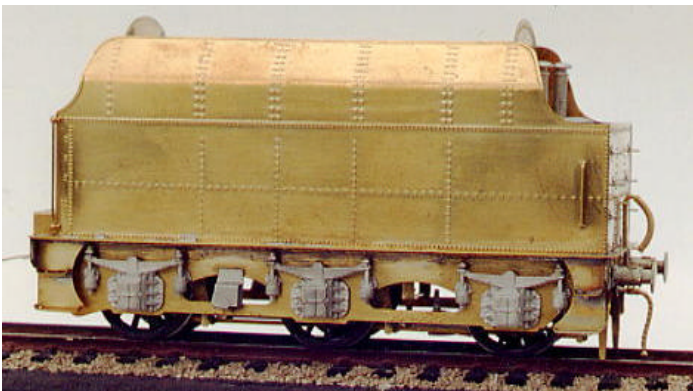
TK2 Stanier 4000 gallon welded tender



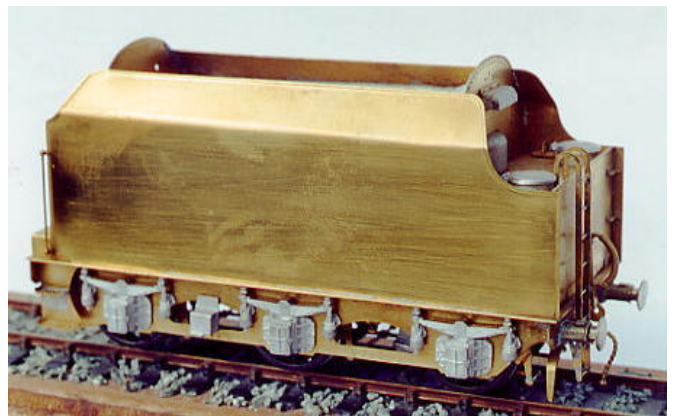
TK3 Stanier/Ivatt 4000 gallon part welded, with short spring hangers. Also available with roller bearings as **TK4**.



TK7 Fowler 3500 gallon flush riveted tender. This can also be built as the version with coal rails

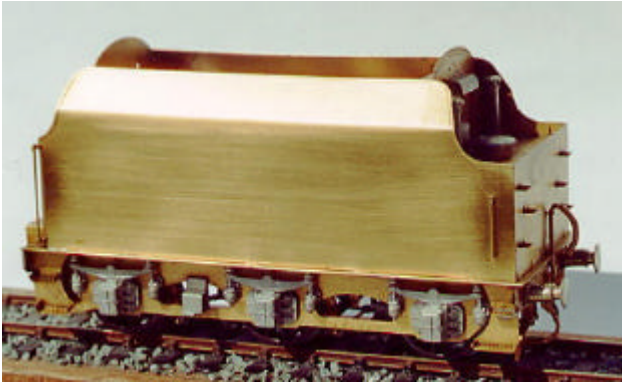


TK8 Princess Royal tender.



TK9 Coronation de-streamlined. Paired with the majority of Coronations and depicts them from the early post-war period until withdrawn.

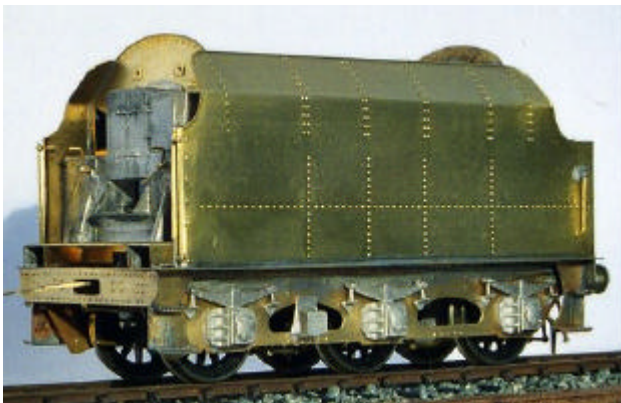
Tender Kits continued



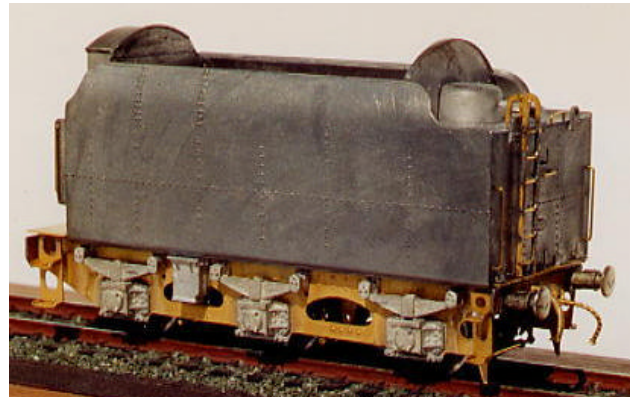
TK10 For non-streamlined Coronation class locos.



TK11 For Coronation class locos, numbers 46253-5



TK12 Tender for Coronation class locos 46256/7



TK13 BR1B tender, 4725 gallons, 7 tons.
Fitted to 73xxx, 75xxx, 76xxx and 9F



TK14 BR1F, 5625 gallons, 7 tons. Fitted to Southern Region allocated 73xxx and Eastern Region 9Fs