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	KW 001	OO	<u>Early Sheffield Single Deck</u> Our model is based on the various batches of car supplied by Brush, Milnes and Sheffield Corporation Tramways home built between 1899 and 1904. Many cars were sold out of service circa 1919/20: 6 to Barrow (became 29-34), 9 to Preston, 12 to Yorkshire W.D, 3 to Musselburgh and District, 3 to Potteries Electric Traction Co and 1 to Paisley (became 202).	£35
	KW 001a	OO	<u>Later Sheffield Single Deck</u> Our model is based on the later batches of cars supplied by Brush, Milnes and SCT home built between 1899 and 1904.  This model is of the later version with extended platforms and different toplights on the windows.	£35
	KW 001b	OO	<u>Sheffield Snowplough</u> Nine of the Sheffield 5 window single deck cars were shortened to 4 windows and converted to snowploughs between 1913 and 1921. These were numbers 39, 42, 46, 51, 52, 54, 55, 98 & 99. Some of these were later renumbered as 354, 361, 362, 363.	£35
	KW 001c	OO	<u>Sheffield 5 Window Double Deck</u> This kit is of the double deck balcony cars as converted from the single deck cars by Sheffield. These were tram numbers 48, 124, 127, 156-165, 189-192, 200, 201, 205 & 208.	£35
	KW 001d	OO	<u>Newcastle Single Deck 1-20</u> This kit is of the first batch of cars supplied by Hurst Nelson built in 1901. They were withdrawn by 1910.	£35
	KW 002	OO	<u>Milnes (Early Sheffield Type) Uncanopied Open Top Car</u> This kit is typical of early open top cars supplied to several tramway systems, particularly Sheffield C.T. where they were numbered 1-38, 104-123, and 131-155. Similar trams were supplied to Bristol (numbers 86-97 & 116-118 of 1895 and numbers 1-172 of 1900 / 1901).	£35
	KW 002a	OO	<u>Milnes (Later Sheffield Type) Uncanopied Open Top Car</u> This kit is typical of the second type of open top cars supplied Sheffield C.T. where they were numbered 167-186, 193-198, 213-243. Similar trams were supplied to Bristol (numbers 86-97 & 116-118 of 1895 and numbers 1-172 of 1900 / 1901).	£35
	KW 002b	OO	<u>Leeds 1-25 Uncanopied Open Top</u> This kit is of the open top cars supplied to Leeds where they were numbered 1-25.	£35
	KW 002c	OO	<u>Leeds ex Liverpool</u> This kit is of the open top cars sold to Leeds from Liverpool. In Leeds they were numbered 44, 46, 55, 79 & 83.  A car of the same type was Coventry 8.	£35









	KW 002d	OO	<u>Wolverhampton 8 Open Top Car</u> This kit is to make a model of Wolverhampton 8 open top car.	£35
	KW 002e	OO	<u>Sheffield 264</u> This kit is of the balcony cars as converted by Sheffield. The remaining example of this type of tram is Sheffield 264 at Beamish.	£35
	KW 002f	OO	<u>Sheffield 74</u> This kit is of Sheffield 74 as restored by the National Tramway Museum at Crich. 126 of the open top Sheffield trams had top covers like this fitted.	£35
	KW 002g	OO	<u>Sheffield short canopy covered top car</u> Similar to Sheffield 74 but with different toplights and trucks.	£35
	KW 002h	OO	<u>Newcastle 114</u> This kit is of the open top cars manufactured by Hurst Nelson for Newcastle in 1901. They were numbered 111 – 130. Newcastle 114 is restored at Beamish.	£35
	KW 002i	OO	<u>Dublin American car 154</u> This kit is of one of the 50 open top cars which were built in the USA in 1899 and numbered 121-170.	£35
	KW 002j	OO	<u>Dublin 199</u> This kit is of one of the 30 open top cars which were originally built by Milnes as trailers but then motorised in 1899 to 1900. They were numbered 84, 189, 192, 194-199, 206-208, 210-212, 215, 216, 219, 220, 223-225, 229, 232, 233, 239-243.	£35
	KW 002k	OO	<u>Halifax 1 – 58</u> This kit is of the first batch of Halifax open top cars numbered 1 to 58. These were 3'6" gauge open top trams built by Milnes for the start of the service in 1898. These seated 22 on the lower deck and 24 upstairs.	£35
	KW 002l	OO	<u>Leeds Snowplough</u> This kit is of Leeds snowplough 12. This car started life as B-T-H car 162 from the batch of cars numbered 133 to 182. The cars were built by Brush.	£35
	KW 002m	OO	<u>Aberdeen 1-8</u> This kit is of Aberdeen open top cars numbered 1 to 8. These were originally Woodside 1 – 8, built by Brush in 1899. These seated 28 on the lower deck and 24 upstairs. It includes alternate dashes with shielded headlights so that you build it as works car 4A.	£35

	KW 002n	OO	<u>Dover</u> This kit is of Dover open top cars numbered 1 to 10 (except cars 3 & 10 which were unpowered trailer cars). These were built by Brush in 1897.	£35
	KW 002p	OO	<u>Cork</u> This kit is of the first batch of cars for Cork, numbers 1-18, built by Brush in 1898, also the second batch, numbered 19-28 delivered in 1900.	£35
	KW 002q	OO	<u>Bradford</u> This kit is of the first batch of cars for Bradford, numbers 1-16, built by Brush in 1898, also the second batch, numbered 17-28 delivered in 1899. The kit also makes the Liverpool Westinghouse cars numbered 459-463 (later 43-47).	£35
	KW 002r	OO	<u>Mid Yorkshire</u> This kit is of the Mid Yorkshire tramways cars, numbered 1-10, built by Hurst Nelson & Co in 1903. They were later used in Bradford.	£35
	KW 002t	OO	<u>Poole</u> This kit is of the Poole and District tramways cars, numbered 5-11, built by ERTCW, subcontracted by Dick Kerr in 1901.	£35
	KW 003	OO	<u>Toastrack</u>	£30
	KW 004	OO	<u>M&amp;G Works</u> This kit is typical of works cars built by Milnes. This model is based on one supplied to Bury.	£30
	KW 005	OO	<u>Bradford Balcony</u> This kit is of a Bradford Balcony car. There were 96 of these "standard" cars produced between 1919 and 1931 and they continued in service until final abandonment in 1950. They were low height balcony cars with low side windows on both top and bottom decks and hexagonal vestibules.	£35
	KW 005a	OO	<u>Sheffield ex Bradford</u> These trams were originally open balcony Preston cars in Bradford. Once in Sheffield, they were rebuilt as fully enclosed cars and numbered 325 – 334.	£35
	KW 005b	OO	<u>Bradford Preston Balcony</u> This kit is of the Bradford English Electric or Preston Balcony cars. There were 46 of these cars produced between 1919 and 1921. The first was scrapped in 1938. They were numbered 213- 258. Some were later sold to Sheffield (see kit KW 005a)	£35
























	KW 005c	OO	<u>Sheffield works 330</u> This kit is of Sheffield works 330 as preserved at Crich. The tram was originally one of the Bradford English Electric or Preston Balcony cars, number 251.	£35
	KW 006	OO	<u>Brush open top car</u> with either 3, 4 or 6 window lower sides & with or without vestibules.	£35
	KW 006a	OO	Brush open top car 3 window lower sides, 6 vents, 180 degree stairs, headlamp in mid dash, Brill 21E truck sides. Towns: Colne, Croydon 36-45, Keighley 9-10, Lincoln 1-6, Musselburgh 11-14, Southend 26-31, Torquay 19-33, York 1-18	£35
	KW 006b	OO	Brush open top car 3 window lower sides, no vents, 180 degree stairs, headlamp in mid dash, Brill 21E truck sides. Towns: Belfast 246, Brighton class B, Bury 17, Coventry 31-36, Derby 1-25, Dumbarton, Keighley 1-8, Merthyr 10, Newport 1-30, Paisley 1-39, Perth 1-9, Rhondda 1-50	£35
	KW 006c	OO	Brush open top car 3 window lower sides, 4 vents, 180 degree stairs, headlamp in mid dash, Brill 21E truck sides. Towns Birmingham 21-70, 221-300, Carlisle 1-8, Chatham 52, Dartford 1-12, Exeter 1-12, Luton 1-12, Portsmouth 85-100, Leith 1-15	£35
	KW 006d	OO	Brush open top car 3 window lower sides, no vents, reversed stairs, headlamp in mid dash, Brill 21E truck sides. Towns Burton-on-Trent 1-20, Carlisle 13-15, Cheltenham 13-20, Colchester 1-16, Croydon 9,10,13,14,16-22,27-34, Doncaster 1-25, Dunfermline 44, 45, Felixstowe Pier Tramway, Gateshead 21-45, Ilkeston 1-9, Ipswich 1-36, Northampton 1-22, Nottingham 1-57, Peterborough 1-12, Portsmouth 1-80, Reading 1-30, Rotherham 1-12, 16-30, Salford 1-100, Southport even numbers 2-18, Stockport 5 / 13, Sunderland 3, Swindon 1-7, West Riding 1-30, Wigan 1-12	£35
	KW 006e	OO	<u>Lanarkshire OT car</u> This kit is of the Lanarkshire B type cars numbers 26 – 46 trams which were originally built by Brush in 1904-1906. Between 1921 and 1924 these were rebuilt with angled tops to the windows. The kit is of the rebuilt trams.	£35
	KW 006f	OO	<u>Belfast OT car</u> This kit is of the Belfast cars numbers 1 – 170 trams which were originally built by Brush in 1904-1906.	£35
	KW 006g	OO	Brush open top car 4 window lower sides, 4 vents, 180 degree stairs, headlamp in mid dash, Brill 21E truck sides. Towns: Chesterfield 1-12, Dunfermline 1-20, Dunfermline 29-43, Erith 1-6,9, Great Yarmouth 15-3, Leamington & Warwick 1-6, Notts & Derby 1-12	£35
	KW 006h	OO	Brush open top car 4 window lower sides, no vents, 180 degree stairs, headlamp in mid dash, Brill 21E truck sides. Towns: Great Yarmouth 1-14, Mansfield 19, Peterborough 14,15, Worcester 1-15	£35

	KW 006i	OO	Brush open top car 3 window lower sides, 6 vents, 180 degree stairs, headlamp on balcony, Brill 21E truck sides. Towns: Gosport & Fareham 1-12, Great Grimsby 1-3,22-30 (2nd batch)	£35
	KW 006j	OO	Brush open top car 4 window lower sides, no vents, reversed stairs, headlamp in mid dash, Brill 21E truck sides. Towns: Gravesend & Northfleet 11-20, Lancaster 1-10, Sheerness 1-8, Swansea 46-49, Weston-super-Mare 1-12, Wrexham 1-10	£35
	KW006k	OO	<u>LCC 106 Open Top car</u> This kit is of LCC 106 as preserved	£35
	KW 007	OO	<u>Brush balcony top car</u> with either 3 or 4 window upper and lower sides & with or without vestibules.	£35
	KW 007a	OO	Balcony top car 3 window upper & lower sides, 4 vents, 180 degree stairs, headlamp on balcony, Brill 21E truck sides. Towns: Doncaster 26-36, Lincoln 9-11, Luton 1,2,4,5, Preston 13, 18, 22, Rawtenstall 1-16, Rotherham 1-4 (2nd batch), Southampton 82-91	£35
	KW 007b	OO	Balcony top car 3 window upper & lower sides, 6 vents, 180 degree stairs, headlamp on balcony, Brill 21E truck sides. Towns: Dewsbury & Osset 11-12, Dewsbury & Osset 1-8, Mansfield 13-18, Mexborough & Swinton 17-20, Musselburgh 15, 16, Rhondda 51-54, Rotherham 1-12, 16-27	£35
	KW 007c	OO	Balcony top car 3 window upper & lower sides, no vents, 180 degree stairs, headlamp on balcony, Brill 21E truck sides. Towns: Doncaster 5-16, 22-25, Mansfield 1,4,9,11, SHMD 11-20, Stockport 1-30 later	£35
	KW 007d	OO	Balcony top car 3 window upper & lower sides, no vents, reversed stairs, headlamp on balcony, Brill 21E truck sides. Towns: Burton-on-Trent 7-11, 17, Nottingham 78-83	£35
	KW 007e	OO	<u>Dumbarton Balcony car</u> This kit is of the standard Brush 4 window lower, 4 window top deck car. An example is Dumbarton Burgh and County Tramways cars numbers 1 – 6 trams which were built by Brush in 1907.	£35
	KW 007f	OO	<u>Airdrie Balcony car</u> This kit is of the Airdrie & Coatbridge Tramways Brush 4 window lower, 4 window top deck cars, numbers 1 to 12 built in 1903. This was very similar to the standard Brush 4 window cars, but the upper deck was 5 inches lower.	£35

	KW 007g	OO	Balcony top car 4 window upper & 3 window lower sides, 6 vents, 180 degree stairs, headlamp on balcony, Brill 21E truck sides. Towns: Bolton 131-138, Derby 26-29	£35
	KW 007h	OO	Balcony top car 4 window upper & 3 window lower sides, no vents, reversed stairs, headlamp on balcony, Brill 21E truck sides. Towns: Leeds 183-282, Leeds BTH "27" class, Sunderland 1-12	£35
	KW 007i	OO	Balcony top car 4 window upper & lower sides, no vents, 180 degree stairs, headlamp on balcony, Brill 21E truck sides. Towns: Chesterfield 16-18 + 7 from 1-14, Erith 7,8, 10-14, Notts & Derby 13-24	£35
	KW 007j	OO	<u>West Ham type D</u> This kit represents one of the West Ham type D cars which were fitted with steel channel underframes. In West Ham they were numbered 2, 7, 22/23, 25, 29, 37/38, 46, 50, 52-59,	£35
	KW 008	OO	<u>Brush Works car</u> When their fleet of open top trams became old and were replaced, many were converted into works cars by stripping off the seats etc from the top deck, removing the stairs, and boarding up the lower deck windows.	£35
	KW 009	OO	<u>Glasgow 672 Room &amp; Kitchen car</u> This kit is of the "Room & Kitchen" cars numbered 666-685. Number 672 is preserved in the Glasgow Museum of Transport. They were single deck vehicles with a central entrance, entering service in 1898. No 672 was converted to a mains testing car. The kit can be used to make either the original version or the mains testing car.	£40
	KW 010	OO	<u>Sheffield ex Newcastle</u> This kit is of the double deck cars that were bought from Newcastle and were then rebuilt as fully enclosed cars. In the Sheffield fleet they were numbered 311 to 324.	£35
	KW 010a	OO	<u>Newcastle Class A Balcony Cars</u> This kit is of the Newcastle class A cars were numbered 111-130. They were originally built as short canopy open top cars but later many were converted to balcony cars, with 180 degree stairs.	£35
	KW 011	OO	<u>MET Works 002</u> This kit is of the MET general purpose stores car. It was built in Hendon in 1923 and numbered 02. It was a bogie vehicle with a central box section closely resembling the box body of stores van 04. On either side of the box body were swivelling gantries on which block and tackle lifting gear could be hung to deal with heavy items such as wheelsets and motors.	£35
	KW 012	OO	<u>LCC large stores van</u> This kit is of the LCC class K works cars numbers 07-010. These four stores cars were built by Mountain & Gibson in 1909. They were used to convey many general purpose items between the carious car sheds, yards and depots.	£35













	KW 012a	OO	<u>LCC large stores van</u> This kit is of the LCC class K works cars numbers 07-010. This version is without the advertisement boards on the sides. The cars did not carry adverts early or late in their lives	£35
	KW 013	OO	<u>LUT Track Car 005</u> This kit is of LUT stores van 005. It was initially described as a "flat car", and later as a "stores van (open)". Later a short box body of timber construction was fitted, allowing spacious open accommodation at both ends. The kit is of this later version.	£35
	KW 014	OO	<u>Dearne and Lytham Single Deck Tramcar</u> These 30 trams (numbers 1-30) were built in 1924 by English Electric for Dearne District Light Railways. The cars had 5 window bodies, with P22 8ft 6in trucks and very short platforms with entrances on each side. Four of these trams went to Lytham St Annes to become numbers 51-54 in their fleet.	£35
	KW 014a	OO	<u>Falkirk Single Deck Tramcar</u> When Dearne tramways closed, 5 cars were sold to Falkirk where they were shortened and reconstructed. The length was reduced from 32ft to 28ft 9in to get round the tight corners in Falkirk.	£35
	KW 015	OO	<u>Lowestoft Open Top car</u> This kit is of the Lowestoft open top cars numbers 1 to 15. They were built by Milnes in 1903/4. Car 14 is preserved at the East Anglia Transport Museum, Carlton Colville.	£35
	KW 016	OO	<u>Southport California car</u> This kit is of the Southport California cars in their original condition. They were given the odd numbers 1 to 17 (except 13). They were built by Dick Kerr and Company in Preston in 1900. They were combination cars (enclosed / open) with open-sided seating areas fore and aft of a central saloon.	£35
	KW 016a	OO	<u>Southport California car 7</u> This kit is of 4 of the Southport California cars. Most of the California cars were cannibalised to provide trucks and equipment for the new toastracks, but 4 survived and went through a reconstruction process. They had windscreens, doors and roof mounted advertising boards fitted. Number 7 was one of these.	£35
	KW 016b	OO	<u>Southport California car 45</u> This kit is of car 45 which was converted to a fully enclosed 4 window car and was renumbered 45.	£35
	KW 017	OO	<u>Rothesay Combination cars 11-15</u> This kit is of the Rothesay combination cars numbers 11 to 15. They were built by the Electric Railway and Tramway Carriage Company of Preston in 1902. They were mounted on Brill maximum traction bogies.	£35
	KW 018	OO	<u>SHMD Combination car</u> This kit is of the SHMD Class D combination cars numbers 31 to 40. They were ordered from the British Westinghouse Electric & Manufacturing Company.	£35
	KW 019	OO	<u>Metropolitan Electric Tramways Class B open top car</u> This kit is of the MET open top class B car. These were numbered 1-70.	£35

	KW 019a	OO	<u>Metropolitan Electric Tramways Class B/2 balcony car</u> This kit is of the MET balcony top class B/2 car. These were converted from the original class B cars. 16 trams were converted, numbers 3, 4, 5, 7, 9, 10, 11, 13, 15, 16, 19, 24, 26, 27, 30 & 34.	£35
	KW 019b	OO	<u>Metropolitan Electric Tramways coupled car 56</u> This kit is of the single deck ex type B car that formed the single deck portion of the second coupled car set. It was coupled to number 82, an enclosed top bogie car of Type H.	£35
	KW 020	OO	<u>London County Council Class A open top car</u> This kit is of the London County Council Class A cars. They were the first 100 cars built for the LCC in 1903. They were supplied by Dick, Kerr and Co Ltd. They were numbered 1 to 100.	£35
	KW 020a	OO	<u>London County Council Class D balcony top car</u> This kit is of the London County Council Class D cars after they were converted to balcony top cars. There were 100 cars, numbered 302-401.	£35
	KW 021	OO	<u>Liverpool Lambeth Road car</u> This kit is of the Liverpool Lambeth Road cars which were numbered 479-484 (later 48-53). They were built at the Lambeth Road works in 1899 to a design by the Tramways Manager.	£35
	KW 022	OO	<u>Liverpool twin staircase early</u> This kit is of the first batch of Liverpool twin staircase cars which were numbered 577-582. They were built in 1913 at the Lambeth Road works.	£35
	KW 022a	OO	<u>Liverpool twin staircase batch 2 early</u> This kit is of the second batch of Liverpool twin staircase cars which were numbered 583-602 (note, cars 603-605 were built with a single staircase at each end). They were longer than the first batch.	£35
	KW 022b	OO	<u>Liverpool twin staircase later</u> This kit is of the first batch of Liverpool twin staircase cars which were numbered 577-582 in their modified state. Some of these were converted to have single stairs, and enclosed top decks. Some also had platforms shortened to a more normal length.	£35
	KW 022c	OO	<u>Liverpool twin staircase batch 2 later</u> This kit is of the second batch of Liverpool twin staircase cars which were numbered 583-605 in their modified state. 603-605 were built with single staircases, and some of the others were converted to have single stairs, and enclosed top decks. Some also had platforms shortened to a more normal length.	£35
	KW 023	OO	<u>Glasgow Lightweight</u> This kit is of the Glasgow Experimental Lightweight cars which were numbered 1001-1004 and 6.	£40





















	KW 024	OO	<u>Newcastle Class B cars</u> These cars were numbered 232-236 and 240-309. They were double deck, totally enclosed, front exit cars and were built between 1917 and 1926.	£35
	KW 025	OO	<u>Newcastle Class E cars</u> These cars were numbered 193-229. They were double deck balcony cars and were built between 1912 and 1918. Some were built by Brush, some by Newcastle.	£35
	KW 025a	OO	<u>Newcastle Class H cars</u> These cars were numbered 1-28 and 192. They were double deck balcony cars and were built between 1906 and 1911. They were built by Newcastle.	£35
	KW 026	OO	<u>Rothesay Toastrack 11, 12</u> These cars were built for £500 each by Rothesay in 1919 using the 2 sets of equipment retained when the winter saloons were sent to Greenock. Kit includes etched brass seats.	£40
	KW 027	OO	<u>Rothesay Toastrack 22</u> This toastrack was built on the short underframe from the ex Greenock demi car. Kit includes etched brass seats.	£35
	KW 028	OO	<u>Blackpool toastrack 161-166</u> This kit is of the second batch of Blackpool toastrack cars numbers 161 to 166. They were built by BCT in 1927. They were slightly shorter than the previous toastracks and had 13 crossbench seats.	£40
	KW 028a	OO	<u>Blackpool toastrack 161-166</u> This kit is of the second batch of Blackpool toastrack cars numbers 161 to 166. In 1936/7 they were rebuilt with pairs of seats and a central gangway.	£40
	KW 029	OO	<u>Blackpool Weedkiller car</u> This kit is of the Blackpool weedkiller car number 161. In 1942, toastrack car 161 was converted to a snowplough and water tank tram. In 1944 it was fitted with water sprinklers at each end and took up duties to spray salt water on to the tracks during weedkilling operations.	£35
	KW 030	OO	<u>Blackpool TV toastrack 166</u> This kit is of the Blackpool toastrack car number 166 after it was converted to a camera car for the BBC & ABC to film the illuminations.	£35
	KW 030a	OO	<u>Blackpool TV toastrack 165</u> This kit is of the Blackpool toastrack car number 165 after it was converted to a camera car for the BBC & ABC to film the illuminations.	£35
	KW 031	OO	<u>LCC Class M car</u> This kit represents one of the LCC Class M cars. These were numbered 1427-1476 & 1677-1726. Built by Hurst Nelson and Brush in 1910. They were designed as a shorter version of the Class E bogie cars with interchangeable components.	£35











	KW 032	OO	<u>Wallasey 1-31</u> This kit represents one of the cars from the first batches of electric cars delivered to Wallasey. They were originally built as open top 3 window 4 wheel cars. They all had Bellamy style top covers fitted by 1905. This kit makes a tram in top covered condition.	£35
	KW 033	OO	<u>Wallasey 69-78</u> This kit represents one of the cars from the last batch of electric cars delivered to Wallasey. They were built by Brush in 1920 and were numbered 69-78. Car 78 is preserved at the Merseyside Tramway Museum.	£35
	KW 034	OO	<u>Warrington 1-21</u> This kit represents one of the cars from the first batch of electric cars delivered to Warrington. They were numbered 1-21. Car 2 is preserved at the Merseyside Tramway Museum. This kit can build restored tram 2 (28) in it's balcony top / driver vestibule condition.	£35
	KW 035	OO	<u>Warrington 22-27</u> This kit represents one of the cars from the second batch of electric cars delivered to Warrington, numbered 22-27. The kit makes a car in either open balcony or enclosed versions.	£35
	KW 036	OO	<u>Southampton Toastrack 2</u> This kit is of Southampton toastrack car number 2. This tram was originally a double deck open top knifeboard car built in 1899. In 1916 it was rebuilt into a toastrack with 10 crossbench seats for 50 passengers.	£35
	KW 036a	OO	<u>Southampton Toastrack 2 later condition</u> This kit is of Southampton toastrack car number 2 in it's post 1917 condition once a narrow centre gangway was added.	£35
	KW 037	OO	<u>Portsmouth Toastrack 104</u> This kit is of Portsmouth toastrack car number 104. In 1919, Southampton toastrack 2 tram was sold to Portsmouth where it was later fitted with a roof.	£35
	KW 038	OO	<u>Glasgow Standard Phase I</u> This kit is of Glasgow Phase 1 Standard cars numbered 316-287. They were open top double deck cars with short canopies and 17' long saloons.	£35
	KW 038a	OO	<u>Glasgow Standard Phase I</u> This kit is of Glasgow Phase 1 Standard cars numbered 686, 687, 688-1000, 665 and 664-440. They were open top double deck cars with short canopies and 17' long saloons.	£35
	KW 039	OO	<u>Glasgow Standard Phase II</u> This kit is of Glasgow Phase II Standard cars. They were balcony top double deck cars with 180 degree stairs . These are the Phase II/2 cars, with glass ventilators in lower saloon. Numbers 437-338, 316, 315, 310-307, 302-297, 295, 293-288. Total 119 cars. All except 437-338 were originally Phase I cars.	£35

	KW 039a	OO	<p><u>Glasgow Standard Phase II</u></p> <p>This kit is of Glasgow Phase II Standard cars. They were balcony top double deck cars with 180 degree stairs . These were the Phase II/4 cars, with perforated or louvered ventilators. Rebuilds from Phase I/1 and Phase I/2 cars. Approximately 500 cars.</p>	£35
	KW 040	OO	<p><u>Glasgow Standard Phase III</u></p> <p>This kit is of Glasgow Phase III Standard cars. They had driver vestibules and roll top stair covers fitted. They had 7' 0" 21E trucks.</p> <p>This kit is designed to make the Phase III/2 cars, numbers 316-287.</p>	£35
	KW 040a	OO	<p><u>Glasgow Standard Phase III</u></p> <p>This kit is of Glasgow Phase III Standard cars. They had driver vestibules and roll top stair covers fitted. They had 7' 0" 21E trucks.</p> <p>This kit is designed to make the Phase III/2 cars, numbers 686-1000, 664-398, 396-317.</p>	£35
	KW 040b	OO	<p><u>Glasgow Standard Phase III</u></p> <p>This kit is of Glasgow Phase III Standard cars. They had driver vestibules and roll top stair covers fitted. They had 7' 0" 21E trucks.</p> <p>This kit is designed to make the Phase III/1 cars, these were new hexagonal dash cars built to Phase III. There were 312 cars, numbers 286-137, 136-93, 987, 91-1, 1039, 1040, 1051, 665, 666-685, 1088.</p>	£35
	KW 040c	OO	<p><u>Glasgow Standard Phase III</u></p> <p>This kit is of the ex Paisley Glasgow Phase III Standard cars. They were originally numbered 53 to 72 when in Paisley. They had 7' Brill 21E trucks. In Glasgow they were renumbered 1053 to 1072.</p>	£35
	KW 041	OO	<p><u>Glasgow Standard Phase IV</u></p> <p>This kit is of the Glasgow Phase IV Standard cars. They were enclosed double deck cars with 180 degree stairs and 17' long saloons.</p> <p>This kit is designed to make the Phase IV cars, numbers 316-287 which were all high speed cars with 8'0" trucks.</p>	£40
	KW 041a	OO	<p><u>Glasgow Standard Phase IV</u></p> <p>This kit is of the Glasgow Phase IV Standard cars. They were enclosed double deck cars.</p> <p>This kit is designed to make the Phase IV cars with monitor rooves. They were from the range of cars numbered 686-1000, 664-398, 396-317.</p>	£40
	KW 041b	OO	<p><u>Glasgow Standard Phase IV</u></p> <p>This kit is of the Glasgow Phase IV Standard cars. They were enclosed double deck cars.</p> <p>This kit is designed to make the Phase IV cars with hex dashes. There were 312 cars, numbers 286-137, 136-93, 987, 91-1, 1039, 1040, 1051, 665, 666-685, 1088.</p>	£40
	KW 041c	OO	<p>This kit is of the ex Paisley Glasgow Phase IV Standard cars. In Glasgow they were renumbered 1053 to 1072. When rebuilt to Phase IV condition they were fitted with 8' trucks.</p> <p>Cars 1053-1057, 1060, 1063, 1065-1067 and 1072 were</p>	£40





















			rebuilt as low height cars. The others were rebuilt as standard Phase IV cars.	
	KW 042	OO	<u>Glasgow Standard Single Deck</u> This kit is of the five Glasgow Standard cars which were cut down to produce single deck cars for the Duntocher route. The cars were numbered 821, 836, 923, 926 and 975.	£35
	KW 042a	OO	<u>Glasgow Standard Phase II</u> This kit is of the two Glasgow cars which were cut down to produce single deck works cars. Standard car 814 became works car 23, car 722 became works 40.	£35
	KW 043	OO	<u>Chester</u> This kit is of the early open top cars supplied to Chester, they were numbered 1-12. They were built by Milnes in 1903 and liveried in apple green and ivory. The double-deck open-top, 4-wheel tramcars were unusual in being only 24ft long.	£35
	KW 044	OO	<u>Southport Toastrack</u> This kit is of the Southport toastrack cars. They were numbered 21, 23, 25, 27, 29, 31 and 33. They were built between 1914 and 1919. The first 4 were built by the United Electric Car Company, the last 3 by English Electric.	£35
	KW 045	OO	<u>Rothesay Covered Toastrack</u> This kit is of the second batch of covered toastrack cars supplied to Rothesay, they were numbered 16-20. They were built by Brush in 1902 / 1903.	£45
	KW 046	OO	<u>Birmingham 21-70</u> This kit is of the Birmingham Brill Class cars. They were 4 wheel open top double deck cars with 180 degree stairs and 16' long saloons. The kit can be built as open top, or top covered and with or without vestibules by using the appropriate included parts.	£35
	KW 047	OO	<u>Birmingham 401-450</u> This kit is of the second batch of the Birmingham 301 Class cars (361-400), and the 401 class cars (401-450). They were 4 wheel vestibuled balcony top double deck cars with 180 degree stairs and 17' 9" long saloons.	£35
	KW 048	OO	<u>Birmingham PW8</u> This kit is of Birmingham works car PW 8. In November 1929 the original body of car PW 8 was scrapped and replaced with the body from illuminated car 266 which was reduced to single deck and fitted with vestibules. It returned to service in March 1930.	£35
	KW 048a	OO	<u>Birmingham PW9</u> This kit is of Birmingham works car PW 9. In 1928, the body of car 509 was fitted to PW 9 when it's original body was broken up. It was mounted on a Conaty truck.	£35
	KW 049	OO	<u>Liverpool American single deck</u> This kit is of the Liverpool American cars numbered 431 to 445. They were built in 1898 by the J.G. Brill Company of Philadelphia. One saloon was originally for 16 first class non-smokers while the other slightly larger saloon	£35











			seated 18 and had pull down blinds rather than glass in the windows. In 1899 they were renumbered 6-20.	
	KW 049a	OO	<u>Liverpool American open top</u> This kit is of the double deck Liverpool American cars. In 1900, cars 6 & 8 were converted to double deck. Car 12 was converted in 1901. They had reversed stairs fitted and garden seats on the upper deck. They were known as "Oceanics" after the new White Star Liner.	£35
	KW 050	OO	<u>Sunderland 85</u> This kit is of Sunderland car 85. Originally it was fitted with a trolley, but it soon received a lengthened bow collector, mounted on a hump built on to the roof. It was sold to Leeds in 1944 and was heavily modified to become railcar 600 which entered service in 1954.	£35
	KW 051	OO	<u>Brighton 53</u> This kit is of one of the 32 open top, class F cars, which were built between 1932 and 1937.	£35
	KW 052	OO	<u>Potteries 121</u> This kit is of Potteries car 121, bought from Sheffield in 1920. This car had a 6ft Peckham 10A truck fitted. The following cars were almost identical. Glossop 9, Sheffield 53-58, Oldham 1, 17-26, Rotherham 13-15 (2nd batch), Yorkshire Woollen District 57-58.	£35
	KW 053	OO	<u>Liverpool Bellamy Rebuild</u> This kit is of the Liverpool reconditioned EMB Bellamy cars. A number of Bellamy cars were reconditioned between 1936 and 1939. They were car numbers 12, 126, 147, 305, 316 - 318, 328, 329, 334, 336, 338, 340, 342, 343, 353, 367, 382, 385, 386, 391, 393, 407, 420, 445, 451, 454, 459, 469.	£40
	KW 054	OO	<u>Liverpool 770</u> This kit is of the Liverpool 770 batch of cars. Cars 770 to 781 were built in 1933. They were mounted on EMB "heavy-weight" trucks. Because of their new liveries, they were christened 'Green Goddesses'.	£40
	KW 055	OO	<u>Tyneside Works</u> This kit is of Tyneside Tramways and Tramroads works car 27. It was built in 1911 by the United Electric Car Co, and was a combined tower wagon, stores van, breakdown car and materials transporter. The body was divided into two halves, one of which was a closed van, with a tower platform mounted on it's roof, and the other half was an open wagon with side doors.	£35
	KW 056	OO	<u>Great Orme</u> This kit is of the Great Orme cars. The four Great Orme passenger cars were built in 1902 / 1903 by Hurst Nelson & Co Ltd of Motherwell. They were numbered 4 to 7. Cars 4 & 5 run on the lower section of the line, cars 6 & 7 on the upper.	£35

	KW 057	OO	<u>Weston Toastrack</u> This kit is of Weston Toastrack cars 13 – 16 and seated 44 passengers on 11 crossbench seats.	£35
	KW 058	OO	<u>Liverpool Cabin Car</u> This kit is of the Liverpool Robinson cars, numbers 800-817, also known as the “Cabin” cars. They were built at Edge Lane. The trucks and electrical equipment were the same as the 770 class cars. The cars had platform doors and a separate drivers cab.	£40
	KW 058a	OO	<u>Liverpool Marks Bogie Car</u> This kit is of the Marks Bogie cars numbers 818 – 867. They were similar to the Cabin cars, but without platform doors and separate drivers cab. The first 25 cars had EMB heavyweight trucks, the last 25 had EMB Lightweight trucks.	£40
	KW 059	OO	<u>Edinburgh Standard balcony car</u> Between 1922 and 1934 Edinburgh Tramways introduced 240 four wheel tramcars of a basically similar design. They were primarily built of wood with 4 window saloons, open balconies, driver’s platform vestibules and a front exit on the nearside under the stairs.	£35
	KW 059a	OO	<u>Edinburgh Standard early enclosed car</u> This kit builds the early enclosed top cars. These cars had the under stair exit doors removed and a six window nearside driver vestibule fitted. They had enclosed upper decks with 3 windows each side.	£35
	KW 059b	OO	<u>Edinburgh Standard later enclosed car</u> This kit builds the later style enclosed top cars. They had a new design three window nearside driver vestibule and a single window offside driver vestibule fitted. They had enclosed upper decks with 2 windows each side.	£35
	KW 059c	OO	<u>Edinburgh Works car 3</u> This kit is of Edinburgh Works car 3. This car was originally built as cable car 51. Built by the Edinburgh District Co in 1908. It was converted to electric in 1923 and renumbered as number 10. It ran in passenger service until 1942. It then became rail grinder car 3.	£35
	KW 060	OO	<u>Horse Trams</u> This is a number of kits of standard types of horse trams. It includes 6 and 7 window cars with knifeboard and garden seats. Over 55 UK towns had trams of these types.	£40
	KW 061	OO	<u>Portsmouth 84</u> Our kit is based on Portsmouth cars 81-84. They were originally built in 1890 by North Metropolitan Tramways. Four of the cars were rebuilt by Portsmouth as electric cars in 1903.	£35
	KW 062	OO	<u>London Transport Class L/1 works cars</u> This kit is of LCC / London Transport class L/1 water cars / grinders 013 and 014. These cars started life as stores vans with box bodies and Brill 21E trucks from class B	£35

















			passenger cars. In 1925 they were converted into rail grinders, complete with water tanks.	
	KW 063	OO	<u>Glasgow Electric Horse</u> Our kit is based on Glasgow electrified horse cars 1-120. These horse trams were electrified to meet the demand for new rolling stock. They had new extended teak underframes, lengthened platforms and new quarter-turn stairs. The canopies were extended and they were mounted on 6'0" Brill 21E trucks.	£35
	KW 063a	OO	<u>Glasgow Tools Van 2</u> When the electrified horse cars were no longer required, car 120 became Mains department tool van 2. It was converted to single deck, had boarded up main windows and raised bow springs.	£35
	KW 064	OO	<u>Norwich 1-40</u> These cars were built by Brush in 1900. They had 17 foot long saloons and were mounted on Peckham cantilever trucks. A number of modifications were made to the cars over the next 20 years including fitting track brakes, new lifeguards and lifetrays, upper deck sides and electric headlamps.	£35
	KW 065	OO	<u>Norwich 43 to 47</u> Our kit is based on Norwich 4 wheel electrified open top cars 43-47. These cars were originally built as trailers by Brush in 1900. They had shorter 4 window saloons than cars 1-40.	£35
	KW 065a	OO	<u>Norwich Trailer</u> Our kit is based on Norwich 4 wheel open top cars trailer cars 41-50. These cars were built as trailers by Brush in 1900. They had shorter 4 window saloons than cars 1-40.	£35
	KW 066	OO	<u>Norwich EE cars</u> These cars were built by English Electric between 1923 and 1930. They had 17 foot long four window saloons and were mounted on the Peckham cantilever trucks of the original Brush cars they replaced. They were numbered 1-4, 6-11, 13-15, 17/18, 20, 23-26, 29/30, 33-34, 38-45 and 47	£35
	KW 067	OO	<u>Coventry 37 – 41</u> These 4 wheel open top cars were built for Norwich. They were transferred to Coventry in 1910. When they arrived in Coventry they had Mountain & Gibson trucks and were uncanopied, but a number of modifications were made including fitting Peckham P22 trucks, full canopies, different platforms and controllers	£35
	KW 068	OO	<u>Cruden Bay cars</u> Our kit is based on the two Cruden Bay Hotel tramway cars. The tramway was built to take passengers from the mainline station to the hotel. They were luxurious cars with comfortable upholstered seating and matching curtains	£40
	KW 068a	OO	<u>Cruden Bay wagons</u> Our kit is based on the two Cruden Bay Hotel tramway wagons. These wagons were built by the GNSR at their Kittybrewster works. There was a 4 wheel enclosed wagon for luggage etc, and a 4 wheel open truck for coal.	£35




	KW 069	OO	<u>Aberdeen Standard</u> These cars were built by Aberdeen Corporation Tramways between 1923 and 1931. They were numbered 62, 63, 99-106 & 116-124. They were built as fully enclosed cars, with a variety of trucks, though all were re-trucked with Peckham P35s.	£35
	KW 070	OO	<u>Preston 1</u> This kit is of Preston open top cars 1 - 26. These cars were built by the Electric Railway and Tramways Carriage Works (ERTCW) in Preston in 1904. They were built as un-canopied open top cars, with Brill 21E 6' 0" trucks.	£35
	KW 071	OO	<u>Preston Balcony</u> This kit is of Preston cars 1 – 26 in their balcony top condition. Ten cars were fitted with UEC short top covers in 1907, 5 more in 1908, 3 more in 1913.	£35
	KW 072	OO	<u>Preston 27</u> This kit is of Preston open top cars 27 - 30. These bogie cars were built by the Electric Railway and Tramways Carriage Works (ERTCW) in Preston in 1904. They were built as un-canopied open top cars, with Brill 22E bogies. These were similar to the 3 window 4 wheel cars but with longer 4 window bodies.	£35
	KW 073	OO	<u>Preston ex Sheffield</u> This kit is of the Preston ex Sheffield cars. These cars were purchased from Sheffield in 1919. They had been Sheffield numbers 125, 129, 187, 188, 207, 209. They were initially numbered 40-45. Cars 41-45 were renumbered 12, 30, 16, 14, 15.	£35
	KW 074	OO	<u>Preston ex Lincoln</u> This kit is of the Preston ex Lincoln cars. These trams were built by English Electric in 1919 and were sold to Preston in 1929. They were numbered 9-11 in Lincoln and became numbers 13, 18 and 22 in Preston.	£35
	KW 075	OO	<u>Southport Balcony</u> This kit is of the Southport Corporation balcony top cars. These trams were built as open top cars by Dick Kerr in 1900. They were the new 'Liverpool' type and were numbered 2 to 18 (even numbers only).	£35
	KW 076	OO	<u>Blackpool Coronation</u> This kit is of the Blackpool Coronation cars numbers 304 to 328. They were built by Charles Roberts of Wakefield and introduced in June 1952. The model is based on the original Blackpool in the Box kit and includes etched brass lifeguards, lifetrays and tower.	£50
	KW 00M1	OO	<u>Liverpool Bellamy car</u> This kit is of the Bellamy roof cars. From Edwardian days to World War II, Bellamy roof cars were a familiar sight on the streets of Liverpool. In the early days the characteristic roofs had sliding sections, but eventually solid roofs were fitted.	£35

	KW 00M2	OO	<u>Liverpool Priestley car</u> This kit is of the Priestley cars. For 30 years, until 1952, Priestly enclosed upper deck 4 wheel trams were a familiar sight on the streets of Liverpool.	£35
N Gauge kits				
	KW 200	N	Standard tram, open top or balcony, 3 or 4 window lower and upper sides	£10
O Gauge kits				
	KW 100	O	<u>O gauge Open Top car</u> This kit is representative of the "standard" 3, 4 or 6 window 16ft cars by various builders in the early years of electric tramways.	£50
	KW 101	O	<u>O gauge Balcony Top car</u> This kit is representative of the "standard" top covered 3, 4 or 6 window 16ft cars by various builders in the early years of electric tramways.	£55
	KW 103	O	<u>O gauge tower wagon</u> This kit loosely based on a standard electric tower wagon as used by a number of towns.	£50
	KW 104	O	<u>O gauge LCC 106 open top</u> This kit is based on LCC 106 as currently preserved at Crich.	£55
	KW 105	O	<u>O gauge Southampton balcony top car</u> This kit represents one of the standard types of cars built in the early 1900s. Towns that had this type of tram include: Doncaster 26-36, Lincoln 9-11, Luton 1,2,4,5, Preston 13, 18, 22, Rawtenstall 1-16, Rotherham 1-4 (2nd batch), Southampton 82-91	£60
	KW 106	O	<u>O gauge LCC Works class H water car</u> This kit is of the LCC class H water cars, numbered 01 to 04. They were built in 1905 by Mountain & Gibson.	£55
	KW 107	O	<u>O gauge Bristol short canopy open top</u> This kit is based on the 'standard' Bristol trams, with a Peckham 8 truck. They were numbered 1-85, 98-115, 119-124, 162-172	£55
	KW 108	O	<u>O gauge Birmingham 21-70</u> This kit is of the Birmingham Brill Class cars. They were 4 wheel open top double deck cars with 180 degree stairs and 16' long saloons. The kit can be built as open top, or top covered and with	£60



			or without vestibules by using the appropriate included parts.	
	KW 109	O	<u>O gauge Liverpool Type F Horse Car</u> This kit is of the Liverpool Type F horse cars. They were 6 window 4 wheel open top double deck cars with garden seats on the top deck. Car 43 is preserved by the Merseyside Tramway Preservation Society (MTPS).	£60
	KW 109a	O	<u>O gauge Glasgow Type IIIA Horse Car</u> This kit is of the Glasgow Type IIIA cars. They were 6 window 4 wheel open top double deck cars with knifeboard seats on the top deck. Similar cars were used in Leeds.	£60
	KW 110	O	<u>O gauge Cardiff Open Top Car</u> Our kit is based on Cardiff cars 12 and 15. Cars 1-20 were part of the original order of cars for Cardiff tramways. Originally they had straight stairs with a landing halfway up. Cars 12 and 15 had their stairs replaced by standard 180 degree stairs. This is the version the kit is of.	£55
	KW 111	O	<u>O gauge Portsmouth 84</u> Our kit is based on Portsmouth cars 81-84. They were originally built in 1890 by North Metropolitan Tramways. Four of the cars were rebuilt by Portsmouth as electric cars in 1903. Car 84 was preserved and was stored in Eastney Bus Depot for many years. It is now at the Milestones Museum in Basingstoke.	£55
	KW 112	O	<u>O gauge Bexley</u> This kit is of one of the original 12 open top cars, which were built in 1903 by Dick, Kerr & Co. Four more, almost identical cars (13-16) were bought in 1904. The car bodies were built by the Electric Railway & Tramway Carriage Works of Preston.	£55
	KW 113	O	<u>O gauge Lowestoft</u> This kit is of the Lowestoft open top cars numbers 1 to 15. They were built by Milnes in 1903/4. They were 3' 6" gauge (but the model is made to take a standard O gauge mechanism). Car 14 is preserved at the East Anglia Transport Museum, Carlton Colville.	£55
	KW 114	O	<u>O gauge Swansea ex Weston</u> This kit is of Swansea enclosed top cars numbers 46 to 49. They were built by Brush in 1902 for Weston-super-Mare. They were then sold to Swansea in 1904. Balcony top covers built by UEC were fitted in 1913. They were then rebuilt as enclosed top cars in 1922.	£60
	KW 115	O	<u>O gauge Liverpool 762</u> This kit is of the English Electric Bogie Cars, numbers 758-769. The bodies were built by the Edge Lane works in 1931 / 1932 and the electrical parts and monomotor trucks were supplied by English Electric. In the late thirties / early forties, they were reconditioned to varying degrees and mounted on EMB lightweight bogies.	£85

	KW 116	O	<u>O gauge LCC Wheel Carriers</u> This kit is of the LCC Wheel Carriers numbers 011 and 012. These Class L cars were built by Mountain and Gibson in 1909. They were open vans with 22 foot long bodies that were really no more than flat wagons with removable wooden side panels.	£55
	KW 117	O	<u>O gauge Liverpool Bellamy</u> This kit is of the Liverpool Bellamy Cars. There were over 430 of these cars. They were standard double deck top covered trams built by Dick Kerr and from 472 at Lambeth Road Works in Liverpool. They were built between 1900 and 1907, and some lasted until 1949.	£60
	KW 118	O	<u>O gauge LCC Class H Works</u> This kit is of the LCC Class H cars. They were built as water tank cars by Mountain and Gibson in 1905 and were numbered 01 to 04.	£55
	KW 118a	O	<u>O gauge LCC Class J Works</u> This kit is of the LCC Class J cars. These were the original stores carrying vehicles, built in much the same way as the water cars. They were built by LCC in 1908 and were numbered 05 and 06.	£55
	KW 119	O	<u>O gauge London Works</u> This kit is of the London County Council Cars 'B' Class works cars. As cars were withdrawn from passenger service many of the Class B or Class C cars were converted to snowbrooms, snowploughs, sand vans, stores vans and general duties	£55
	KW 120	O	<u>O gauge Freelance Stores</u> This kit is of a Stores Car. Although this isn't an exact match for any particular town, there were many similar works cars in use across the country, including London United Tramways car 4 and Wallasey 26.	£55
	KW 121	O	<u>O gauge Freelance Wagon</u> This kit is of a works wagon. Although this isn't an exact match for any particular town, there were several similar works cars which could be produced using this kit as a starter, including the Newcastle sand and salt cars (167-169), Halifax wagons 2 & 3 and Dublin 68 and 76.	£55
	KW 122	O	<u>London Transport Class L/1 works cars</u> This kit is of LCC / London Transport class L/1 water cars / grinders 013 and 014. These cars started life as stores vans with box bodies and Brill 21E trucks from class B passenger cars. In 1925 they were converted into rail grinders, complete with water tanks.	£55
	KW 123	O	<u>Glasgow Electric Horse</u> Our kit is based on Glasgow electrified horse cars 1-120. These horse trams were electrified to meet the demand for new rolling stock. They had new extended teak underframes, lengthened platforms and new quarter-turn stairs. The canopies were extended and they were mounted on 6'0" Brill 21E trucks.	£55

	KW 123a	O	<u>Glasgow Tools Van 2</u> When the electrified horse cars were no longer required, car 120 became Mains department tool van 2. It was converted to single deck, had boarded up main windows and raised bow springs.	£55
	KW 124	O	<u>Blackpool Toastrack</u> This kit is of the second batch of Blackpool toastrack cars numbers 161 to 166. They were built by BCT in 1927. They were slightly shorter than the previous toastracks and had 13 crossbench seats. The kit includes etched brass seats, lifeguards & lifetrays.	£110
	KW 124a	O	<u>Blackpool Toastrack</u> This kit is of the second batch of Blackpool toastrack cars numbers 161 to 166. They were built by BCT in 1927. This kit is of the rebuilt cars with double seats instead of full width seats. The kit includes etched brass seats, lifeguards & lifetrays.	£110

Note, our kits contain white metal or pewter parts only. In order to keep prices down, they do not include motors, seats, glazing, wire, etched brass fittings, trolley poles, figures, decals etc. unless explicitly stated.

### **KW Trams; 3 Merlin Gardens, Fareham, Hants, PO16 8HB**

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