

INSIDE: SIMPLE STEPS TO IMPROVE YOUR LAYOUT

BRITISH RAILWAY MODELLING

September 2013 Vol.21 No.6 £3.75

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GREAT WESTERN CLASSIC

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LAYOUTS!**



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- ▶ **Cross Ness**
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BUILDINGS FOR BCB
Project layout progress



FINESCALE 'DELTA'
Facelift for a thoroughbred

PLUS BARROW HILL SHOW PREVIEW ▶ TRIED & TESTED ▶ NEWS & REVIEWS



31-146 Class D11/I 62663 'Prince Albert' BR Black Early Emblem

21
DCC

ERA
4
1948-1956



32-550B Class A1 'Tornado' BR Brunswick Green

8
DCC

ERA
9
1995 onwards



32-203A Class 8750 BR Black L/Crest W'thrd

8
DCC

ERA
5
1957-1966



32-154A N Class BR Black L/Crest Weathered

6
DCC

ERA
5
1957-1966



31-626A Class 3F BR Black E/Emblem

21
DCC

ERA
4
1957-1966



31-213DS Patriot Class BR Lined Green L/Crest

DCC
SOUND

ERA
5
1957-1966



31-967 Class A4 BR Lined Green L/Crest

8
DCC

ERA
5
1957-1966

Era 4 signifies locomotives suitable for period 1948-1956 British Railways Early Emblem.

Era 5 signifies locomotives suitable for period 1957-1966 British Railways Late Crest.

Era 9 signifies locomotives suitable for period 1995 onwards - Post Privatisation

DCC
SOUND

Indicates models that are fitted with a DCC Sound decoder and speaker system

6
DCC

Denotes that this locomotive is equipped with a 6pin DCC Socket.

8
DCC

Denotes that this locomotive is equipped with an 8pin DCC Socket.

21
DCC

Denotes that this locomotive is equipped with a 21pin DCC Socket.

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BB02 Wagon Brake Handles 2 Types 6 Spoke 6mm (32)	£2.35
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BB04 Handwheels 7 Types 4 to 7mm 16 Assorted	£1.90

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BB14 Large Engine Shed Curved Top	£3.95
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MT152 Sawtooth Station Valencing	£2.45
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(Both MT152 & 158 : 4 X 8.25cm x 1.2cm	
MT153 Canopy Brackets (4x4 Diff)	£2.45

ETCHED LADDERING

MT154 Ladder Strip 5in Rungs 4x4mm	£1.40
MT159 Ladder Strip 5in Rungs 3x3mm	£1.40

ETCHED SIGNAL ARMS

MT150 GWR 3 x Home, 1 x Distant	£1.45
MT151 LMS/SRLNER 3 x Home, 1 x Dist	£1.45

ETCHED SPEAR FENCING & GATES

MT263 12mm High x 200mm + 2 Gates	£2.70
MT266 18mm High x 220mm + 1 Gate	£3.20
MT264 22mm High x 190mm + 1 Gate	£3.20
MT267 Decorative Etched Gates 4 Types 2 of Each	£4.45

ETCHED PICKET FENCING

MT262 12mm High x 200mm + 2 Gates	£2.60
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ETCHED HOUSE FENCING

MT261 10mm High x 178mm + 2 Gates	£2.45
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ETCHED WATER TANKS

MT258 Panels, Frames and Ladder (MR)	£3.85
--	-------

GWR BUFFER STOPS

MT244 Whitetail	Please Enquire
MT247 Lost Wax Brass (Finescale)	£4.95

GWR TOKEN APPARATUS

MT243 GWR Square Post	£10.15
A Highly Detailed Brass Lost Wax (Drawing, Lamps, Ladders, Tokens etc Included)	

ETCHED LOCO BRAKE SHOES

MT175 General Set - Driving Wheels up to 5ft 2in 2 Types 3 Sets	£2.75
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MT176 General Set - Driving Wheels to 5ft 8in 6ft 8in 5 Types 5 Sets	£3.60
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MT177 GWR Set Up to 5ft 2in (3 Types)	£3.60
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(Up to 6 Sets incl 57XX, 44XX, 45XX, 28XX, Earlier Pannier Tanks & Goods)	
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MT181 GWR Set 5ft 3in+ (4 Types)	£3.60
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Castle Hill, Mogul & Prairie, Grange, Manor, King)	
--	--

MT179 LMS Up to 5ft 2in (4 Types)	£3.60
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(Incl Jinty, 2P, 4F, Ivatt Class2, Fowler 2-6-2T)	
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MT184 LMS 6ft + (4 Types)	£2.75
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(Incl Compound, Black 5, Stanier 4-6-0's)	
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MT183 LNER 6ft + (6 Types)	£3.60
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(Incl A3, A4, A2, B17, B1, B12)	
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MT180 LNER Up to 5ft 8in (4 Types)	£3.60
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(Incl GE, 2 Gresley Types & GCR 5 Sets)	
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MT182 SR Set 5 Types)	£2.75
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(Incl Terrier, M7, N, E4-E6, Q, W, Z etc)	
---	--

MT185 Tenders (5 Types)	£3.60
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(Incl LMS, LNER, SR, GWR (2))	
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MT186 Loco Brake Riggings	£3.95
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11 Sets Straight Pull Rods 6ft to 9ft in 3in Increments, Par & Tap Brake Beams, Cranks Adjusters)	
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ETCHED CHEQUOR PLATE

MT355 Diamond Pattern 63mm x 30mm	£1.90
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ETCHED NICKEL COUPLING RODS FOR HORNBY & WRENN

(Flat one side Fluted the other)

For Hornby Hall/B12 & Wrenn Castle :-	
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MT001A 7ft 3in x 7ft 3in (Bowed)	£2.35
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MT001B 7ft 3in x 7ft 3in (Parallel)	£2.35
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For Wrenn / Hornby Dublo 0-6-0 :-	
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MT002A 8ft x 6ft 6in (Bowed)	£2.35
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MT002B 8ft x 6ft 6in (Parallel)	£2.35
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For Hornby / Triang 0-6-0 :-	
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MT003A 8ft 3in x 7ft 9in (Bowed)	£2.35
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MT003B 8ft 3in x 7ft 9in (Parallel)	£2.35
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ETCHED LOCO STEPS

MT232 Parallel Steps (5 Types)	£3.00
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MT231 LMS Loco/Tender Steps	£3.60
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5 Types Loco + 4prs of Tender Steps)	
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ETCHED LOCO DETAILING SETS

MT227 (Set One) Cab fittings, a wide range of 4 & 5 wheel handwheels, Reverser wheels & Levers, Regulator Handles (N/Silver)	£2.75
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MT 256 (Set Two) Various Cab Ventilator Hatches, Vent Grills, Cab doors (2 types), Oval Sandbox Filler Lids, Washout Plugs, LNER/SR Headcode Discs, Drest Boards with Brackets and GW Cabside Hatches.(Brass)	£2.75
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TENDER CHASSIS KITS FOR RTR TOPS & MISC TENDER PARTS

Incl. brake gear, w/m axleboxes & instructions)	
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MT100 GWR 3500g Chassis	£6.90
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MT101 LNER 3500 Group Std Chassis	£6.90
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MT102 LMS Stanier 4000g Chassis	£6.90
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MT103 GWR 4000g Chassis	£8.90
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MT252 GWR Etched Tender Steps	£1.25
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MT337 GWR Water Scoop	£1.30
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ETCHED CHASSIS FOR GEM 2-4-0T

MT104 Chassis Kit for Gem GWR (Camrian)	
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2-4-0T. Incls Brake Gear, Frame Spacers £13.00	
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MT4007C Complete Kit Incl Body, Chassis, Gears, & Markits Wheels	£78.95
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ETCHED KIT FOR RTR J72

MT248 Chassis & Body Improvement Kit for Mainline & Bachmann J72 Bodies	£16.30
--	--------

(Detailed Chassis Kit - Incl Full Brake Gear & 00/EM Frame Spacers. Fold Up Cab Interior, a Casting to eliminate daylight below the body & Sprung Buffers with Buffer Beam Overlays)	
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KITS FOR RTR J52

MT106S Scale J52 Chassis Kit	£15.25
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MT107 Body Detailing & Conversion Kit for Hornby body to Scale Length	£19.95
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W/M Boiler Bottom, Brass, Sprung Buffers, Injectors, Balance Pipe, Whistle and Instructions	
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MT107C Complete Kit Incl Hornby body, both MT Kits, Wheels, Gears, Axles	£94.15
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DETAIL FOR BACHMANN N MOGUL

MT254 For Bachmann N-Class Mogul Inclcs Deflectors, Lamp Irons, Cab Door & Floor, AWS Shield and Instructions	£4.95
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ETCHED CAB SPECTACLE PLATES

MT226 Cab Spectacle Rims and Grills	£3.00
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(15 & 18in dia, plain and with 6 or 8 bars, short or long. + GWR ref pattern 32 rims and grills)	
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ETCHED LAMP IRONS

MT187 100 Plus Loco Lamp Irons	£3.95
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(12 Diff Types The small ones have tabs to aid fitting. (Bunker, Smokebox, Stepped, Parallel)	
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BRASS SMOKE BOX DOOR HANDLES

MT316 LMS 1 Flanged, 1 Plain	£2.25
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MT317 BR/Late GWR/LNER 2 Flanged	£2.25
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MT260 Handwheels (18) 4 & 5 Spoke	£1.25
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ETCHED RIVET STRIP

MT163 (See Wagon Detailing Below)	£3.95
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WAGON BRAKE GEAR

MT223 4 Full Double Etched Brake Gear Sets RCH Type Double Sided 9ft w/b	£6.95
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'Full Relief' - Incl Levers, Loops, Ratchets & 'V' Hangers, U/F Parts, Drawplates, Label Clips & Plates. Full Instructions and Drawing.	
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MT225 LNER Automatic Brake Gear Sets 9ft & 10ft 'Full Relief' - (See Above) 2 Sets	£3.85
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MT234 LMS Automatic Brake Gear Sets 10ft 'Full Relief' - (See Above) (2 Sets)	£3.60
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MT236 GWR DC Dean/Churchward Wagon Brake Gear. + Variants (2 Sets)	£3.60
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ETCHED WAGON DETAILING

MT163 Rivet Strip Width 1mm	£3.95
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Spacings 1.0/1.3/1.7/2.0mm 25x22mm of each	
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MT167 Corner Plates (16)	£1.60
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MT166 Wagon Detailing Components	
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Incl Crown & Makers Plates etc.	£1.60
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MT164 Incl 4 Packs (MT 163/166/167)	£5.35
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MT230 Brake Gear Detailing Parts - Cranks V- Hangers, Levers, Yokes & Wheels etc.	£3.00
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MT221 Detailing & Running Gear Etc for GWR 4 Wheelers with 14mm Wheels	£5.05
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ETCHED COACH U/F & DETAIL

MT220 U/F Kit for GWR 4 Wheel Coaches, Siphons 26ft 10in & 30ft 4in	Please Enquire
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MT360 Etched Ends & End Detailing incl Steps GWR 4 Wheel Coaches	£3.65
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DETAILING KIT FOR DAPOL 14XX

MT222 Inclcs Backhead, Reverser, S/Valve, S'Box Door & Handle, Pipes, Push Pull Bracket, AWS, Chim, Bke Std	Please Enquire
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METAL STRIP

Etched Strips (3 x 1mm, 3 x 2mm, 3 x 3mm)	
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All 5in Long (Listing available of others)	
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MT570 Brass 5 Thou	£2.95
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MT571 Brass 10 Thou	£2.95
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MT572 Nickel Silver 10 Thou	£2.95
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MT573 Phos Bronze 10 Thou	£2.95
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MT574 One of Each (MT570-MT573)	£9.95
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TRANSFERS

HMRS

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LINING SHEETS IN PRESSFIX ONLY

1 LMS Gold Loco & Coach	£6.50
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2 LMS Yellow & Straw Loco & Coach	£6.50
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2A LMS Straw & Block Loco & Coach	£6.50
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3 LMS Loco Lining	£6.50
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3A LMS Coach Lining	£6.50
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4 LNER Loco & Coach	£6.50
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4A LNER Yellow Loco	£6.50
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5 LNER (& SR) Loco Lining	£6.50
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6 LMS Wagon	£5.90
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7 GWR Loco & Coach	£6.50
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8 GWR Loco & Coach Lining	£6.50
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9 SR Loco & Coach (Maunsell)	£6.50
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10 SR Loco & Coach (Bulleid)	£6.50
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10A SR Bulleid Loco Stripes	£5.90
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11 GWR Wagon	N.A
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12 LNER Wagon	£5.90
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13 SR Wagon	£5.90
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14 BR Loco & Coach (Steam)	N.A
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15 BR Loco & Coach (Modern)	N.A
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16 LNER Loco & Coach+WCSJ	£8.20
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17 LMS Pre Group Wagons (Not LNW/R)	£6.50
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18 LNER Loco & Coach	£8.20
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19 L/R Loco, Coach & Some Wagon	£8.20
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20 Scottish Pre Group Wagons	£6.50
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22 BR Mixed Traffic & LNW/R Lining	£5.90
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23 BR Coach Lining	£5.90
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24 MR/S&D/MGNLTSR Loco & Coach	£8.20
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25 BR Rev Wagon Pre Tops Codes	£5.90
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26 BR Rev Wagon Pre Tops Instructions	£5.90
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31 Pullman Crests, Nos. Names 1930-67	£8.20
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32 Pullman Lining 1930 & 1960	£5.90
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PLAIN COLOURED LINING	£5.90
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(Blk, Yell, Gold, White, Orge., Red)	
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JACKSON

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Pair Screw Link	£4.80
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SMITHS

LP1 3 Link Unassembled (4 prs)	£5.20
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LP10 Fine 3 Link Unassembled (4 prs)	£5.20
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LP3 Steel (Magnetic) Loops (20)	£3.85
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LP4 3 Link Assembled (4 prs)	£8.30
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LP11 Fine 3 Link Assembled (4 prs)	£8.30
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LP8 Screw Unassembled (4 prs)	£6.25
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LP5 Screw Assembled (2 prs)	£8.20
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LP2 Instantanr Unassembled (4 prs)	£5.20
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12 Hungerford

Halcyon days of the GWR way to the west described by Frank Davies and Mike Evans of the Shipley MRS.

22 Practical BRM

Carry on camping - a scenic idea for an awkward corner on your layout!

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Michael Russell shows you how to build a realistic scrap yard loco...

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Flavio di Rosa builds two bespoke buildings for our project layout.

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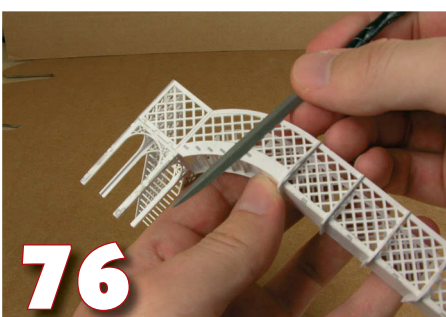
Your chance to air your views...

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We preview this model show in the last working roundhouse in the UK.

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What's happening this month in the world of railway modelling.

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Don't miss the October issue..!

What's New



82 Dawn of the 'Deltic'

Livery variation for Locomotion's new version of 'Deltic' prototype.



86 Magnificent Mk.2s

More superb stock for N gauge.



Mallard and Dominion of Canada rub shoulders in the NRM at 'The Great Gathering' in July. Richard Wilson

Welcome to the September edition of *British Railway Modelling*. It's been almost a year in the making, but we are pleased to announce that *BRM Live* is now available to download in the iTunes 'app store'. The iPad-only magazine is the world's first completely interactive, digital railway modelling magazine and features new content that has not appeared in the printed version of *BRM*.

Expect images that can be rotated, images that come to life with video, scrolling picture galleries, pictures that tell a story, audio files - the list is endless. Explore each article and see what you can find. *BRM Live* content includes Halifax King Cross, Pempoul, Woodmores Scrapyard and the £5,000 locomotive!

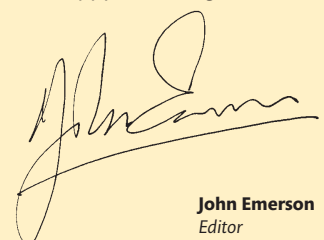
To watch our short, promotional video go to www.brmm.ag/BRMLive - to download the free *BRM Live* 'app' simply search for *BRM Live* in the iPad newsstand App Store. Once you have downloaded the app, you can download the free sample issue and then the full version which costs just £3.99.

New-look for BRM

As you will have seen throughout this issue, *BRM* will be getting a new-look later in the year including a new logo and new design throughout. But the cosmetic changes are only the start of the new and improved *BRM* that will be gracing the shelves! Following the extensive results from the recent Reader Survey (thanks to everyone who completed it), the magazine will be bigger and better than ever before. Expect new writers, new layouts, easy-to-follow instruction on modelling techniques that matter, in-depth product news and reviews - essentially we'll be leaving no stone unturned to ensure we offer the reader the best railway modelling magazine in the market.

And, what's more we'll be offering a mass of extra content for FREE on our website at www.model-railways-live.co.uk

The new *BRM* will start from the November 2013 issue (on-sale in shops from October 10). We'll be revealing more on www.model-railways-live.co.uk and in next month's magazine. Happy Modelling!


John Emerson
Editor



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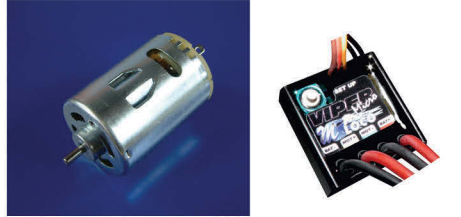
Batteries, Cable & Accessories



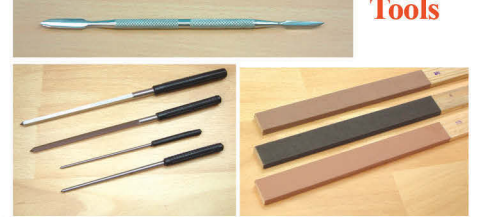
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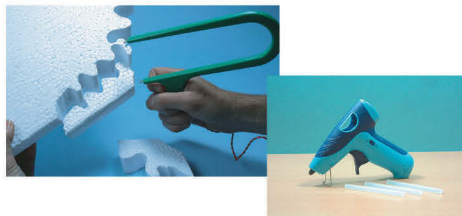
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Foam Cutters & Glue Guns



Hammers & Magnifiers



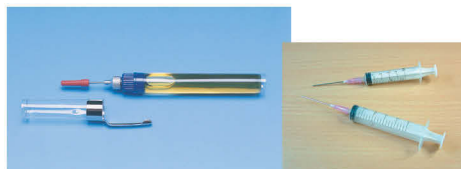
Jordan Scenic Products



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Saws & Mitre Boxes



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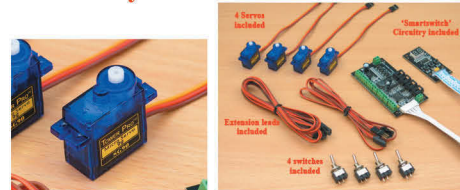
Soldering Irons & Equipment



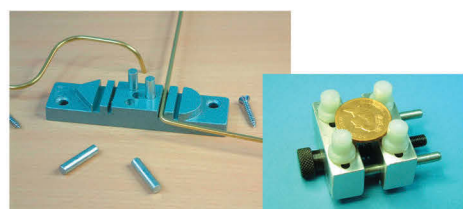
Taps, Dies & Hardware



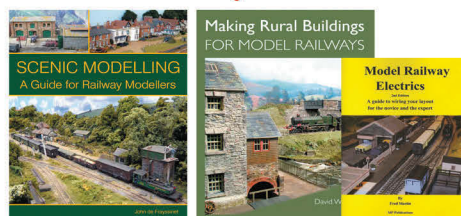
Smartswitch - realistic point control system



Wire Benders & Work Holders



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Mini Drills & Accessories



Model Mates



Ancorton Models



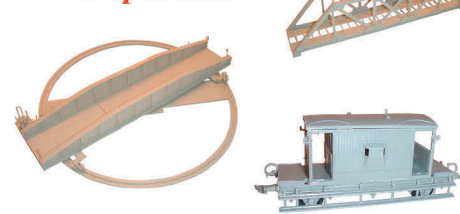
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Now with BACKLIT
Walkaround

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DCC62 Prodigy RJ12 Universal Lead (2m) **£4.95**
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DCC71 Decoder Tester **£9.95**
DCC72 21 to 8 Pin Adaptor **£4.50**
DCC73 25mm JST 9mm Decoder Harness(2) **£24.25**

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DCC24
8 Pin Direct Plug
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An entry level, great
value decoder

BPDC24
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value decoder

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value decoder

BPDC26
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£92.95

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Hungerford

Frank Davies and Mike Evans celebrate ten years of exhibiting their EM gauge GWR West of England main line layout. *Photography by Derek Shore.*



A local passenger train pulls away from Hungerford bound for Westbury. The loco is rather unique as it was built by Guy Williams and was the feature of an article in the *Model Railway Journal*. A replacement EM gauge chassis was built and the original P4 chassis preserved so that the model can be restored to its original condition one day.

**NEW
LOOK** **COMING
SOON!** **BRM**



It is now just over ten years since Hungerford first appeared on the exhibition circuit. In this article, as well as providing the traditional description of the layout, we thought it might be of interest to readers to look back at our experiences exhibiting and to highlight some of the changes that have occurred over that time.

The model is the last of a trilogy of privately funded Great Western 4mm scale exhibition layouts built by a team of Wakefield RMS members, then headed up by prolific modeller Mike Bradley. Their previous layouts were Ceiriog Valley, built in OO gauge and exhibited in the late '70s and Kingsbridge, their first venture into EM gauge, exhibited in the 1980s.

Mike had already built a considerable amount of stock, much of which had run on both of the previous layouts. He now wanted a layout more suited to the main line passenger stock and express engines he had now assembled. Mike was very aware that the public in general want to see trains running, and as many as possible, so he laid down the criteria that the layout should consist of both a double track main line and a station with a goods yard that could be shunted in order to hold the public's attention between main line trains. Hungerford station was chosen purely on the basis that it was an attractive location that met the required criteria.

Our model is of the station and its environs in the period between 1928 and 1935. The sweeping alignment of the new main line, the widened High Street bridge, Up line station building and signal boxes contrasting with the older building on the realigned Down line platform and the even older broad gauge goods shed. The track plan was slightly compromised to fit the available space and some of the

buildings between the station and the High Street have been shortened or omitted, but all the buildings associated with the station itself are accurately represented.

Setting a period

The layout was 20 years in the making and by the time Frank joined the team in 1990 the original team had dwindled to just two members, Mike Bradley and Mike Evans. By now the boards were built and most of the track had been laid, but not much else. Mike Bradley had continued to build stock at home and he had by then accumulated sufficient to populate the layout, although much of it was still to be tested under exhibition conditions (more of that later). Progress remained slow and by 1997, when Mike Bradley died, there was still the majority of the scenic work to do.

A new team of Wakefield club members was formed around Mike Evans, generously assisted by two friends from North Wales, Malcolm Genner and Reg Howe, who contributed some of the major buildings fronting the High Street, the gardens, the canal barges and the semaphore signals. The final member of the team, Russell Whitwam, arrived soon after Mike's death. Much of the credit for the fine detail on the layout must go to Russell who provided many of the finishing touches. As well as assisting Frank with the wire fencing Russell also provided the point rodding, the working ground signals and all the weeds.

When it came to wiring the layout Mike Evans had his own unique approach perfected on the previous two layouts. Old fashioned by today's standards, many features of the electrical operation moved away from contemporary practice.

Hungerford has been organised into three

HOW KITS HAVE CHANGED OVER 40 YEARS...

Three models of 'Star' class locomotives to illustrate the improvements in locomotive kit construction over 40 years. *Glastonbury Abbey* is an unmodified Will's Finecast white metal kit. The *Knight of the Grand Cross* is built from the same Will's kit enhanced with a detailed Perseverance etched nickel silver chassis. *Evesham Abbey* is built from a state of the art Malcolm Mitchell etched-brass and nickel silver kit and includes Ultrascale wheels.



4016 Glastonbury Abbey.



4018 Knight of the Grand Cross.



4065 Evesham Abbey



distinct sections - an Up line, a Down line, and the goods yard, each of which will never have more than one train moving. Each section is normally connected to their own controller. Where a train is required to cross between sections electrical continuity is achieved automatically as the points are changed, either by the extra contacts on the point motors and/or by relays operated by the points.

Exhibiting Hungerford

The first exhibition was a near disaster for us. This was only the second time that the layout had been fully erected and much of the rolling stock had never been used in anger, and in particular the locomotives had not been tested under exhibition conditions. Locomotives were

'Star' class 4065 *Evesham Abbey* (Mitchell kit) speeds through Hungerford station on the Up line. The entire train is a professionally built model and was originally intended to represent the 'Cheltenham Flyer' a train that did not actually run through Hungerford but is none the less typical of those that did.



typically of 1960's heritage, white metal construction with milled brass chassis, open framed motors and Romford 40:1 gears as standard. One by one under exhibition conditions the locomotives began to fail because the brass gears were stripping under the strain of pulling heavy trains at speed around such a large layout.

As a result we spent the next two years resolving the motive power issues. As well as the problems with the gears, because of the length of time taken to build the layout, the locos were already showing their age. By now Messrs Mitchell and Finney had set new standards in model locomotive construction and the white metal kits of the 1960s were poor relations by comparison particularly below the

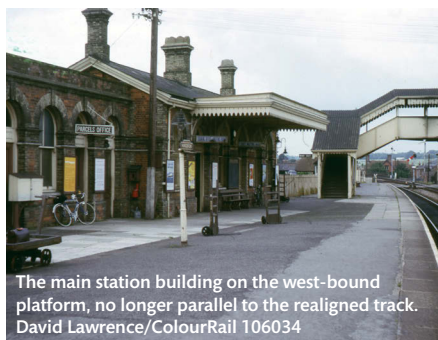
footplate. In the longer term it would be possible to substitute models from this new source but in the interim and because we had to dismantle the original chassis anyway, we decided to upgrade several of Mike's locomotives with replacements from the Perseverance range where available, or scratch built, where not. These models now benefitted from Portescap power units, compensation, replacement wheels, American or split-frame current collection, detailed brake gear and sand pipes. These modifications have proven highly beneficial and whilst close scrutiny still reveals the short comings due to their lineage, from a distance these models look the part and most are still giving reliable service.

Ten years on we have supplemented the

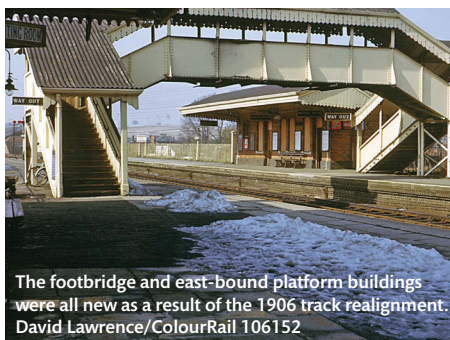
THE WAY TO THE WEST

Hungerford, a small market town in Berkshire, was first connected to the railway network by a broad gauge branch from Reading in 1847. The line was extended westwards to Westbury in 1862 and in 1906 was substantially upgraded to form the Great Western Railway's main line direct to the west county. Evidence of each of these periods in the station's history could be seen until the 1960s when demolition of the station and many of the buildings near to the railway started, rebuilding of the area continuing until very recently.

KEY DETAILS **Prototype modelling - the real Hungerford Station**



The main station building on the west-bound platform, no longer parallel to the realigned track. David Lawrence/ColourRail 106034



The footbridge and east-bound platform buildings were all new as a result of the 1906 track realignment. David Lawrence/ColourRail 106152



By the 1970s the buildings had all gone, only the now roofless footbridge remaining. ColourRail



No evidence of the GWR now remains - just bus shelters, rebuilt platforms and a new footbridge. ColourRail



Hungerford looking east from the level crossing on May 3, 2013. Geof Sheppard

“ We were suddenly faced with the unimaginable possibility that we might have to dispose of the layout...

Powderham Castle (Hornby) approaches Hungerford station at speed.



locomotive fleet with several Mitchell and Finney models and more recently a Hornby 'Castle', the only modification to it being new wheel sets and some light weathering. How the hobby has changed!

There is a Cuckoo in the nest in the shape of an Airfix *City of Truro* bought for 10/6 in the 1960s but not, until more recently, built. Whilst no attempt has been made to correct dimensional anomalies considerable detailing has been added and to the uninformed the model is quite acceptable and built at a fraction of the cost.

A lesson learnt at those early exhibitions was just how much time it took to set up the layout. In the early days of exhibiting it was taking three hours to unpack the stock because of the three-link couplings then used as standard. The time to unpack has been considerably reduced by replacing the original goods stock with stock utilising Alex Jackson couplings. This has had the added advantage of enabling us to install uncoupling magnets in the goods yard so that we can now shunt 'hands free'.

Alex Jackson couplings

There is considerable controversy around the reliability and robustness of Alex Jackson couplings. Our experience has been very positive and we rarely have problems. There are several proprietary jigs available to assist with bending and installing the fine guitar wire used for these couplings, and once installed there is little evidence to suggest that they are easily damaged. In our experience they just spring out of the way when knocked. On the rare occasion a new coupling proves to be unreliable it is discarded and a replacement installed before the next exhibition.

As well as replacing much of the goods stock, Russell has also been busy building replacement parcels vehicles and he has also built several horse boxes. Hungerford had a lot of horse traffic due to the nearby Newbury Races. We are now able to pick up and drop off horse boxes in the horse dock adding to the operational interest.

The coaching stock in the main remains unchanged. Mike Bradley was particularly skilled at producing coaches, much of which have been built from either BSL pressed aluminium or Mallard etched-brass kits.

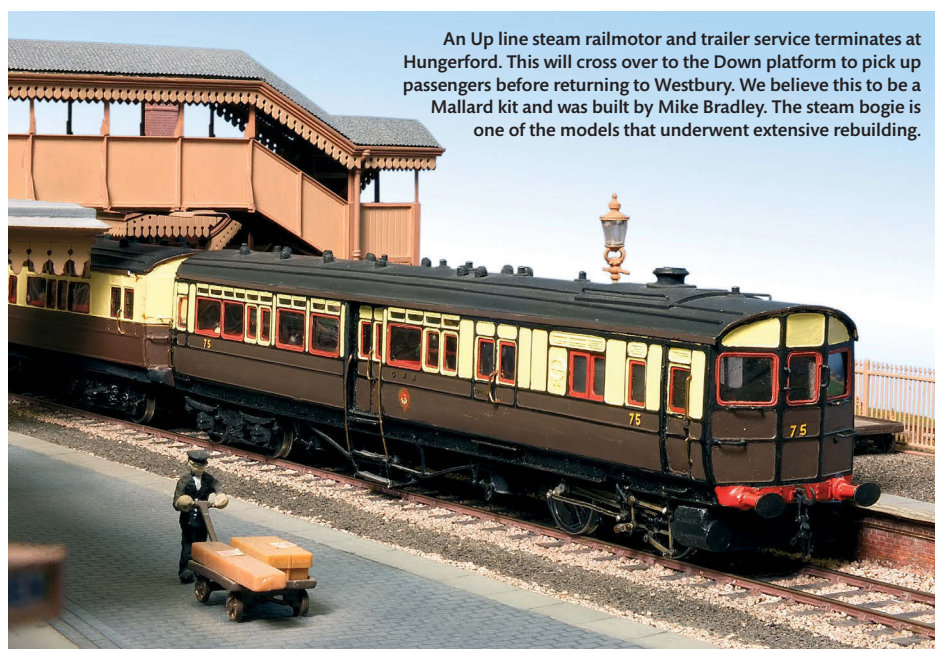
The layout itself has seen considerable change since it was first exhibited. Working ground signals were an early addition. The level crossing has also been animated and was itself the subject of an article in the September 2007 issue of *BRM*. Much of the ground behind the main line at the canal end has been completely rebuilt and Russell has spent many hours 'growing' weeds all over the layout. Meanwhile Mike has been adding ever more detail to the station buildings and signal boxes but has recently admitted that close scrutiny of the timetable on the Down line station building will reveal that it is in fact a reproduction of the Up line time table! Recently the layout has acquired a new and final building, the wood panelled shed next to the station pub.

Recent changes

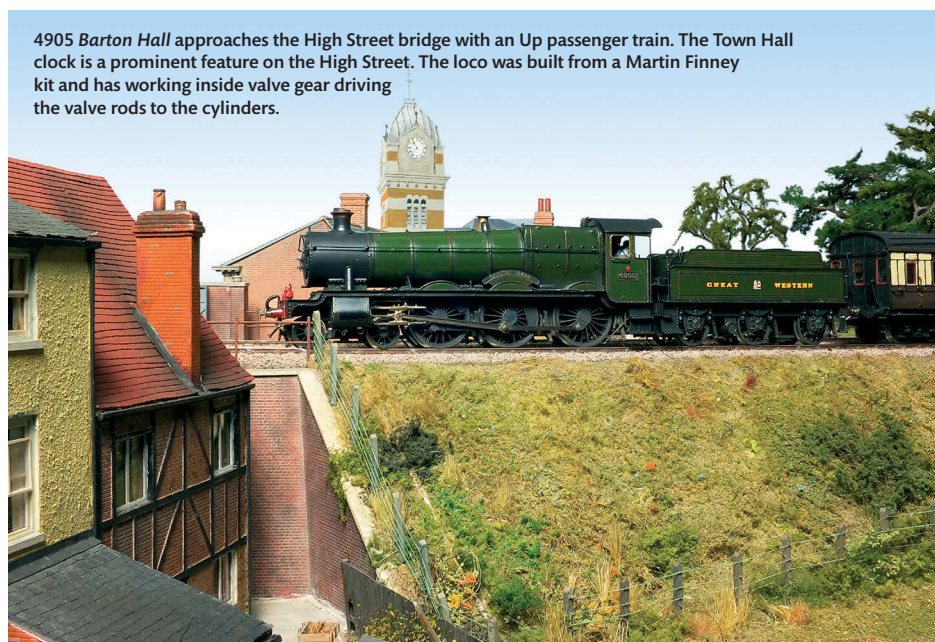
We have also gone digital. Several years ago Frank saw a demonstration of DCC at Scaleforum North. He was really impressed by the exceptional slow running achieved and



'Castle' class loco *Dunster Castle* pulls an Up express parcels train. This is a re-motored but otherwise unmodified Will's kit. The six-wheeled milk tanks are the exquisite looking but fiendishly complex David Geen kits.



An Up line steam railmotor and trailer service terminates at Hungerford. This will cross over to the Down platform to pick up passengers before returning to Westbury. We believe this to be a Mallard kit and was built by Mike Bradley. The steam bogie is one of the models that underwent extensive rebuilding.



4905 *Barton Hall* approaches the High Street bridge with an Up passenger train. The Town Hall clock is a prominent feature on the High Street. The loco was built from a Martin Finney kit and has working inside valve gear driving the valve rods to the cylinders.



4905 Barton Hall (Finney kit) momentarily disturbs the tranquillity of the High Street as it crosses the bridge on the Up line at speed on the approach to Hungerford station.



Layout Focus

immediately determined that the goods yard should be converted to DCC control. Mike was less impressed because it fell to him to make the necessary changes in order to completely isolate the goods yard from the main line's common return system. When driving trains in and out of the yard the DCC is now automatically disabled and the yard connected to the appropriate main line controller. Thanks to Mike's ingenuity all the switching is controlled by the points and so has not added any complexity to the operation of the layout.

The biggest change of all however had nothing to do with the layout itself or its rolling stock. As mentioned at the beginning of the article Hungerford is a privately funded layout

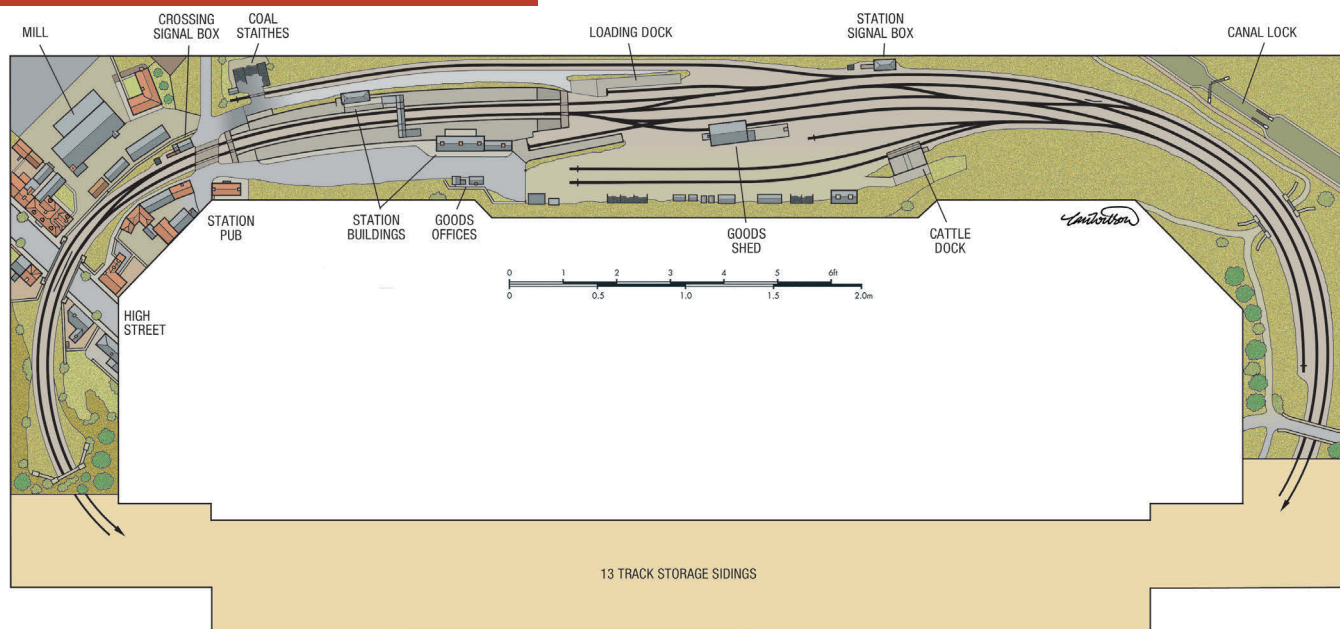
and in 2007 the Wakefield club needed the space then used for storing the layout for a new project. We couldn't store the layout in any of our homes and investigations into the practicalities of using commercial storage proved unrealistic. We were suddenly faced with the unimaginable possibility that we might have to dispose of the layout. We are therefore enormously grateful to the Shipley club for offering us a new home and we have made many new friends as a result.

So what of the future? All in all we believe the layout is in many ways better now than when first exhibited, but sadly the exhibition invites are drying up. Big layouts are their own worst enemy. They are expensive to transport, take up

a lot of space, and there are more operators requiring accommodation overnight. It is only the major shows that can afford to invite them and in the current economic climate this is becoming ever more the case.

We have now attended most of the exhibitions available to us. It struck us whilst writing this article that despite the many thousands of hours invested in building the layout and rolling stock, in its entire life time the layout has been operated over less than 60 days, and much of the replacement stock has run considerably less than this. At the time of writing we only have two more confirmed invitations, the Shipley show in September, and Newcastle in 2015.

HUNGERFORD TRACK PLAN



City of Bristol (detailed Airfix kit) stands in the platform with a Down stopping passenger. The shed in the background has been recently added but we have been unable to establish what it was used for.

A small 44xx Prairie (Malcolm Mitchell kit) waits in the goods yard reception road for Powderham Castle (a re-wheeled Hornby model) to clear the section before pulling out onto the main line with an Up pick up goods that it has just finished shunting in the yard.



OTHER SHIPLEY MRS LAYOUTS OVER THE YEARS

Hungerford has found a new home with Shipley Model Railway Society, builders of a number of high-quality layouts over the years - here are just a few of them.



Evercreech Junction, built by the SMRS 4mm finescale group in the 1980s, later sadly destroyed in a fire.



Tebay, a popular attraction at shows from 1994-2004, appeared in *BRM* in September 1994 and April 1995.



Modern image in the Blackpool and Fleetwood area - Fylde North featured in the April 2004 *BRM*.



The American O (1:48) scale Flemingsburg Junction is one of the current SMRS layouts on the show circuit.



Construction of Leicester South (GC) has been extensively featured in *BRM*. Catch up with Leicester



South at the Manchester MRS show in October, at Glasgow in February 2014, and York at Easter 2014.

Mike has already retired and Frank is close behind him. They are both looking at the possibility of building a suitable home for the layout where it can be erected permanently but as yet this remains a pipe dream. We can only hope the opportunities to exhibit Hungerford will continue but only time will tell.

We must not forget the many friends who have made it possible to bring the layout to the public. As well as those friends who have helped build the layout over two decades, we must also thank the many friends who have taken time off work and sacrificed their weekends so that Hungerford could be exhibited as far distant as Southampton and Perth and many places in between.

The future...

Will we build a new layout? Well - yes, we have just started the next and probably final project for some of us, but it will not be Great Western and instead will be an EM gauge model of a local Bradford station - Clayton on the Great Northern line that famously joined Bradford to Halifax and Keighley with a triangular station at the summit of the line at Queensbury. The goods stock from Hungerford can in the main be reused on this new club layout but nothing else is suitable.

How long this will take, who knows? The Clayton project team has been strengthened considerably by several members of the recently completed club layout Leicester South (GC). We are pleased to say the project is attracting some promising younger members keen to stretch themselves to achieve the standards that are expected of fine scale layouts such as we intend this to be. So if not with Hungerford, eventually we will be out again with Clayton when we can start the whole cycle again.

See Hungerford at the
Shipley MRS show
on September 21/22, 2013



Good morning campers! The attractions of camping in the great outdoors...

HOW TO...

MODEL A CAMPSITE

What can you do with a big bag of trees and some static grass? Why not build a campsite? We show you how...

**NEW
LOOK**
**COMING
SOON!**
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Practical BRM

This sort of scene makes a great space filler as it can be adapted to fit an odd shaped corner of a layout. Our effort is one foot wide and ten inches deep and it uses around two thirds of the trees and barely touched the packet of grass that feature as this month's magazine subscription offer (see page 27 for more details). You could adapt the ideas to fit the space available on your model by adding more trees, grass and camping accessories to suit.

Grass and trees

The applicator for the grass fibres is a polythene puffer bottle. It's an excellent tool and even if you decide you like the effect enough to buy an electronic grasser, it still has a place in the toolbox.

All methods of applying fibres involve giving them a small electric charge. Because the bottle is made of polythene, if you give it a shake before puffing, static electricity is generated and your grass should still stand up if you puff it on to tacky glue. For the best effect,

let it dry and then suck the excess into a vacuum cleaner. We didn't do this as the undergrowth beneath a tree tends to be a bit flat naturally and if it isn't, children playing under there will quickly do the job.

The trees are the type often described as 'bottlebrush'. To make them, the factory places bristles in a wire loop and then twists this to give the tree shape. It's pretty effective for pine trees but works less well for deciduous types. The trick is to use them in a clump and the eye doesn't notice the lack of detail, especially if the forest is at the back of the layout.

Stay clean!

All this is simple and great fun, if a little messy. Put plenty of newspaper down while you work and lock locomotives and other rolling stock away. Scenic modelling isn't about perfect, neat edges. On this, for example, the grass fibres found their way on to the flock but it looks better than if there had been a hard edge between the two colours, at least that's our excuse for leaving it alone!

You could just as easily make a park using the same techniques – just put a climbing frame and see-saw instead of tents. If that doesn't appeal, how about a sports field with some goalposts? You're only limited by your imagination!

WHAT YOU NEED...

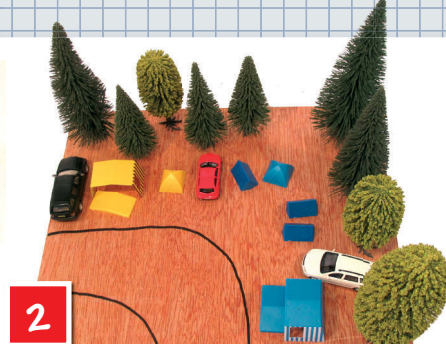
- Assorted Trees
(get these for free! See page 27)
- Static Grass Starter Kit
(get these for free! See page 27)
- Faller (130504) set of Camping Tents
- Preiser (10538) 'At the Campsite' set
- Woodland Scenics blended green turf
- Geoscenics Pothole Road Kit
- PVA Glue
- Peco IL-13 Track Spikes



Seeing double - the Faller camping set includes tables and chairs and smaller ridge tents (inset).



The Faller Camping set contains a couple of frame tents, two gazeboes and a selection of smaller tents plus tables and chairs. Not all the components are used from the sprues as there are some caravan parts which will go in the spares box.



Placing the elements of the scene on the board gives a chance to move things around. Marking features such as roads helps with composition. If possible, leave the model like this for a couple of days to see if you still like it in the morning.



We built up the ground a little with some ready-mixed DIY wall filler. No need for hills, just make the board look a little less flat.



Our campsite road is made from a Geoscenics pothole road kit. The powder is sprinkled on to wet PVA and patted down to achieve a reasonably smooth surface.



Straight from the packet, the trees colours are nice enough but perhaps a bit uniform. A quick squirt of cheap hairspray followed by a sprinkle of Woodland Scenics blended turf bulk the foliage up a bit as well as providing colour variation.



On a permanent layout you could just stick the trees down but as our baseboard will be moved around, we drilled holes in the bottom of the trunk and pushed a piece of cocktail stick in. This fits in holes drilled in the board and anchors them firmly.



The trees were glued down with PVA and then bedded in with a sloppy mix of PVA, powdered wall filler and brown emulsion paint. The paint is also smeared over the roots. This will hide any gaps and bond them to the landscape.



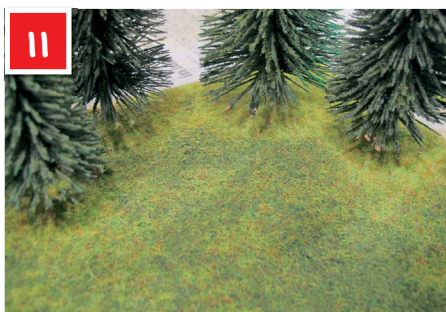
Grassing began by smearing the grass glue from the packet everywhere. This needs to dry to be tacky before the next step.



Mown areas such as where the tents will be pitched were sprinkled with blended turf scatter.



Using the static grass is simplicity itself. Half fill the puffer bottle with fibres, give it a shake with the lid on and then puff grass everywhere you want it.



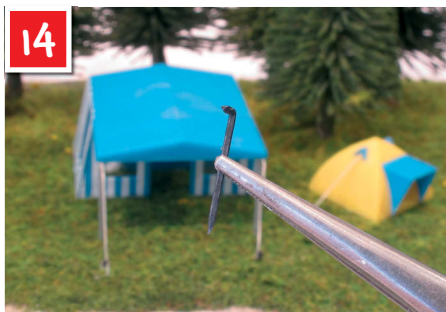
At first the grass looks luminous. Don't worry, the colour calms down once the white glue dries clear.



The plastic tents make up easily with Humbrol 'Precision Poly'. The larger ones are pre-painted too. The small ridge tents were painted otherwise there is a lot of blue and yellow on display.



Unpainted plastic doesn't look like tent material but if you give it a spray of matt varnish the effect is a lot better.



After gluing the tents down with PVA, they need to be fitted with guy ropes. Peco IL-13 track spikes make excellent tent pegs, although track pins would work just as well. If they are too long then a pair of big wire cutters will shorten them.

MODEL RAILWAYS LIVE

Model beach scene



In the August issue of BRM we showed you how to model a beach scene.

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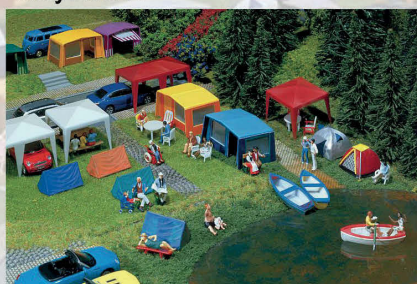
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CROSS NESS

Andrew Knights describes his first OO layout, a compact third-rail terminus based in suburban Kent. *Photography by Paul Bason.*



**NEW
LOOK** **COMING
SOON!** **BRM**



Three EPBs sit in the warm sun awaiting further action on a summer afternoon.

This layout stems from my college days spent in and around Woolwich for some four years. Some of this time was spent on suburban trains in and around London, or watching trains trundle out towards Kent from various urban canyons within Woolwich. When Bachmann recently brought out their model of the 2-EPB those memories came flooding back, and when they added the refurbished units to their list, I added them to mine too as the refurbished units came in just about the time of my final year. With four units now sitting in the stock box something had to be done.

Back to the present, and I was sitting in the office and happened to notice that on the OS map for that part of the world, there was a long straight diagonal line heading north east from Abbey Wood to the shores of the Thames marked 'Disused Railway'. This aroused my curiosity - could it be a railway? It headed directly for the large sewage works to the East of Cross Ness. Discussion followed and it turned out that what was marked was the embanked high level sewer constructed around the end of

the 19th century. Still, this would make a splendid basis for a railway - but a railway for what and why? Then a friend turned up quite a bit of information on this area for me and amongst this was an engraving from *The Illustrated London News*. It showed work on the sewer, the new road on one side and on the other a tramway. Further research showed that the railway existed for a little while after construction was complete and, in part up until the late 1980s.

A sewage works would not be the most exciting line and would hardly employ four 2-EPBs. This was when the town of Cross Ness was invented. Sorry Thamesmead, you will have to go as will the sewage works. Moved a little to the right perhaps?

A little history

Work started on Cross Ness, a town to house higher ranking workers at the Royal Arsenal, in the 1890s. Victorian villas were built and a tramway was used to ferry-in materials. A transhipment yard was constructed at Abbey Wood station, just to the north east. After

building was complete the line was upgraded to accommodate a shuttle service for workers. All was quiet, until the post WWI building boom. Metroland was being developed to the north of London and Dagenham was growing to the east, but Cross Ness? Speculative building took hold in the 1930s and the line's traffic grew. Many more of those passengers wished to travel into the capital. A London facing junction helped greatly here - no simple shuttle. The coming of electrification saw through services to one of the smaller London termini running Monday to Friday, the London terminus being closed at weekends. This was the pattern of life on the line until closure at the end of the 1990s.

Pre-closure some other changes affected the line. Signalling modernisation which resulted in the London Bridge Power Box meant that Cross Ness lost its working signal box, semaphore signals and many station staff. The adjacent quayside changed role. Barges no longer stopped at the pier and the shortened line became a depot for the PW Department. It is in this period that the line has been modelled - June 1980.

KEY DETAILS Lineside look...



A class 73 on diesel power pulls some wagons past the PW Depot building.

Family discussions by the flower tub at Cross Ness - the Abbey Wood shuttle has arrived and waits for further instructions and possibly cleaning. The station cat soaks up the heat from the platform on this quiet afternoon.



Engineers size up the next job, looking at some redundant iron work and the signal box while the Abbey Wood shuttle returns to Cross Ness.



A quick look at the layout

There is a bay platform, the preserve of the Abbey Wood shuttle. Sometimes it may play host to a visiting MLV, a rare visitor to the station, but now that the PW depot is in full swing becoming more common on stores runs. The main platform can cope with over five coaches, so London-bound trains start from here. Passengers are warned that at off peak times the unit may be split and they have to board the front unit of the train or risk being sat at the station for longer than intended!

Adjacent to the station is a two-car carriage servicing platform. The attendants to this duty have a small brick-built shed to hide in at the station end of the yard, hidden from the road by a high brick wall. The rest of the track is all concerned with the PW Depot. A run-round loop and a couple of short sidings help with the sorting of stock, before it is despatched elsewhere on service. Outside the depot building there is a short length of inset track. Historians might note that this marks the site of the old goods shed, demolished when the new depot building was constructed. The siding being useful, it was left *in situ*. The main yard for the depot is situated behind these buildings. Following the alignment of the quay branch they are not visible from either the station or its approaches.

This covers the history of Cross Ness - some is fiction and some is embroidered reality!

Building the layout

I already had a set of boards stripped of most of their former exhibition layout and sitting in the shed was a supply of SMP track and points. These had been purchased from a colleague in the office a few years previously. Although made up with phosphor bronze rail, once laid and painted, it does tend to have an under-used look. Full scale planning (placing points onto a paper plan) soon showed that I was short of only two points for a working layout. A couple of surplus and very long SMP points were heated up with a blow torch, dismantled and reconstructed to better suit their new location. All the points are therefore of copper clad and solder construction and most of the

Cross Ness seen from the end of the carriage cleaning platform. A London bound train waits for the 'Right Away' as the Abbey Wood shuttle arrives.



Midday rest. A solitary wagon shares the siding with a class 33 and MLV at Cross Ness.

Layout Focus

plain track is SMP 'flexitrack'. On the lines used by the electric stock, Peco third rail and third rail insulators have been used.

The exception to the SMP track is that on the site of the goods shed, actually built over the site of a pond on the previous layout. The track is made from four lengths of code 100 rail. Two are laid conventionally, two more lengths are tipped on their side, such that their heads sit in the web of the running rails. This method of tramway track building was developed by P D Hancock, of Craig & Mertonford fame, back in the 1950s and seems still to work for me. It gives a shallow flangeway and simulates the single metal plate sometimes used instead of a rail in these situations. It also gives, once soldered up, a very solid piece of track work, useful when sitting over a resin pond bed! On a small layout (Cross Ness is 2m x 31cm for the viewable part), inset track allows for some scenic work and makes the impact of all that rail much less evident.

Points are operated by H&M motors, crossing polarity and coil selection being carried out using DPDT switches, one side wired for the point motor and the other for the crossing. The point motor common is bonded to the body of the switch, so an electric pencil touching the switch body or toggle effects the point change. A simple system avoiding damage to small switches by the solenoid current and arcing. The toggles on the switches also show the point direction at a glance.

Background and buildings

In order to construct the layout as simply as possible, much use was made of my PC. The station building started life as a Super Quick country station and Island platform building.

Cross Ness yard - a Class 33 shunts PW stock as a refurbished EPB sits in the bay road.



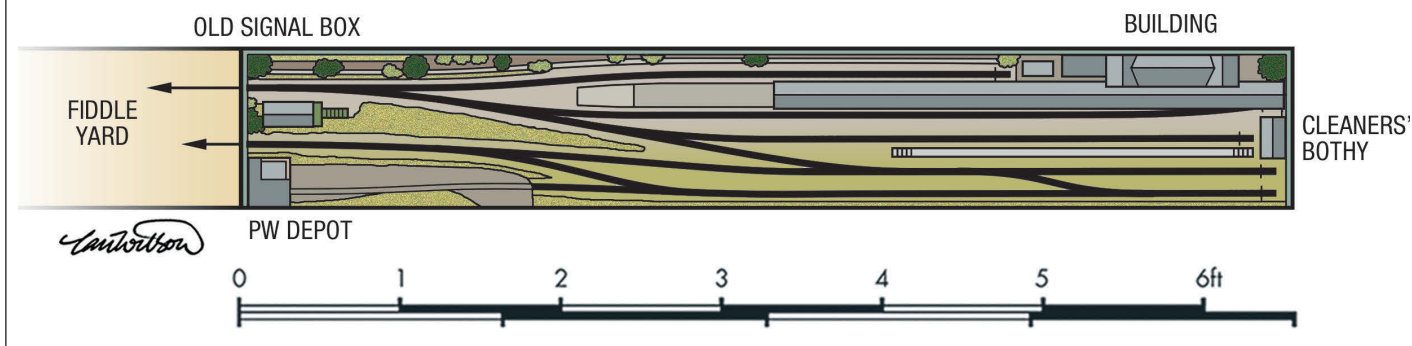
These were scanned, with windows, doors, etc. moved and replaced and a new roof line made up. The whole was then printed a few times, the first on glossy photo grade paper (this made the windows themselves), the rest printed on matt paper. These had various features cut out, once they had been glued to card, each layer having less left than the previous. The result is a card building with more depth than would otherwise be possible. The resulting building also differs from those seen on other layouts. The factory at

the far right-hand end is a rescaled and similarly treated Bilteezi Dairy kit, and the depot itself came from an Auhagen card kit. The bothy for the cleaners is a cut down version of the signing on shed at Sheringham on the North Norfolk Railway. A simple square-on photo being rescaled and then modified as above.

The signal box was partly Dapol, the rest bits of Will's Scenic sheet and some packaging. The backscene was taken from a picture of the trees on the far side of Wroxham Broad, in Norfolk,



CROSS NESS TRACK PLAN



the panorama being printed at about 6% density on ordinary office paper to give a fuzzy and soft image, setting the background to a narrow scene but not drawing attention to itself. Onto this was pasted a much modified set of 1930s terraced houses from the lower end of my road. Taken from across a field, this avoids parallax, hence the Broadland trees. I spent some time firstly removing the roof extensions and Velux windows and then all the satellite dishes! The buildings were printed a suitable size, they are meant to be some distance from the tracks at the tops of their gardens.

Separating the houses from the railway is the ubiquitous Southern Railway concrete panel fence. This came from Peco, simply assembled, painted and then weathered. Various bits of scenic 'fluff' simulate the gardens and closer trees and Woodland Scenics help to blend it all together. Much of the rest of the board has static grass applied over the top of ground foam

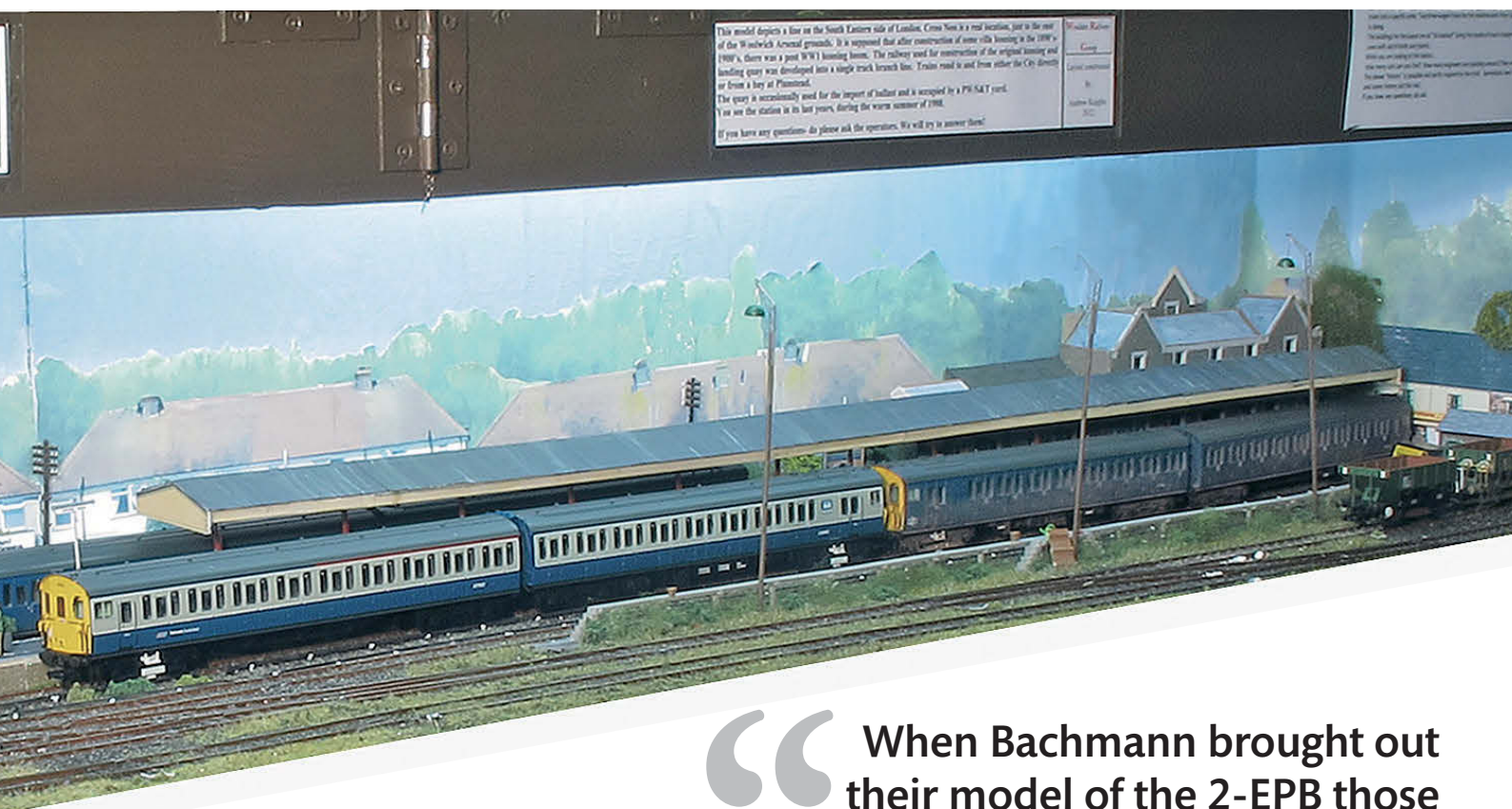
scenic dressing. This makes for a much more uneven ground and a more unkempt look.

Lastly we come to the subject of couplers. As the layout is operated from the front and end, some form of automated coupling is a must, but with much coupling done on curves, most couplers were ruled out. Playing around with magnets, I discovered that it was comparatively simple to modify the Hornby hook to magnetic operation. A simple addition of some thin brass wire behind the hook allows the stock to be pre-uncoupled on a magnet and then propelled to its final location. The stock thus has one modified Hornby hook at one end, the other end is a simple wire loop. With the brass wire in place the plastic loop is too thick to work reliably. The loops are fitted to cut down Hornby coupler bases, so all may be simply plugged in or changed. Once everything is bedded down, it is likely that I will paint or blacken the couplers, making them much less

obvious. At the first show they were surprisingly successful once fully adjusted and once the operators had found the magnets.

What next? Well, working colour lights for one thing. The Dapol ones fit the bill, but I will try and fit them with some LEDs before too long. The signal box, although abandoned, is meant to have some use. I have a few ideas, but simply ran out of time before the first public showing.

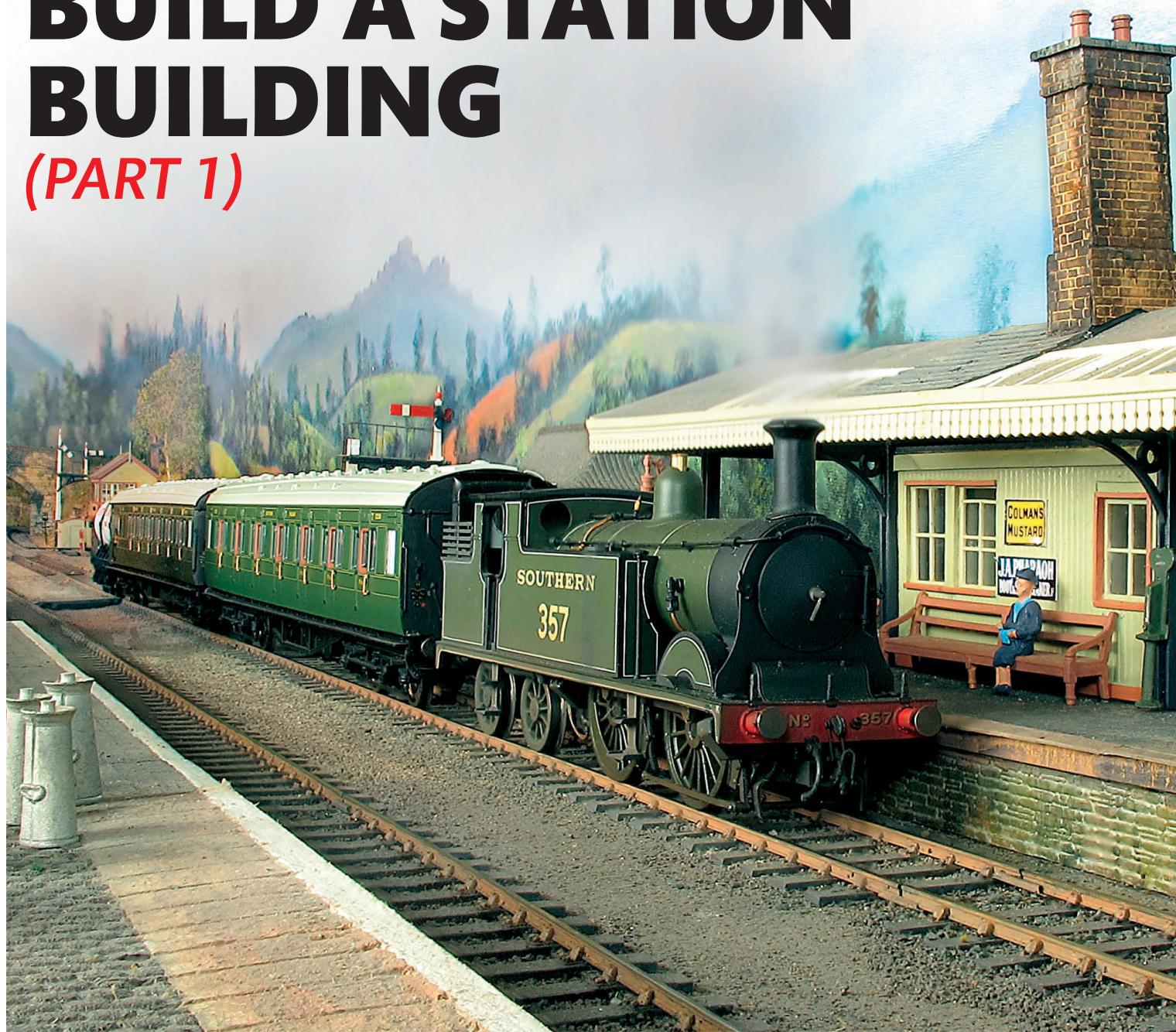
One last thing will be a reliable class 73. The Hornby one runs fine in the fiddle yard but cannot cope with the finer SMP rail and ballast, a problem which neither the Bachmann EMUs nor Heljan 33s have. So, before the next show, a little metal will have to be skimmed from those flanges, then it should be able to participate in the full service on the line. We can then use those picture cards of the rolling stock to tell us how to arrange the stock and let the viewers see how we are doing.



“When Bachmann brought out their model of the 2-EPB those memories came flooding back...”

An overall view of the scenic part of the layout, all this in 2m x 31cms. The fiddle yard brings the whole layout to just under 4 metres total.

HOW TO... SCRATCH BUILD A STATION BUILDING (PART 1)



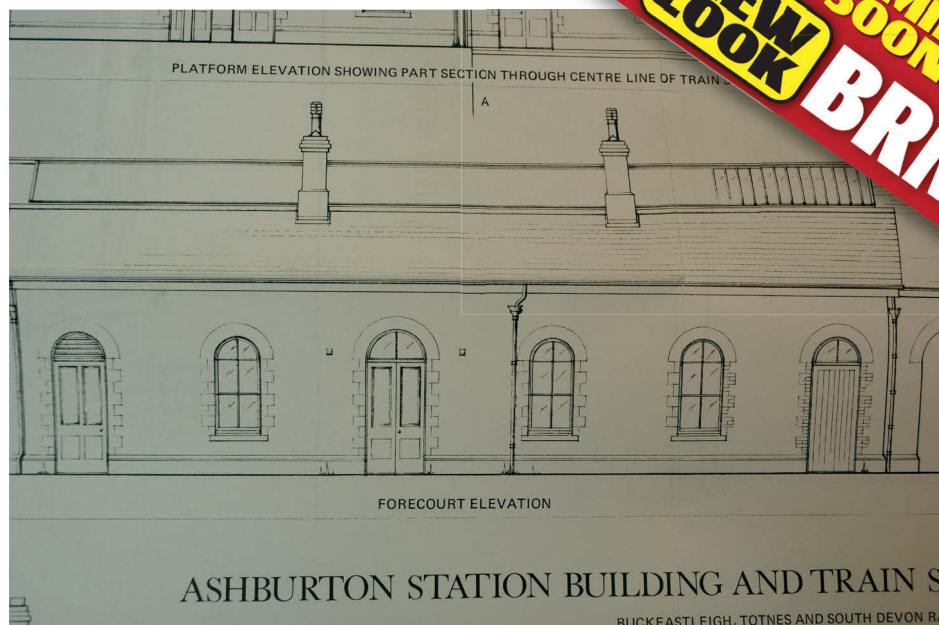
To conclude the building and scenic projects for his Dartmoor-based layout 'Tawcombe', **David Wright** shows how a scratch built model can be built from low cost materials.

When I first built Tawcombe back in 2005, I decided to use, and build, the Ratio station building kit which is a Great Western example and fitted my requirements for the layout at the time. Although the building has served me well over the last eight years, I decided to replace it with a more prototypical

building to suit my South Devon location. The Ratio model is based on Castle Cary in Somerset - south west but not quite South Devon!

Looking through reference material, I settled on the station building provided for the branch line termini, both at Moretonhamstead and Ashburton. The perfect reference book for

this project would be *Great Western Branch Line Termini, Volume Two* by Paul Karau and published by Oxford Publishing Co. although this book is now out of print. This book provides photographic reference, but more importantly detailed scale drawings, giving the modeller the perfect starting point to produce a miniature version of these buildings.



I found this scale drawing of 'Ashburton' in the book 'Great Western Branch Line Termini' Volume Two by Paul Karau. This gave me the perfect starting point for my model. The drawing has been reproduced here with the kind permission of Paul Karau of 'Wild Swan Publications'.

Painting the Mortar

To create the mortar colour a mix of Naples Yellow and Titanium White oil paint was added to turpentine thinners to a consistency of 20% paint to 80% thinners. This will give a colour wash, which can be brushed onto the scribed out clay skin. Capillary action will take the thinned down colour into all the mortar gaps and give the stone a base colour. With the paint being so thin, it will be dry in minutes ready for the first dry brushing of the stone colour tones to be added. I put out these colours from the tubes a couple of days before applying them to the model. This was to allow most of the oil to evaporate leaving a dry pigment. The oil paint colours I selected were: Raw Umber, Yellow Ochre, Warm Red, Naples Yellow, Paynes Grey and Titanium White. The dry paint was mixed together to create the shades on a palette. Using colour photographs, the paint was then dry brushed over the surface, going over several times to build up the colour tones replicating something like the photographic reference.

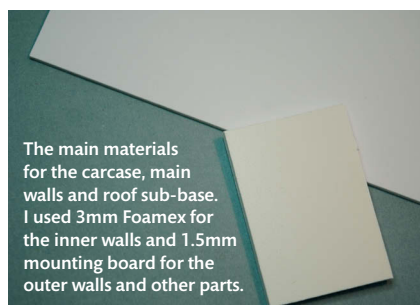
A close up of a prototype building to give reference to replicate the stone colour. (Top Tip: If your prototype building has been demolished, and you only have black and white image for reference. Try photographing a building built from the same materials and in the same locality. This should give an accurate colour reference for when you come to paint your model).



What material to use?

I decided on using a double skin with a new material that I was introduced to at an exhibition. The material is called 'Foamex' which is a high density form of foam board used for exhibition and advertising promotional panels.

The material is only 3mm thick which makes cutting fairly easy. The material is stronger although, slightly heavier than foam board.

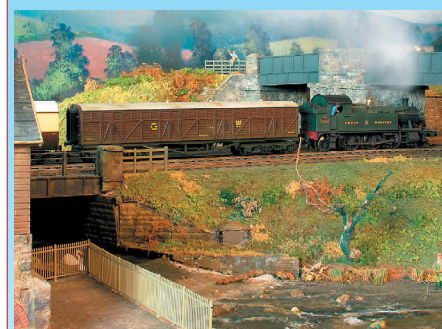


The main materials for the carcase, main walls and roof sub-base. I used 3mm Foamex for the inner walls and 1.5mm mounting board for the outer walls and other parts.

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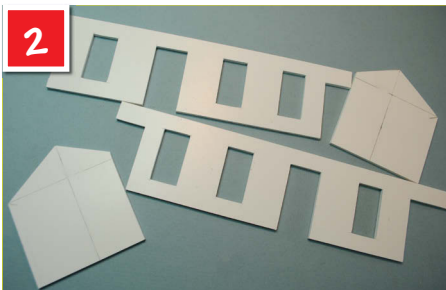
David Wright's layout - Tawcombe
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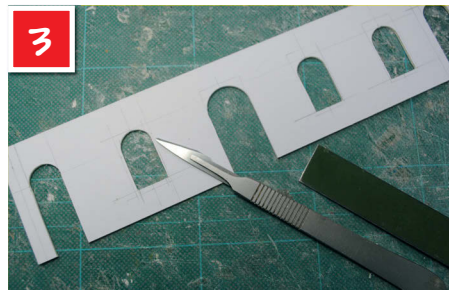
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The Ratio station building, based on Castle Cary, will be replaced with a more accurate scratch-built model for my South Devon layout, Tawcombe.



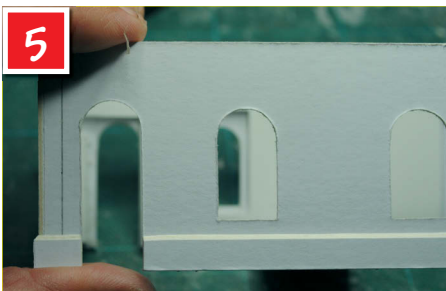
I used 3mm Foamex for the inner walls and the roof sub-base - cut the window and door apertures over size.



The outer walls and other parts are 1.5mm mounting board. The windows were cut to actual size with arched tops using a compass cutter with a new, sharp blade.



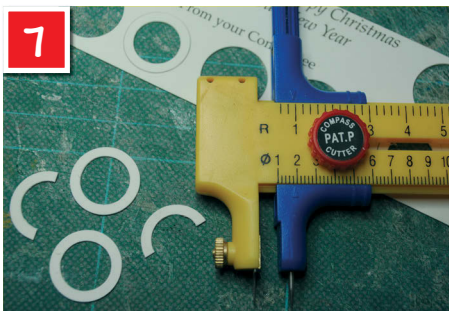
The main walls constructed together with inner carcass clearly visible. Bracing has been added inside. I use double-sided Sellotape for a clean, strong bond.



The card plinth walls have been added to the base with an angled top.



Strips of card have been glued to the eaves to form the cornice on the front and rear elevation walls.



The arched lintels for the doors and windows were cut from old Christmas cards.



The completed walls are now ready for the Das clay skin to be added.



Pressing the modelling clay to achieve the desired scale thickness for the model.



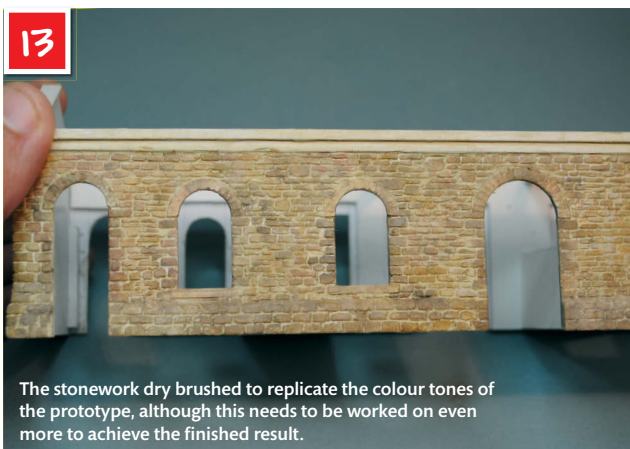
Leave the clay skin at least 24 hours to completely dry before scribing - I use a blunt 10A blade and old toothbrush to brush away the powdered debris.



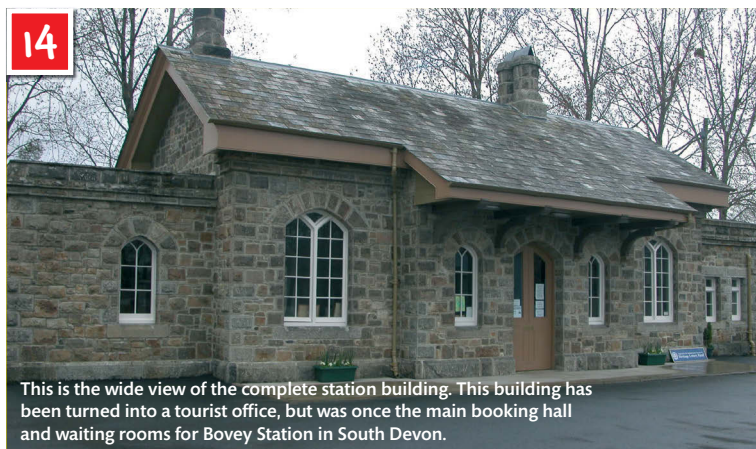
With the Das skin scribed to replicate the stonework, the first stage of painting has started - this is a wash of colour to represent the mortar.



Scribe out the corner and window quoins first. Save any powder debris to later rub into the stone colouring to soften the effect and also brush into the mortar gaps.



The stonework dry brushed to replicate the colour tones of the prototype, although this needs to be worked on even more to achieve the finished result.



This is the wide view of the complete station building. This building has been turned into a tourist office, but was once the main booking hall and waiting rooms for Bovey Station in South Devon.

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George Lane

This extensive OO gauge layout has taken over Richard Cunningham's living room!

Photography by Richard Wilson

As a young lad I was fascinated by models, models of everything: cars, planes, buildings and, in particular, model trains and the layouts they ran on. My uncle was the source of my fascination with model railways. You see, it wasn't the history of railways that excited me, nor the relevance of the splendid liveries, but that they were exquisite miniature replicas of real life.

I started out, inspired by my uncle's GWR layout, as many a youngster does, with an under-the-bed effort. Basic yes, but it provided me with many hours of fun. It was of course a simpler time; no DCC, sound or smoke, computer control, etc. Just a simple double track loop and some sidings. My fleet at that time - I remember it clear as day - was an A4 *Mallard* in BR green with a blood and custard train and 'Smokey Joe' which I see Hornby still produce! That was it. Pocket money was not generous enough for much more, but it was enough for me.

The only problem was that in emulating my uncle I found myself in very unfamiliar territory. I'd never seen a steam loco in the flesh (so to speak). I had no fond memories of steam fuelled summer holidays. My experiences were a world away from the country halt and a

Pannier tank. I grew up in Sidcup, Kent. My experience of trains was far less attractive though no less emotive. I spent many a dreary day trundling back and forth to Charing Cross and Cannon Street on the daily commuter crush. Many a night too! I have memories of watching freight trains thunder under the footbridge at Sidcup station and down the line a little to the footbridge at St George's Park. My interest in trains and model railways waned as life got in the way and other things demanded my attention.

Fast forward ten years and my interest was again peaked by a layout depicting Network SouthEast in the late '80s early '90s called Shaftesbury. I was hooked. It spoke to me. This is what trains meant to me. This was what I remembered - slam doors, blue/grey and red, white and blue! The die was cast - this was what I remembered and I wanted my own layout.

The problem was that I lived in Central London in a 'bijou' one bed flat with my partner and the eponymous cat, George. There isn't much room to, well, swing a cat. Still, deterred I was not. After a severe lack of planning and even less consultation I ordered myself some baseboards. Initially the boards were comprised thus, 7' x 2' and 4' x 2'. The main scenic part was

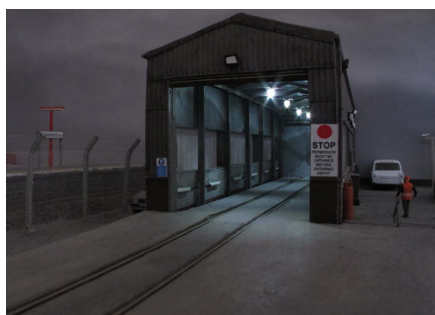


A lone train spotter gets his fix from the end of the platform, despite the sign forbidding it!

KEY DETAILS Dawn to dusk



An overview of George Lane rail yard and across the rails to the industrial estate.



The engine shed all aglow awaiting its next visitor...



George Lane station - complete with its own branch of WH Smith!



Early evening falls and local office workers crowd the 17.26 and away from the grime of George Lane.

to be 7' 0" and the storage tracks would take up the 4' 0" board. Oh, how naïve I was!

Trains are long. Longer than my complete lack of planning had accounted for. I couldn't fit four carriages and a loco in my platforms (Ratio, by the way). There was, of course, only one option. I ordered a further board, 1' x 2'. Phew, sorted. I then realised that while the trains would now fit in my platforms, they were too long for the storage tracks. Well, guess what, another board was ordered. The layout is currently 18' long incorporating a 6' traverser with eight tracks. It is unlikely to extend further in its current location on account of some obstructive walls - it has taken over the living room.

Having been away from the hobby for far too many years I was baffled by the new technologies that now existed. DCC, decoders, computer control. I decided that all the whistles and bells was what I wanted and so DCC it was. Two wires? Easy peasy!

Problem two. I had not used a soldering iron before. Save for an unfortunate incident at school. I knew nothing about electrics. I mean nothing! So, I embarked on this project with something of a handicap. Several may be more accurate.

I was very lucky to be invited to join a model rail forum called Model Rail Group by a questionable fella called 'young' Dave. 'Young' Dave is actually responsible for the station



Early morning action as the 07.45 pulls into George Lane.

building and signal box that now adorn the completed (sic) layout. The box, although crafted by Dave, is an inheritance from a now departed Shaftesbury (in its OO incarnation that is). Now after joining this merry band of modellers it was suggested that I document my efforts in a 'thread'. The cold sweats started around this time. I knew very little about trains save for the fact I liked them, even less about electrics and, if it is at all possible, even less about scenery and the associated 'stuff' that goes into making a convincing model railway.

The basics

Some facts about George Lane. Track is Peco Code 75 concrete sleeper type. I only remember seeing concrete sleepers so this is what I thought was best for me. It is run under DCC via an Ecos and iTrain computer software and all points are operated via 'Tortoise' switch machines.

I now know a lot about soldering and a heap about electrics! This is mainly due to the ever enduring patience of my friends on the forum. Resistors are jolly handy too by the way.

The layout is not a pure breed, it is a mongrel. It is a mish mash of ideas and input from a lot of people, but I am very pleased with what has resulted. George Lane is a fictitious town, somewhere in south east London circa 1985-1989 (although, many a steam special can be found running on occasion. By occasion, I



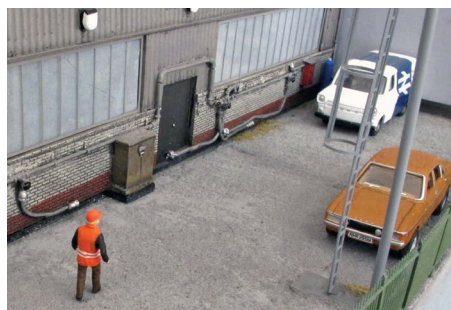
An Intercity 125 in grubby executive livery creeps away from platform 1.



KEY DETAILS Around George Lane



Telford Motors, serving the local cabbies for 30 years.



All quiet 'round the shed and John makes his way to his 'nearly new' Cortina.



Big Frank queues for Bob's epicurious delights - burger and chips. Note the drinks can on the table.



White goods a plenty at the rear of Rumbelows - a shifty looking lad eyes a prize!



The footbridge looks particularly imposing today!



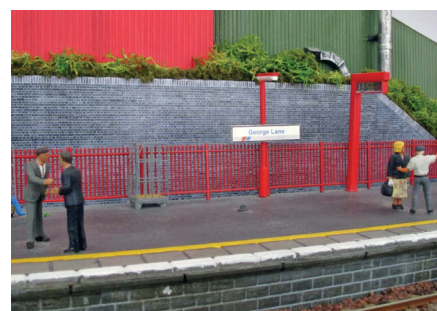
Anxious commuters eye the boards for their next service.



A local bobby watches carefully as the local rag and bone man approaches his shiny car!



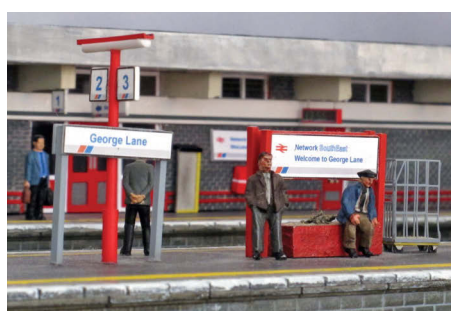
Tired and emotional, young Steve takes a load off



What shady deal is being struck here then?



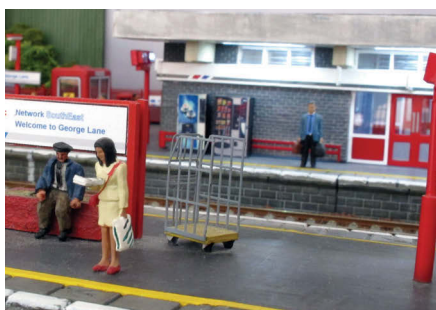
Track workers working fast to repair a siding.



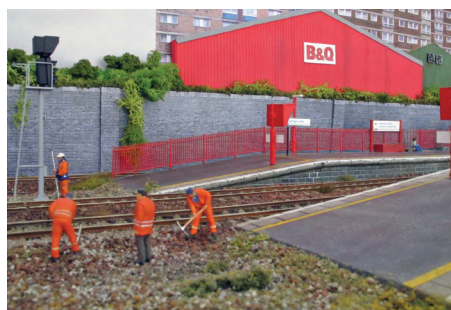
Mid afternoon and only a smattering of passengers adorn the station.



Telford Motor's oil tank has seen better days.



A passenger pretends to read her paper as the local drunk sits on the flower bed mumbling to himself.



No rest - a buckled rail on platform 2 threatens severe delays!



Dodgy Denny hoses down some spilt diesel on the forecourt.

mean most operating sessions). It's a mixture of scratch-built (signal box and station) - not by me - and bridge (by me) and proprietary items. The Limpet Cement warehouse was actually cast by me following a mould-making and casting tutorial/frenzy on MRG. Messy but immensely rewarding.

Scenery was a dark art to me. Although the leaps and bounds in what is available to us modellers nowadays certainly makes the task a lot easier. Ground cover is a mix of Green Scenes textured paint (concrete and light earth) and static grass from Woodland Scenics and Green Scene. The track and its ballast was given a filthy coat of Model Mates 'oil brown' which seems to have created a pleasingly grotty looking Permanent Way.

One of the things that was clearly lacking (I say clearly, it took several of my forum friends to point it out), was the scourge of modern times that is litter. Trackside in particular. Litter, well, litters the trackside in the guise of plastic bags, crisp packets, newspapers, etc. So, it had to be modelled. Google images provided all the

material I needed to make my own OO mess. The security fencing that protects the industrial estate from the perils of a speeding 125 is now strewn with tiny newspapers, minuscule crisp packets and microscopic Cola cans.

The newspapers and crisp packets are actually real images of actual brands shrunk on the computer, double sided and crumpled up.

The newspapers, if I recall, are actually Spanish, though. A soak in water mixed with brown ink and then left to dry produced a pleasing aged look. Cola and lager cans were painstakingly crafted from 'micro strip', spray painted an appropriate colour (red for cola and green for lager I figured was okay) and then tiny dabs of white or yellow paint to represent the logo.

Thanks to a great deal of help George Lane is now able to run on its own while I sit and sip a glass of wine via the marvel of computer software (iTrain) and electronics (LDT and S88 connections).

This layout started, to some extent on a whim, but has grown to become a very

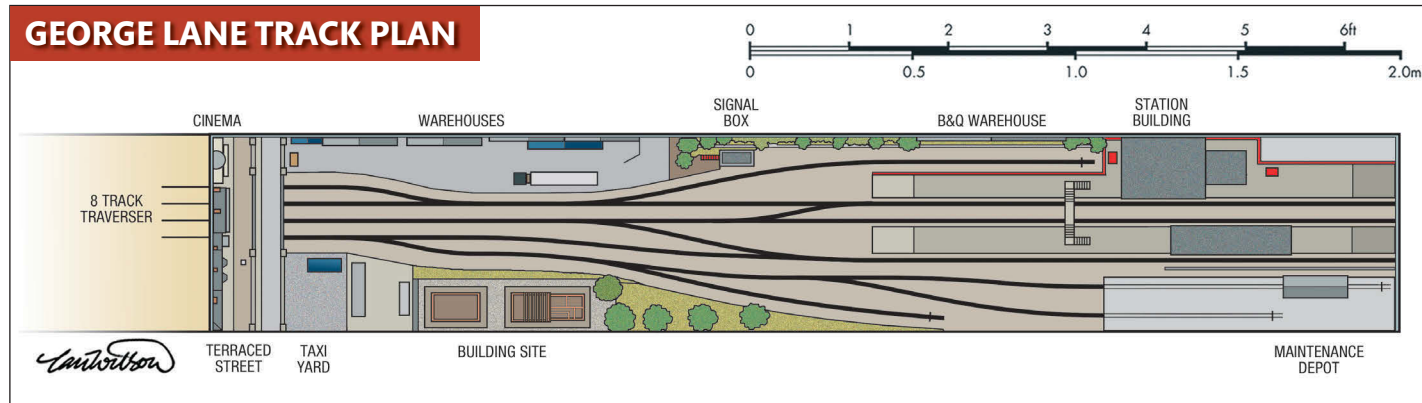
important and enjoyable part of my life. I have had ups and downs along the way. This modelling lark is rarely plain sailing but I have met some dear friends and am so glad that I took the leap.

Looking back through the thread I was 'told' to start I can see that the layout was bare boards back on April 2, 2011, which means this has been done in just over a year. I dread to think what I have spent on bits and bobs and trains, and some more trains, ooh, and that nice shiny one - I don't care. Something that can bring this much learning, fun and pleasure is priceless.

I would like to say thank you to some of the folk that have helped me (sometimes carried me!) on this project. They have kept me sane (just) and both I and George Lane owe them a debt of gratitude for their support and generosity. Thank you Alan, Brian, Chris, Dave, Les, Ron, Wogga, Daz, Jeff, Marty, Michael, John, Ron, Mike, Frank, Janner, Smokey Dave, Jim, Reg, Nick, Owen, Phil, Rick, Tim...

I'm off to play trains!

GEORGE LANE TRACK PLAN



A Class 50 heads a train of Network South East stock away from George Lane.

HOW TO... BUILD A SCRAPYARD LOCO

Michael Russell says rust in peace...

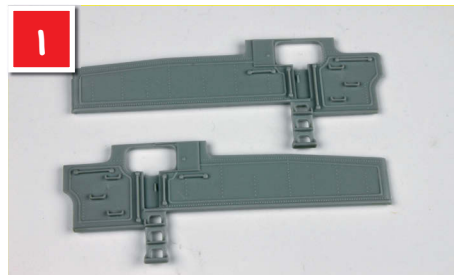
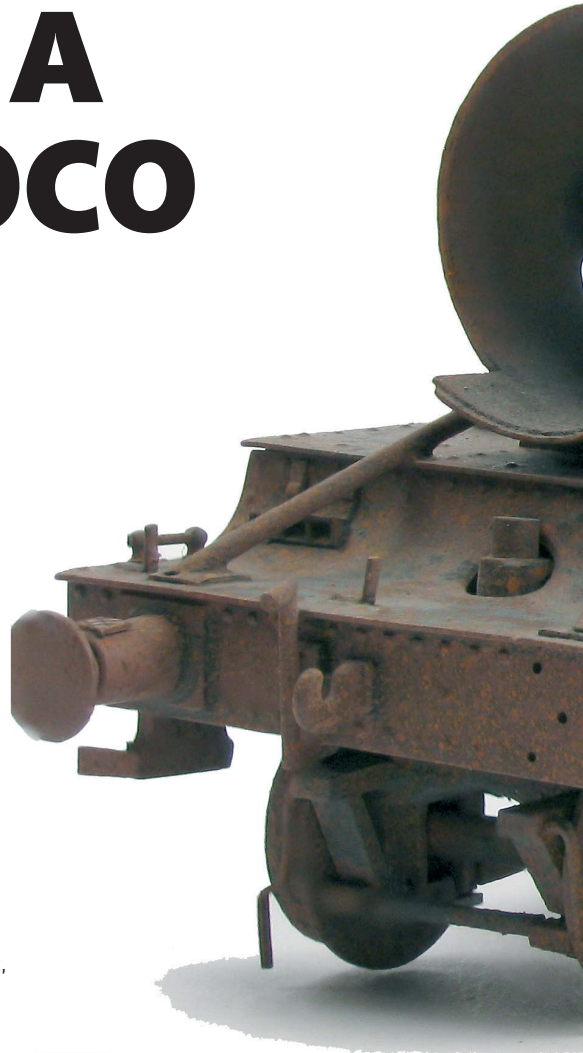
The basis for this article is the Dapol kit of the GWR Prairie tank locomotive. Building the kit without modification using the instructions supplied will provide you with a crude representation of the prototype. However, over time most scrapyards were raided for parts or were practised on by the cutting crews and so often had all sorts of interesting disfigurements. Modifying the kit in this way, and making it more realistic, will provide you with something that will be individualised and a source of greater satisfaction. Gain inspiration by taking a look at some of the scrapyards pictures held online or consult one of the many books available on the subject. Collect together pictures of the subject to consult for accuracy. Drawings are invaluable and I used the one by F.J. Roche in the Historic Locomotive Drawings publication. Even better, visit a member of the class you are modelling at a preserved railway to see the prototype for yourself.

Conclusion

As usual, you don't have to implement all of the modifications shown here and I wouldn't

recommend some of the techniques to a beginner, so pick and choose the ones that you're happy with. To gain experience before tackling a project like this, try building a few plastic kits straight from the box. More modern kits don't require much preparation before assembly and the parts are a good fit. Try the techniques out on spare parts or pieces of plasticard to practise beforehand. Don't worry if your early efforts don't come out as well as you expect – a good paint and weathering job will mask many shortcomings and besides, people won't expect a pristine finish on a scrapyard loco, so there is more room for error than with something in showroom condition.

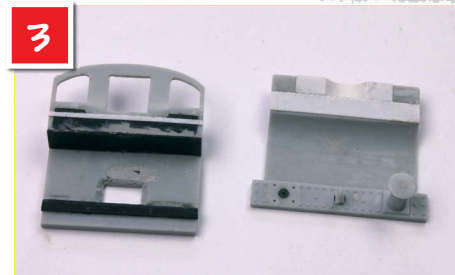
If you wish to 'go the whole hog' and really pull out all the stops, then don't expect to finish quickly. However, projects like this lend themselves to short bursts of activity, because it is often necessary to wait for glue or paint to dry. So, if you're the sort of person who has just an hour or two to spare several nights per week, then projects such as this are ideal.



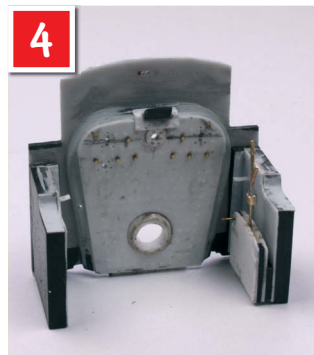
The original loco sides. The detail is crude and I removed 95% of it. This all has to be added back again later, and you must decide if you are willing to go to that length, however, it is often difficult to remove just some of the detail, because it is very easy to damage other detail whilst doing so. Use a coarse file to start with, moving to a finer file and finally wet and dry paper to achieve a smooth finish. Use filler if you have been over enthusiastic at this stage.



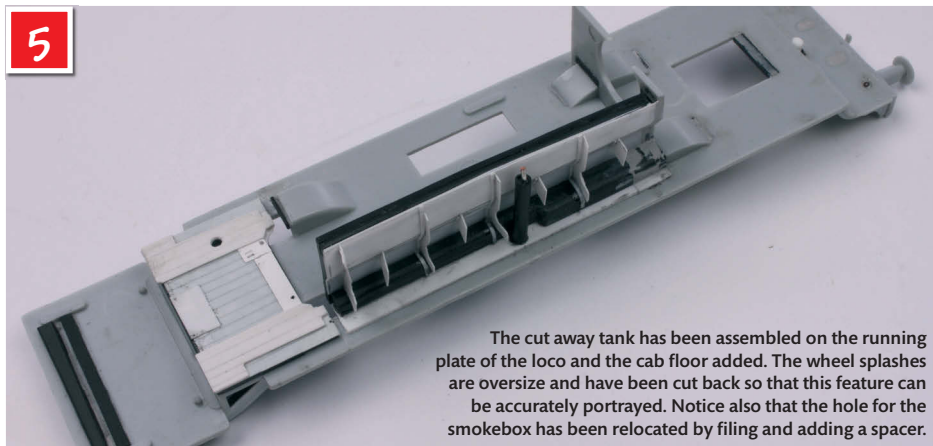
The bogies are the original Dapol items suitably modified. To avoid weakening them too much, I retained the original mounting lugs. Since the wheel axles will be on view, I remounted the original Dapol items on new thinner axles.



Parts for the bunker. I boxed in the toolboxes so that I could portray them with the lids removed. Note that the material has been thinned around the coal hole – this technique can make a big difference to the appearance of the model.



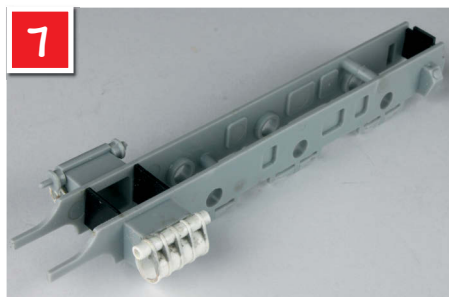
The cab sides have been widened to represent the water space and all the controls on the firebox have been removed. It is a good idea to build the model from a number of sub assemblies like this.



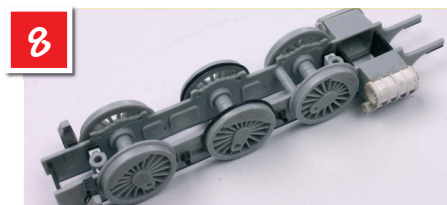
The cut away tank has been assembled on the running plate of the loco and the cab floor added. The wheel splashes are oversize and have been cut back so that this feature can be accurately portrayed. Notice also that the hole for the smokebox has been relocated by filing and adding a spacer.



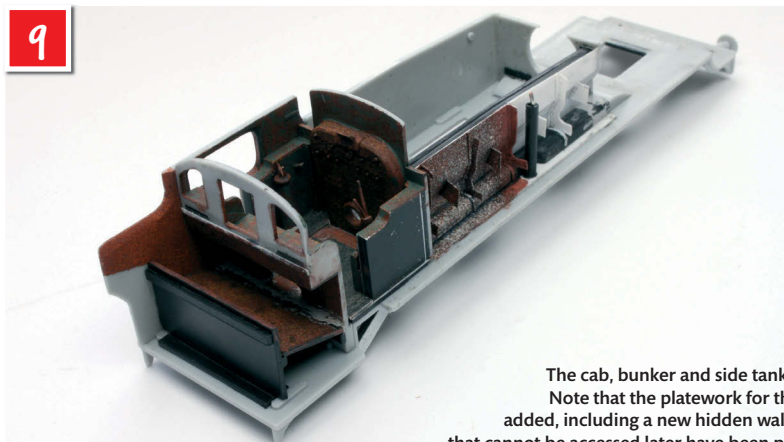
6
A new smokebox was fabricated, but the saddle was cut from the original part and reused. See the techniques' section for more information on this.



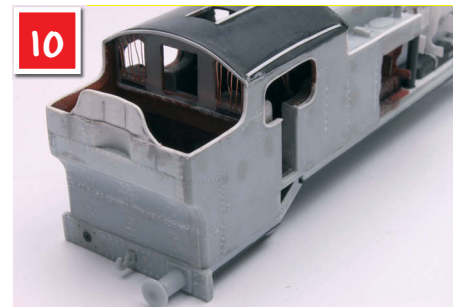
7
The frames have been assembled and new spacers added to supplement existing ones for added strength. Note that one of the cylinders has been filed down and tubing added to represent a disassembled unit.



8
The original sandboxes have been cut off and moved further out using spacers. The original mountings for the bogies have been cut from the running plate and reattached between the frames. The brake hangers have been scratchbuilt and fitted. The wheels have been trial fitted and the flanges pared down to more realistic proportions. Mount the wheels in a drill and turn the flanges down using a file.

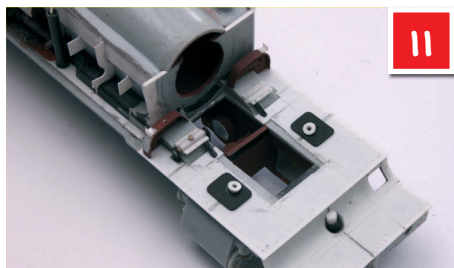


9
The cab, bunker and side tanks being assembled. Note that the platework for the bunker has been added, including a new hidden wall for support. Areas that cannot be accessed later have been painted beforehand.

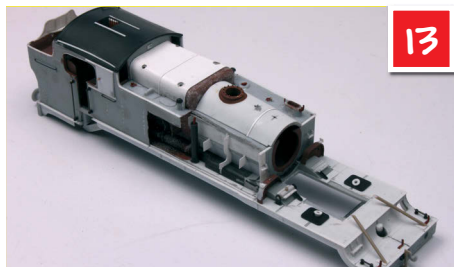


10
The cab roof has been added and detailed with 20 thou strip. Beading has been added to the edges of the cab and bunker surfaces as per the prototype. The wire for the window bars has been added using copper wire from an old motor armature - I should have done this before the can was assembled.

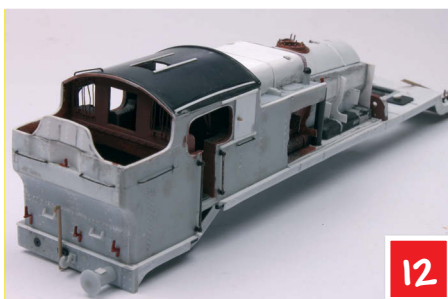
Practical BRM



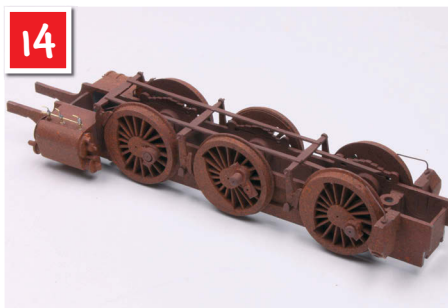
Overlays have been made from 20 thou plasticard and added to the running plate. Note that more of the latter has been cut away to reveal the space beneath the boiler.



Boiler cladding has been made from 5 thou plasticard. These are difficult parts to fabricate and you may want to trial fit these using a paper template to avoid wasting material. The lagging is made from toilet tissue held in place with cyanoacrylate glue.



Towards the later stages of the build, delicate parts can be fitted. The handrail knobs are from the Alan Gibson range, but the other items and all scratch-built. Boiler cladding has been made from 5 thou plasticard. These are difficult parts to fabricate and you may want to trial fit these using a paper template to avoid wasting material. The lagging is made from toilet tissue held in place with cyanoacrylate glue.

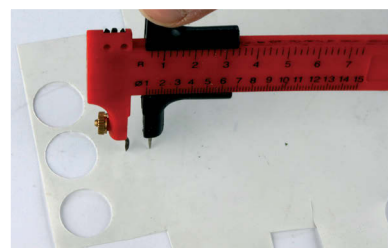


The wheels and frames have been painted separately before being united. The brake rigging has been fitted. The cylinder drain cocks are made from handrail knobs.



Michael's techniques have been used extremely successfully in his Woodmore's Scrapyard diorama, which featured in the September 2012 issue and also in fully interactive form in BRM Live for the iPad - which can be downloaded from the App Store.

Techniques...



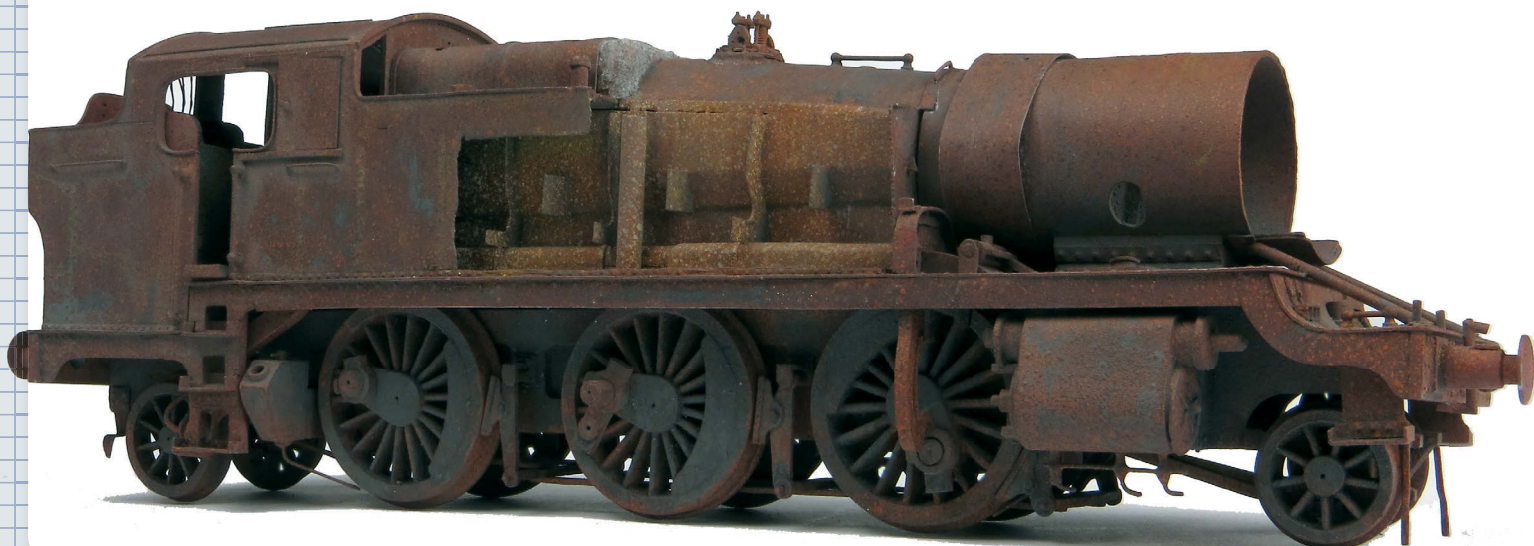
To make round parts such as smokebox doors, tubeplates or wheel balance weights, use a compass cutter. Use a thin material such as 20 thou plasticard. Cut several parts and laminate them to get the thickness you want, ensuring that you leave them to dry for at least 24 hours before working with them.



To make boiler barrels, use two different thicknesses of metal tube to sandwich the material between. For the prairie tank, I used a piece of shower rail placed inside some copper gas pipe. Use 20 thou plasticard and to ensure a tight fit in the tubes, use several layers of the material pre cut to the correct length. Dip the assembly into boiling water for about 15 seconds and then retrieve using a suitable tool and cool immediately under cold water.



Parts sometimes need to be clamped together whilst they dry. Use objects such as hair grips, clothes pegs, rubber bands and other clamps. Sometimes you need to improvise. In this picture, I fitted the new roof using the kit roof part as a former because it was the correct profile for the clamping operation.



BLACK COUNTRY BLUES

Bespoke Buildings

Flavio di Rosa ('Il Dottore' on RMweb) builds a couple of the key structures on the *BRM/RMweb* project layout *Photography by the author.*



I confess that I often need a deadline in order to get moving with my modelling, and in the absence of same for my 'Big Pub Build' model my modelling had ground to a halt. Calculating that by working to a deadline this would also have an overall positive effect on my modelling, I volunteered to build something for the *RMWeb/BRM* layout, Black Country Blues.

After a few emails back and forth with Chris (2ManySpams), two buildings were considered as suitable: an industrial building in Oldbury Road, West Bromwich (Gate number 5 at IB & S Lees Trident Steel Works) and the Tennants'

office building on Ryders Green Road, West Bromwich.

Oldbury Road

The first construction started was the Oldbury Road structure. I began by collecting as many photographs as possible; then by drawing upon my collection of Google Earth images, images that the BCB crew were able to take, plus a few bits and bobs from t'interweb, I was able to set about sketching out preliminary construction plans.

The next step was to add the cladding (South Eastern Finecast embossed sheet) and then make

good on the windows and doors. As accuracy and fidelity to the prototype was the watchword for this project, I turned to the massed expertise of the *RMWeb* membership for the identification of the brick bonds used in the building and the extension. The main Oldbury Road building was identified as being Flemish Garden Wall (three rows of stretchers then one of alternate headers and stretchers), whereas the lean-to and boundary wall beyond was identified as English Garden Wall (three rows of stretchers, then one of headers). As such bonds are not commercially available, it was agreed to use the closest match; accordingly a mixture of SEF English and Flemish Bond was used (whilst it would be nice to use the completely accurate bond, somehow I doubt that there will be many brick-work-pedants - to put it kindly - amongst the exhibition visitors and as an exhibition layout I think the occasional brickwork compromise is acceptable).

I first clad the Oldbury Road Structure with the SEF brick facings and then cut out the apertures for the windows and doors.

After playing around with an off-cut of SEF embossed plastic card to find the best paint combination that would best match the Oldbury Road building's brickwork, it was



As Chris had been able to get some good, detailed pictures of the building, I was able to create a composite photograph from his excellent snaps - this composite photo was then imported into PowerPoint, resized to 4mm/foot and converted into facade sketches (in the image on page 46 the dotted red line shows the level cellar base, the side of the building slopes going left to right in the original). I then used these to create the framework plans.

Project Layout

decided to use an undercoat of Revell Acrylic 'Rust' (83), followed by a wash of dilute Tamiya 'Deck Tan' (XF-55), then dry brushed with Revell Acrylic 'Brick Red' (37) with various highlighting of individual/short rows of brick in lighter and darker shades. Having dry brushed the brown brick colour over the 'mortar' undercoat I wasn't very satisfied with the result, so I ended up painting in or touching up all the bricks on the entire building, tedious but it did improve the model's appearance.

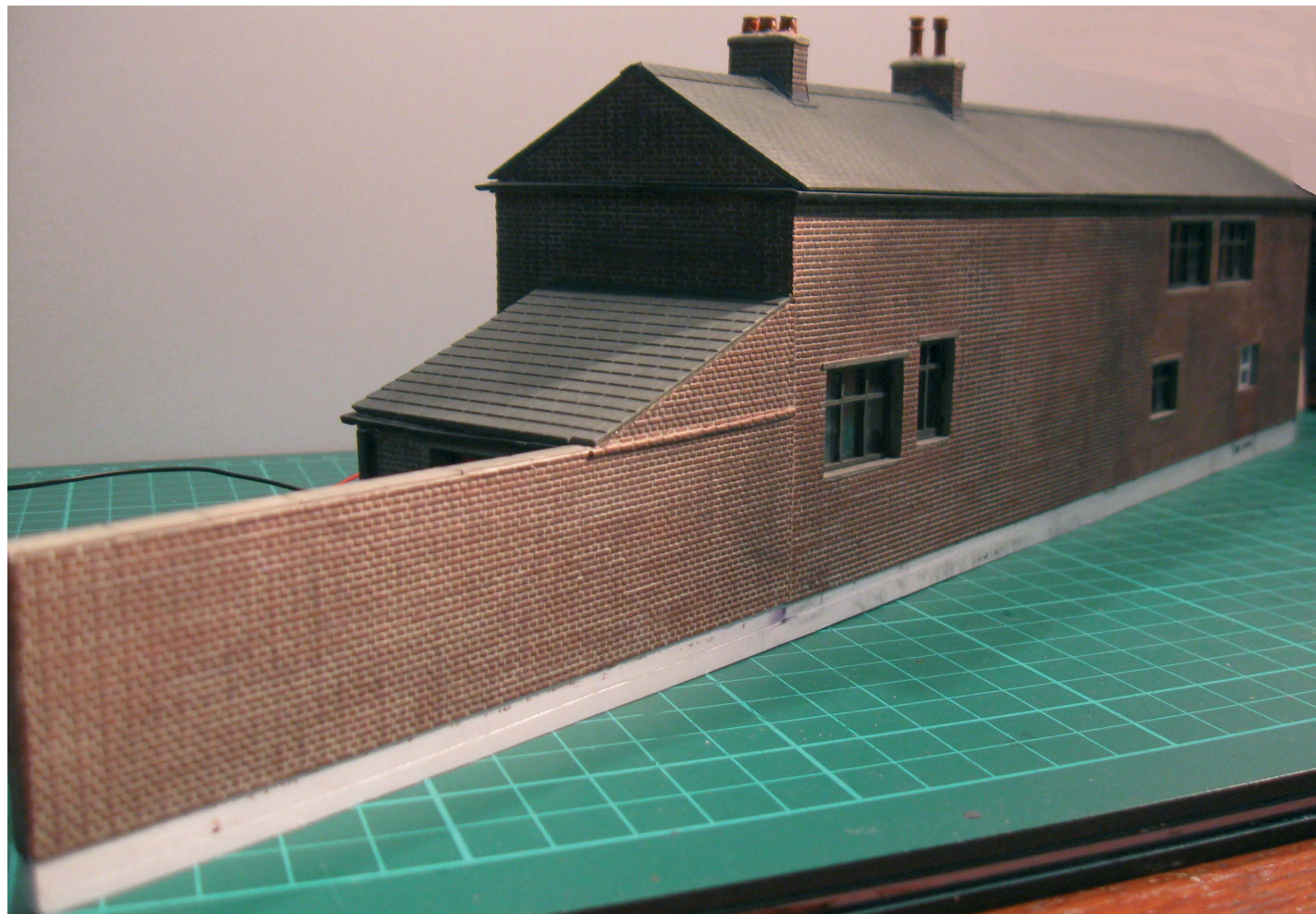
I then began constructing the windows by gluing clear plastic into place behind the window apertures and then building the frames using painted plastic strip. However, I was less than satisfied with the result. A quick flurry of emails between myself and the BCB team resulted in an order being placed with York Model Making for some laser-cut windows (using my sketches for dimensions and layout) – courtesy of BRM's generous support.

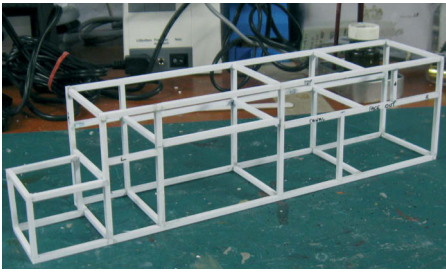
With the deadline approaching for delivery of both the Oldbury Road building and the Tennants' office building to the BCB team at the Ally Pally show in March, I was getting increasingly nervous over the non-arrival of the laser-cut windows. Finally, a week and a half before the delivery date, the windows arrived and a few late night modelling sessions saw the windows glazed and installed; the office installed and illuminated and the roof test-fitted, adjusted, painted and glued into place. A wash of diluted Tamiya 'NATO Black' (XF-69) added some grime and the model was packed into its' bespoke shipping container.

I then jumped on a jet to London and couriered the buildings to Ally Pally.

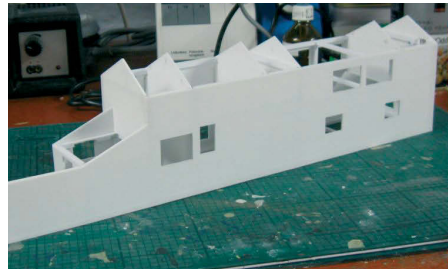
For the Oldbury Road building I already had an idea or two on construction: Evergreen 3.2mm x 3.2 mm strip for the skeleton, 60 thou plain plastic shell, SEF brick sheet as an overlay with added dividers to both support the roof and add extra strength. Using Google Earth, dimensions (width x length) were acquired and the sketches were tweaked. Once 100% correct in layout and size, the facades were printed out and cardboard mock-ups made.

The software I used to create these sketches and plans is pretty basic: IrfanView for some photo manipulation, Adobe Photoshop for others. Furthermore, given that most buildings are a variation on a box, Microsoft Powerpoint was used to prepare both the facade and framework plans. And although MS PowerPoint is limited when compared to other drawing programmes, for preparing drawings for cutting plastic it's ideal. By creating various sized boxes (oblongs and squares) and using the 'size and position' tool I can enter the dimensions in mm (you must enter XXmm and it converts to cm) and the resulting printout is pretty much spot on for dimensions.

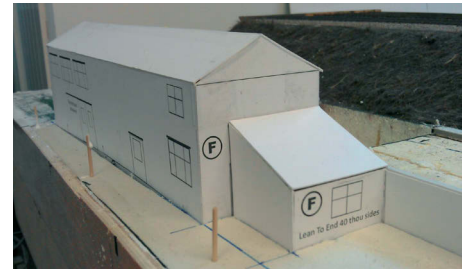




Construction began with the framework. I used the Northwest Shortline 'The Chopper' (guillotine for plastic materials) to ensure that all rod was cut identically. Once I had a pile of cut rods, I then assembled each side separately, ensuring squareness with a set square. When dry, the two sides were joined. What can be seen is that the framework differs from side to side as the beams have been inserted to insure that the windows are cleared.



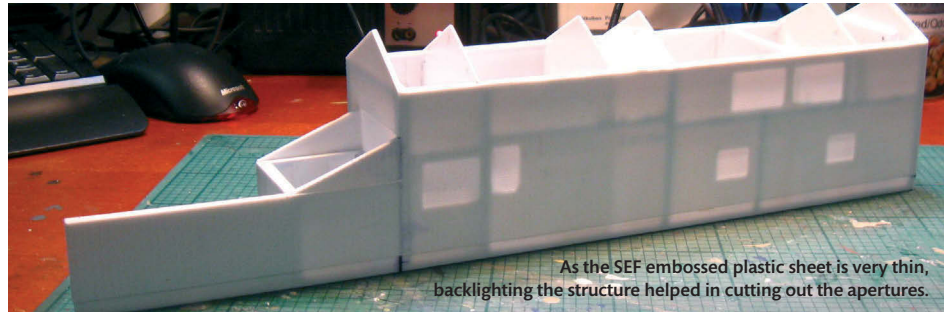
The 60thou facade was cut out using the facade sketches printed out onto paper and then pasted onto the plastic sheet with a 'PrittStick'. Once the facade was cut out, the sides and ends were dipped in warm water and the remains of the paper template removed. The facade pieces were checked against the skeleton framework, minor adjustments made and then glued into place using MekPak solvent.



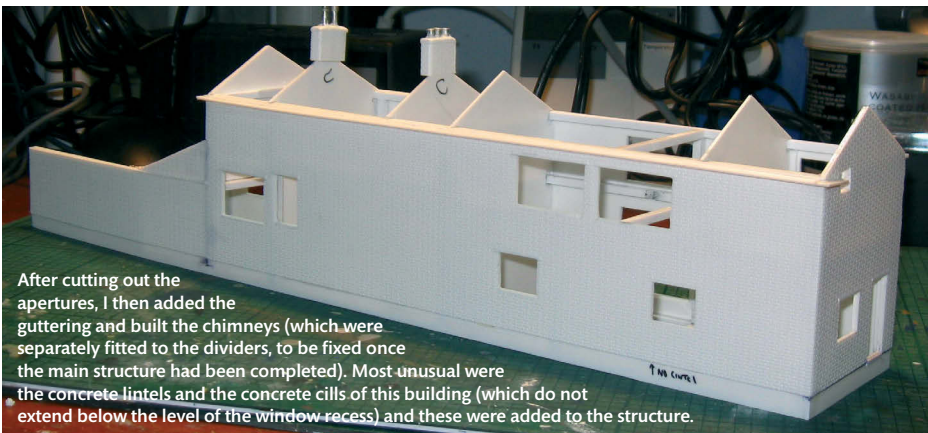
The mock-up was pretty straightforward, with only the slightly saggy roof causing some concern - the internal dividers/roof supports in the production model took care of that. Following the build, I made notes on some tweaks to do on the production drawings and added an extra window at the door end and a door on the lean-to. The mock-up was sent to Chris who slotted it into the BCB under construction to test fit.



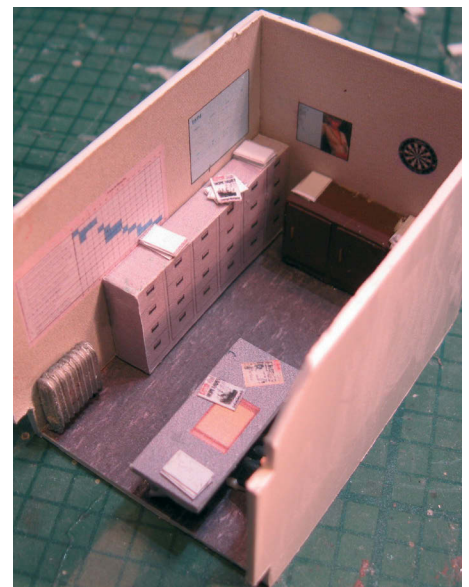
The detail of the join between the two structures with their different bonds.



As the SEF embossed plastic sheet is very thin, backlighting the structure helped in cutting out the apertures.



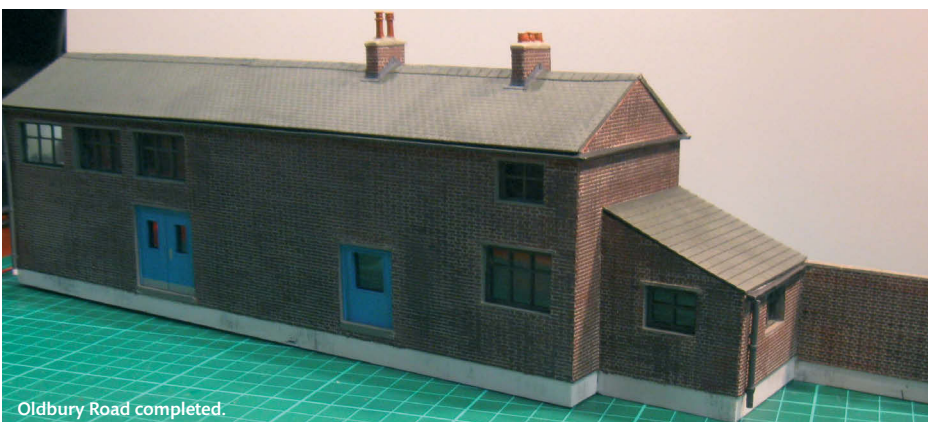
After cutting out the apertures, I then added the guttering and built the chimneys (which were separately fitted to the dividers, to be fixed once the main structure had been completed). Most unusual were the concrete lintels and the concrete cills of this building (which do not extend below the level of the window-recess) and these were added to the structure.



One of the things I always try to add to the buildings I construct is an illuminated interior. Accordingly, it was agreed to add an office to the building. As with the facade, I used PowerPoint to create the detailed walls and floors, building an open box out of 40 Thou plastic, which was then furnished with bits and pieces from my scrap box and a purpose built filing cabinet (a plastic box overlaid with an image of a real filing cabinet). As the Eagle-eyed may spot, adorning the wall is a bona-fide 1974 Pirelli Calendar (and the subject of which pin-up to put on the wall of this 1970s office was the subject of much erudite debate on RMWeb!). Alas, close ups are somewhat cruel but at normal viewing distance (and later, when viewed through the Oldbury Road building's windows), it is acceptable.



Oldbury Road illuminated.



Oldbury Road completed.



Oldbury Road shipping container.

Project Layout

The Tennants office building

The second construction for the BCB was the Tennants Office Building in Ryders Green Road, West Bromwich. As the build was very similar to that of the Oldbury Road Building, I'll only highlight the difference. As before, a cardboard mock-up was made from my facade drawings and sent to Chris for siting on the BCB layout.

Like the Oldbury Road building, I had tried to construct windows by glazing first and adding frames and window bars using plastic strip; and like the Oldbury Road building, this didn't work out well. So duly a request for laser-cut windows wends its way to the BCB financiers and whilst awaiting the arrival of the windows, I built the etched-brass fire escape for behind the building.

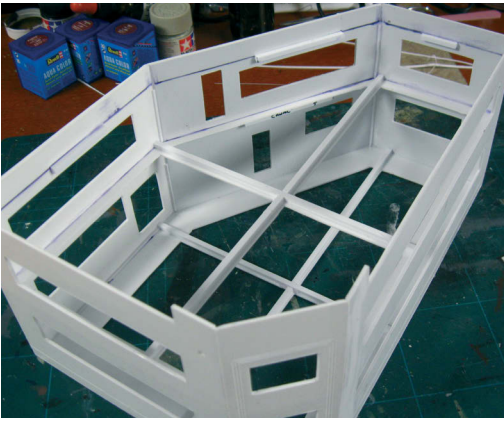
With the arrival of the laser-cut windows for Oldbury Road, came the laser-cut windows for the Tennants building. A large pot of coffee was made and a couple of marathon modelling sessions saw me complete the building in time for delivery to the Ally Pally show.



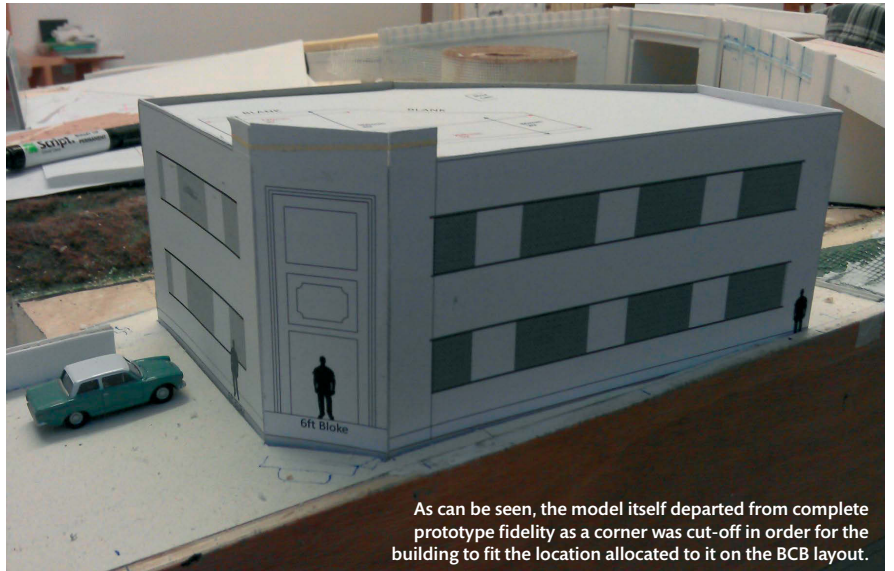
Both buildings were hand delivered and placed on the layout (some minor adjustment would need to be made to the building recesses on the baseboard for a good fit) and they look quite acceptable. After delivering the buildings to the BCB team, I was invited to drive some trains on the BCB layout, but that is a story for another time...

In all, an enjoyable build and one that was much aided by the BCB crew and my fellow modellers on RMWeb, plus working to deadline for the BCB also gave me the kick start I needed for my 'Big Pub Build'.

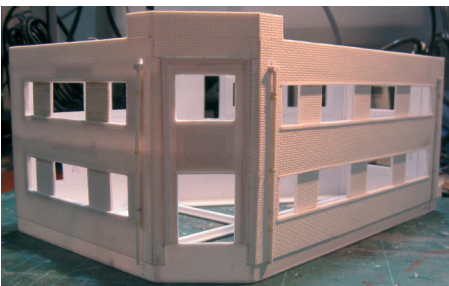




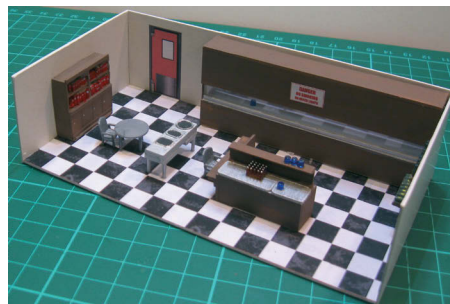
In regards to construction, my first (and main) departure from the Oldbury Road construction was a modified framework: for the Tennants building I cut out two plastic sheet floors, removing most of the floor to leave a frame (and to allow access) which was strengthened with the addition of Evergreen 3.2mm x 3.2mm rod (a time saver, I thought, but it was neither a time saver or any better than a plastic rod skeleton).



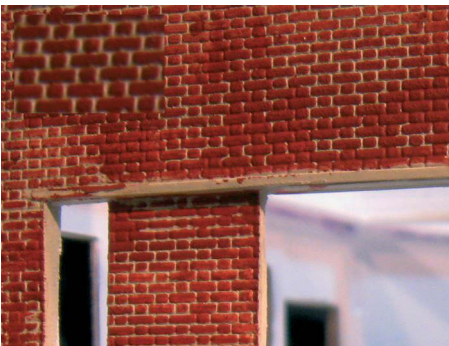
As can be seen, the model itself departed from complete prototype fidelity as a corner was cut-off in order for the building to fit the location allocated to it on the BCB layout.



The building was clad with SEF Flemish Bond embossed sheet and the window and door apertures cut out. At the same time, I added the down-spouts and the ornate facing above the entrance.

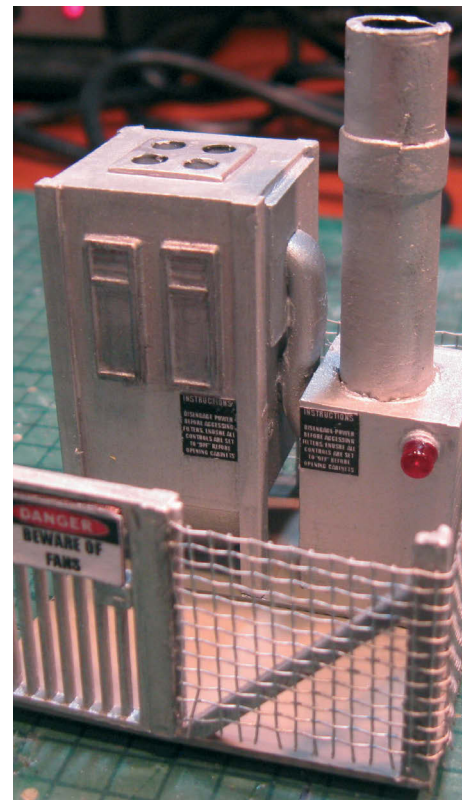


I then constructed a laboratory for the illuminated interior (I had thought about building a typing pool, but drew the line at scratch-building 30 typewriters, desks, chairs and secretaries). Based upon my own lab at University, the laboratory room turned out quite nicely, although some of the equipment is a bit 'Heath Robinson' (which is, I suppose, also prototypical).



Another attempt at saving time was to try home 'Tampo printing'. After having spent about 16 hours painting individual bricks for Oldbury Road, I looked around for a faster method. The idea of Tampo (or pad) printing came to mind. With Hornby and Bachmann using the process to create superb finishes (the LNER teak finish on the Gresley suburban is apparently a 175 separate individual tampo print process), I thought to myself 'how hard would it be to use the same approach to paint brick faces on embossed sheet?' I did a little research and found that pad printing uses a silicon rubber pad - which meant that I could recycle some old silicon rubber moulds. Then, after a poster on RMWeb had some success using sponge makeup pads, I bought a sponge rubber makeup pad and used that as well. For the 'ink' that's used in the Tampo/Pad printing process I used Revell 'Brick Red' water thinnable acrylic paints (but unthinned). The results were most certainly the proverbial Curate's Egg at best: both silicon rubber and sponge rubber pad took some getting used to in order to lay down paint neatly on the brick surfaces, but it was achievable, with both the silicon rubber pad and the makeup sponge. However, I found that without a specialised, custom made pad, the process only worked when the surface was completely flat - something lacking in my buildings. I ended up repainting the building, brick-by-brick, which was tedious but resulted in a very nice coverage.

What to do with the truncated corner of the building remained a puzzle, I had considered a loading bay, but this was negated by lack of space behind the bay (the reason for truncating the building in the first place). A lengthy discussion took place on the Tennants Building thread on RMWeb and - having taken into account 1970s fire regulations (so no storage of gas cylinders against the wall) and 1970s working environments (so no soft, effete air conditioning), it was decided to place an air scrubber behind what had now become a laboratory building. The internet was duly searched for prototypical inspiration and an 'Air Scrubber' enclosure built for behind the building. A bit crude, perhaps, but it filled the hole and is (fairly) prototypical.



Tennants office building completed and in-situ.

HOW TO... SOLDER THE LOCO CHASSIS

Part 11: For the last two instalments of this series, **Adrian Marks** shows you how to solder that first loco kit together...

Accurate coupling rods, frames and bearings in which the wheels can run true are the foundation for a frustration-free model loco. In the past I've built locos without chassis jigs, with simple alignment axles, with a Hobby Holidays



Alignment axles - these from Metalsmith come with compression springs to aid the fitting of hornguides.

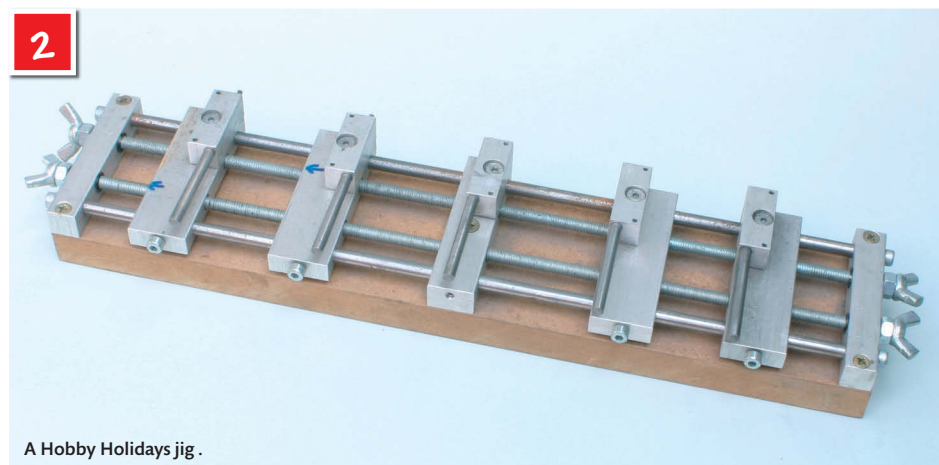
jig and the Avonside Works Chassis2 Pro, and with care, in all cases it's possible to build a free-running chassis. Conversely, without taking care, in each case it's possible to build a chassis which will cause you no end of frustration. If you've been following this series and have plucked up the courage to build your own brass wagons and coaches, then I'm confident you are now competent enough to build a sweet-running loco.

Whichever scale you model in, be sensible about the loco of your choice. Yes, I've heard stories (and know some modellers) who have successfully built a 'Britannia' or an A3, a 'Duchess' or a 9F as their first loco. It does happen, but realistically they're few and far between, so I suggest you're better off cutting your teeth on something a little more manageable and which can be completed in a reasonable timescale.

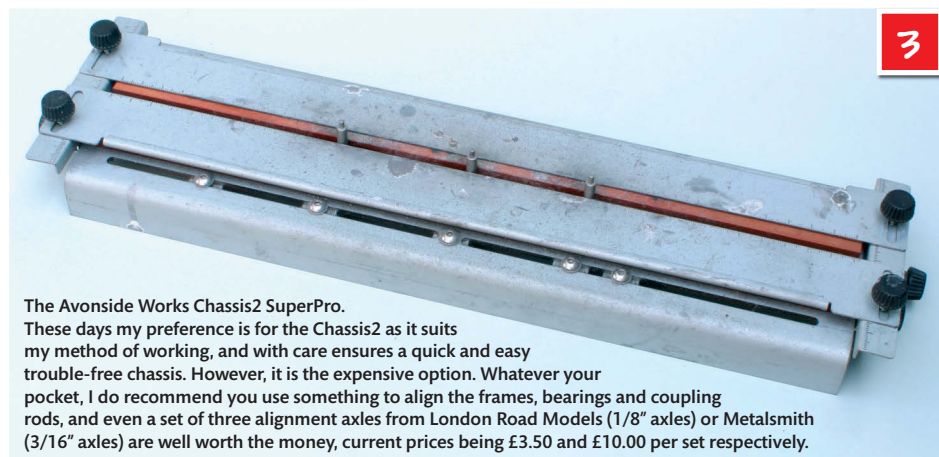
First of all conduct a little research by reading magazines and forums and talk to layout owners and members of scale societies at exhibitions to see what other modellers say about certain kits which might interest you. For anyone interested in 7mm scale steam I always recommend Jim McGeown's Connoisseur Models. Jim even has a 'starter loco kit' in his range which is loosely based on an LSWR prototype, and comes with highly detailed instructions filled with photographs of a model under construction; it's the perfect introduction to building loco kits. From his website you can even download the instructions in pdf format before you buy.

This article is not the place to discuss the pros and cons of solid, compensated or fully-sprung chassis (whether using coil springs or CSBs), nor the merits of fold-up, milled, or RTR gearboxes, or even worm and wheel or helical spur gears. To cover them all adequately the editor would have to dedicate an entire issue or three to the subject, and then the next couple of issues would be filled cover-to-cover with high-octane letters from readers arguing the toss! Instead, my intention here is to keep things as simple as possible and deal with the constructional aspects, so this month I'm building a Connoisseur LNER J15 chassis.

And that's it. Your only decisions you'll need to make are which pick-ups and gearbox/motor unit.

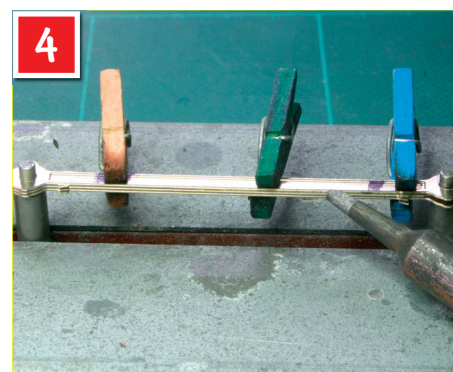


A Hobby Holidays jig.



The Avonside Works Chassis2 SuperPro.

These days my preference is for the Chassis2 as it suits my method of working, and with care ensures a quick and easy trouble-free chassis. However, it is the expensive option. Whatever your pocket, I do recommend you use something to align the frames, bearings and coupling rods, and even a set of three alignment axles from London Road Models (1/8" axles) or Metalsmith (3/16" axles) are well worth the money, current prices being £3.50 and £10.00 per set respectively.



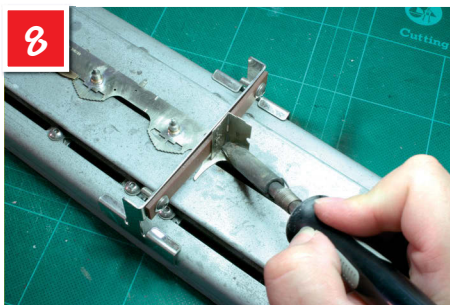
I always begin by assembling the coupling rods. Although I always remove the cusp on all etched parts before soldering, laminated coupling rods and inside/outside motion parts are an exception, and you'll see why. These particular rods are jointed and I've set up one half on the jig. The holes have been opened out to 2.4mm (use a drill or reamer) for a tight fit on the mock axles, and the laminations are clamped with pegs. The edges are well fluxed and solder introduced, covering the cusped edges. Work quickly so the metal doesn't try to expand and bend. I now add any overlays on the big ends and the knuckle.



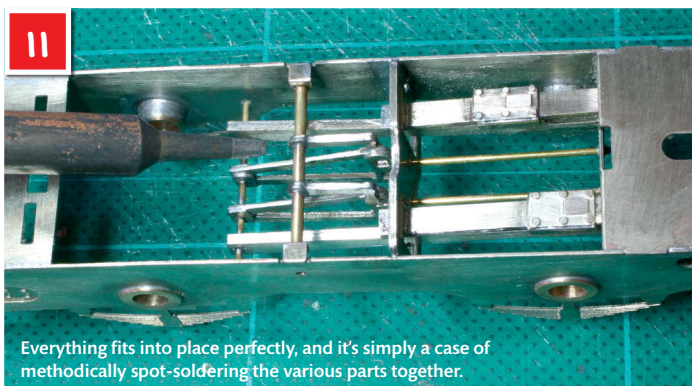
Remove the rods from the jig, put them in a vice and with an old file (definitely not your best one!), and successively fine grades of wet and dry paper, file back and dress the edges until the laminated parts appear to be a solid piece of metal. This takes time, so don't rush it. If you find the laminated edges reappearing, introduce a little more solder and file back again. Use exactly the same technique on any inside or outside motion parts.



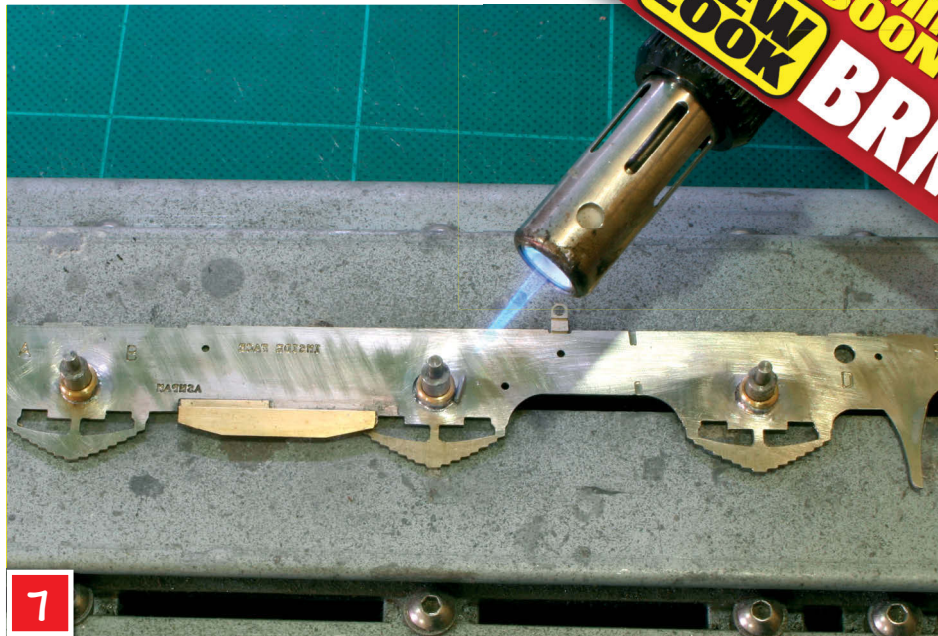
While the frames are in the flat, I add any parts which won't interfere with mounting them on the jig, and here I've added the guard iron overlays and ashpan. I've also opened out the bearing holes with a tapered reamer so that the top hat bearings are a push fit. Note the reversed writing etched into the frame which indicates this half is a mirror-image of the opposing frame.



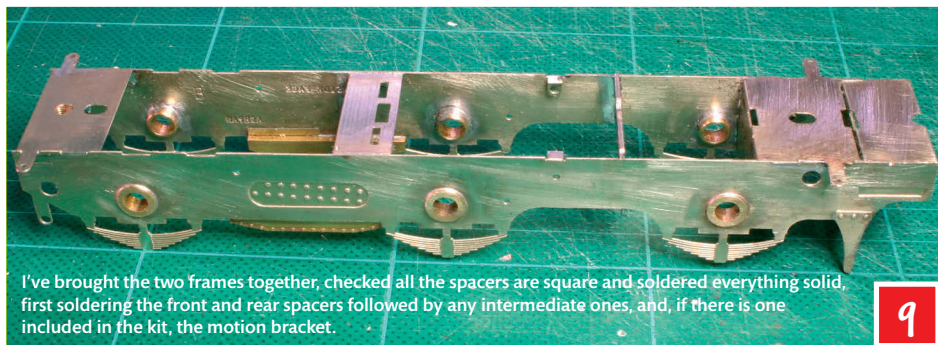
Frame spacers may now be fixed in place. On some kits these are fixed with a screw, but I prefer soldered spacers every time. If you're not using a jig, use an engineer's square to ensure alignment and solder. Again, I'm using 188° solder. Initially I fit the front spacer to one frame and the rear to the other. It's said that this reduces the chances of the frame bowing due to excessive heat, but if you've been following these articles over the months you'll know we've been working on the quick-in, quick-out technique where there is little excess heat spread throughout the metal, so for me it instead serves a double check that everything is being assembled square.



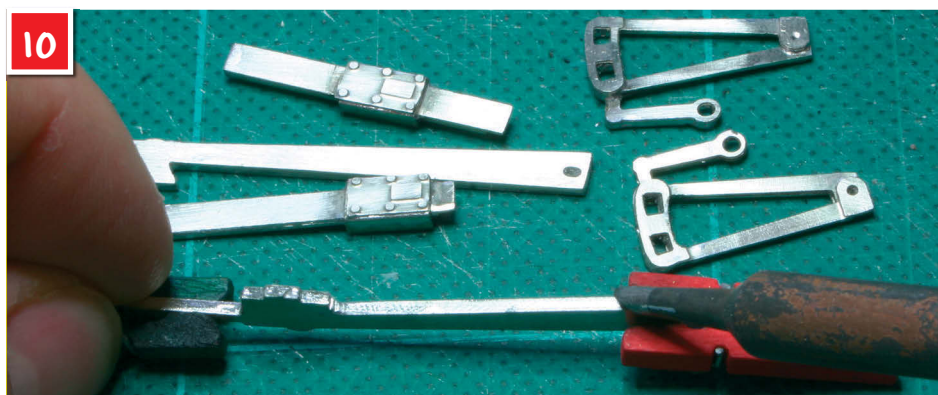
Everything fits into place perfectly, and it's simply a case of methodically spot-soldering the various parts together.



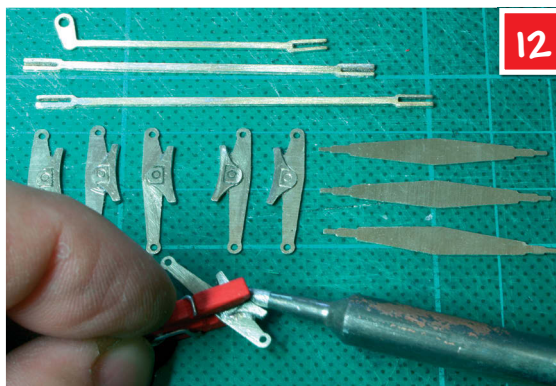
I've reamed the bearings to 3/16" (this is a 7mm model) so they are a tight fit on the mock axles, and I've opened out the centre bearing holes in the frames as they've been etched a few thou. high to eliminate any see-saw effect sometimes seen on rigid six-coupled locos travelling on poorly laid track. The down side of a high centre axle is that you permanently reduce your number of pickups by a third. Besides which, you're going to lay nice flat track - aren't you? A jig will ensure the bearing on the centre axle aligns perfectly with the outer ones. With the frames lying flat on the bearing flanges, use plenty of flux before introducing the solder. For joints such as these I always use 188° solder for strength and plenty of welly on the iron, or alternatively, as here, use a microflame.



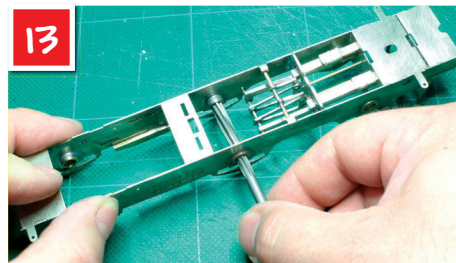
I've brought the two frames together, checked all the spacers are square and soldered everything solid, first soldering the front and rear spacers followed by any intermediate ones, and, if there is one included in the kit, the motion bracket.



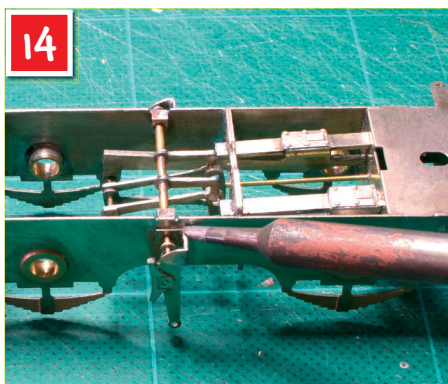
This kit comes with cosmetic inside motion made up from laminated nickel silver etches, and I've assembled the parts following exactly the same routine as the coupling rods.



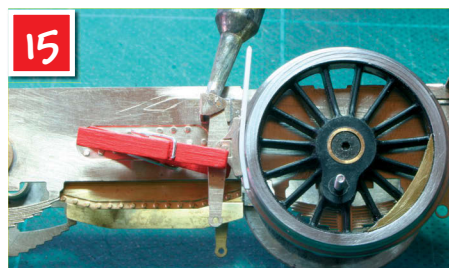
The brake shoes are laminated to their hangers - remember half need to face left and half right or you'll end up unsoldering some. Been there, done that! Brake pull rods are also laminated together.



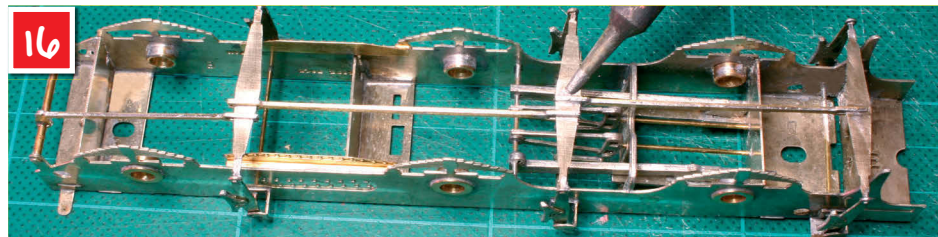
I've reamed opposite bearings through with a 4.8mm straight reamer. This gives a nice two thousands of an inch working clearance for the 3/16" axles to run freely without binding or the need to 'run in'.



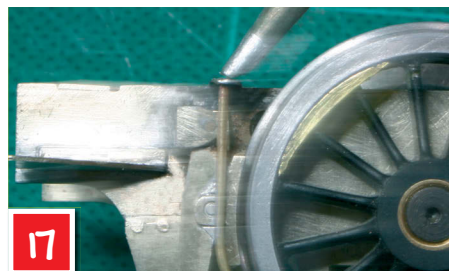
Pass 0.9mm brass wire through the holes across the chassis for the brake hangers, leaving plenty of excess on the outside. Fix with solder on the inside. Solder the brackets in place, leaving the brake hangers loose inside. Trim the excess wire and file back.



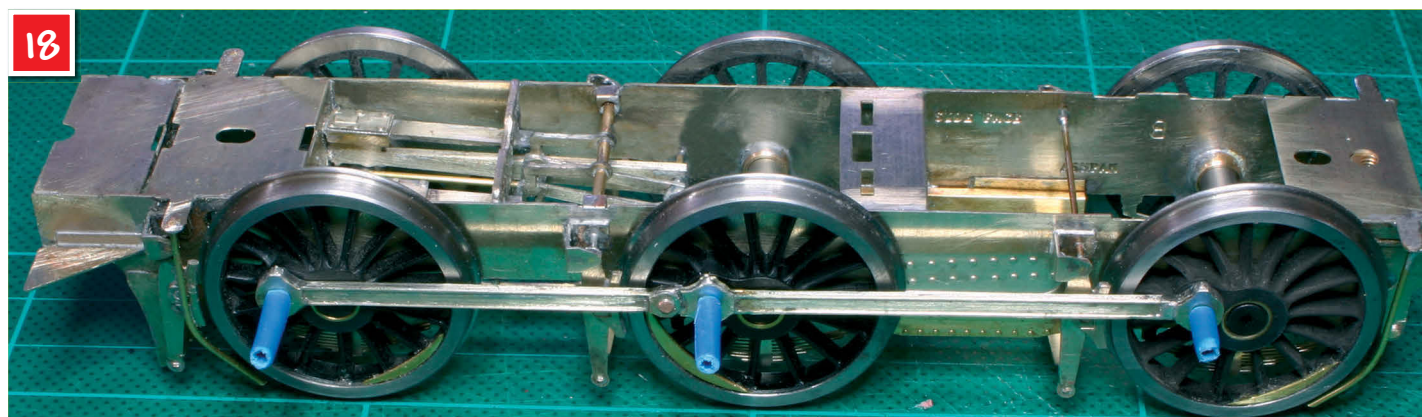
Fit the wheels temporarily, packing them with washers where necessary to ensure they sit centrally. Here I'm using a mini peg to hold the brake shoes in place while the hanger is soldered in position. Use a piece of card to accurately space the brake shoe from the wheel tread.



Pass the cross beams through the lower holes of the brake hangers – I balance a short rule on them to ensure they are level, then solder from the inside. The pull-rods can now be positioned and soldered into place. These rods aren't necessarily in a precisely prototypical position, but the rear section is offset to clear the gears.



Final details are the sand pipes and buffer beam reinforcing brackets. I've fitted these brackets upside down as in the intended position they cross the centre-line of the buffer holes which would be an issue as I intend to fit sprung buffers. Therefore I fix brackets upside down resulting in a slightly lower position which to my eye is better than no bracket at all.



Time to fit the rods. I've opened out the holes to 2.55mm for a good running clearance and temporarily held them in place on the crankpins with some electrical wire sleeve. After the chassis has been tested I'll fit the crankpin nuts.

Useful Addresses

London Road Models

PO Box 643, Watford, Herts. WD24 5ZJ

Web: www.scalefour.org/

LondonRoadModels/

MetalSmith Ltd.

Kettering NN16 8NS

Tel: 01536 410536

Web: www.metalsmith.co.uk/

Connoisseur Models

1 Newton Cottages, near Weobley,

Herefordshire HR4 8QX

Tel: 01544 318263

Web: www.jimmcgeown.com/

Eileen's Emporium (Avonside Works)

Unit 19.12, Highnam Business Centre,

Newent Road, Gloucester GL2 8DN

Tel: 01531 828009

Web: www.eileensemporium.com/

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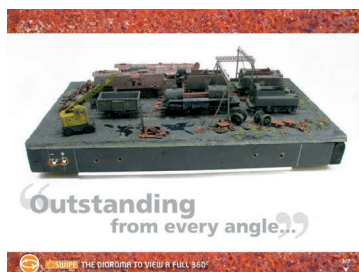


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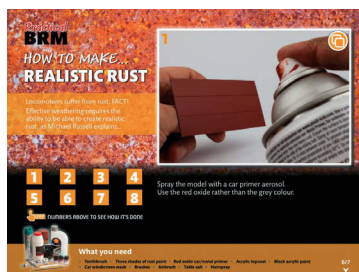
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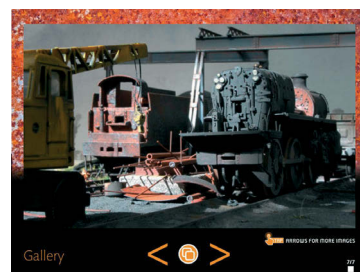
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HOW TO... IMPROVE YOUR LAYOUT

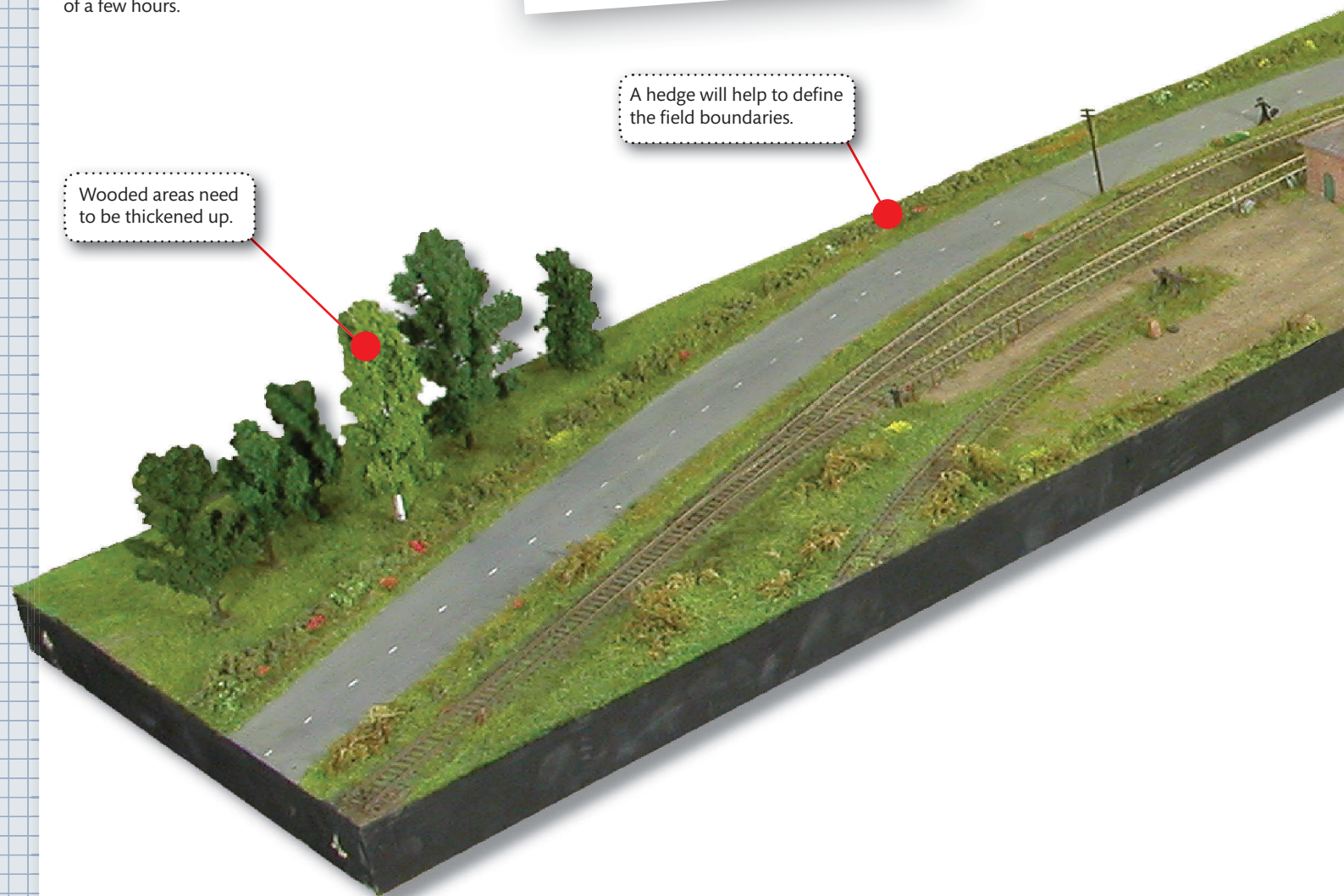
Howard Smith and Richard Wilson undertake a renovation of the Wisbech and Upwell layout and prepare it for the exhibition circuit once more.

When Richard and I dug out the Wisbech and Upwell layout from one of our store rooms here, we noticed that it wasn't looking quite as fresh as it once was. The moss had now faded to a pale and somewhat drab green colour; a far cry from the late spring/early summer feel in which this layout was originally set. The dust coated buildings and odd cobweb here and there didn't do much for its overall appearance either. We both decided that it was time to give this layout a well needed refresh, but thought we could go just a few steps further and make it better than new, all in a matter of a few hours.



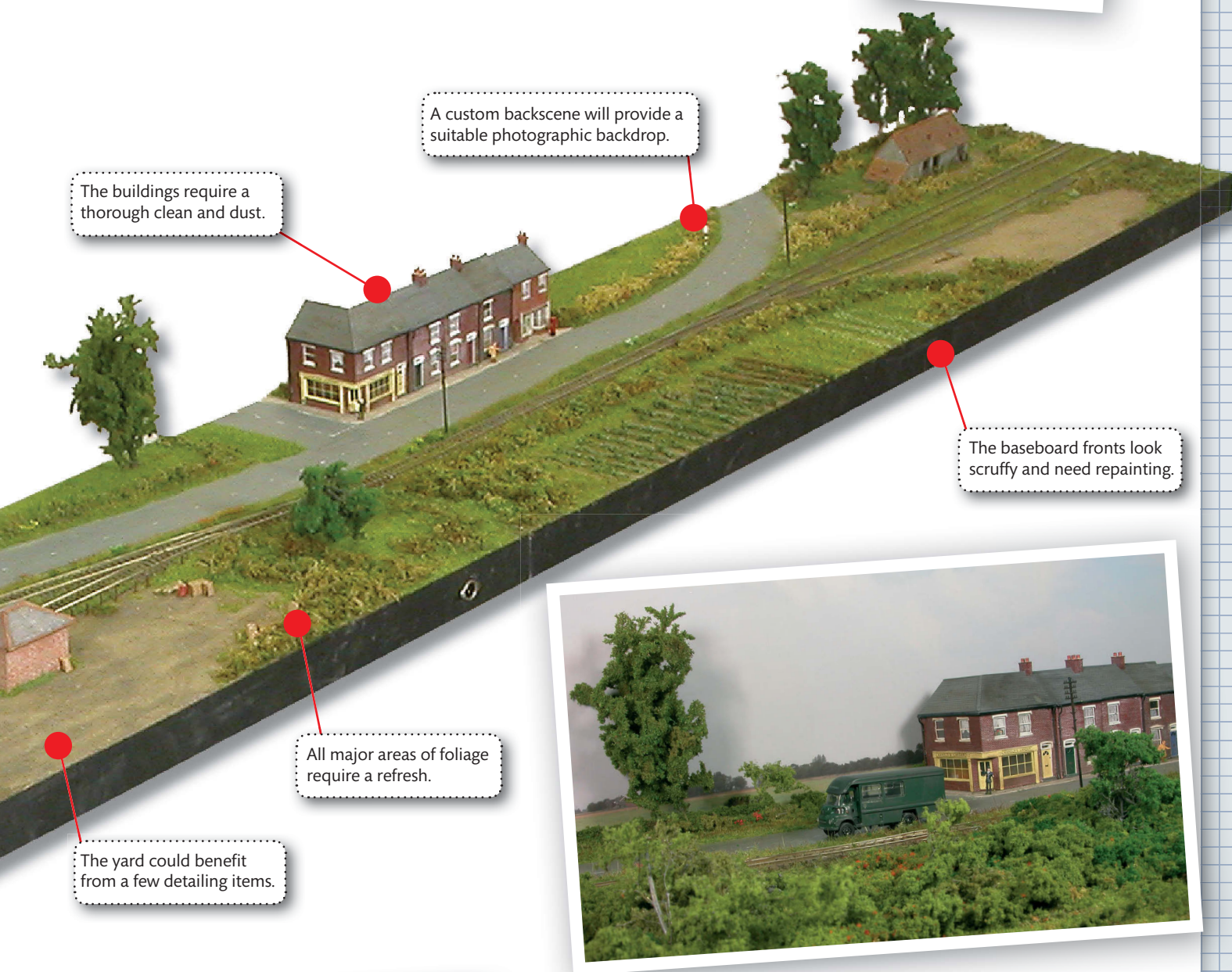
A hedge will help to define the field boundaries.

Wooded areas need to be thickened up.



Other important maintenance tips

- A thorough clean of all wheels on both locomotives and rolling stock will avoid re-depositing dirt on cleaned trackwork.
- Ideally, all electronics should be checked for loose connections or unsoldered wires.
- Check that all point motors are running freely and that point blades come into contact with their adjacent rails.
- Back to backs of rolling stock should be standard, but on the odd occasion may become out of gauge. A quick verification of all stock before running can avoid derailments later on.
- The gears on motive power should be kept lubricated as per the manufacturers specifications, whilst electrical contact cleaner can help to keep pickups clean.



DUSTING

Before the upgrade work commenced, we wanted to see which parts of the scenery were still acceptable and those which would need reworking, so out came the vacuum cleaner. This may sound a little harsh for model scenery, but since most of it was to be replaced, the loose and therefore unwanted areas would become separated, giving a strong and reliable base onto which further scenery could be applied. For the more delicate parts such as buildings, a large soft brush is ideal and avoids damaging intricate parts; however the Hornby Skaledale buildings used on the layout are very quick to clean as no particular parts are able to become detached easily, the buildings being made from one solid mould. This allowed for a rather aggressive and quick clean as we were pushed for time, something not necessarily suited to other more delicate parts of the layout.

DETAILING WOODLAND SCENICS STEP BY STEP

1



The layout already had areas of static grass present in varying quantities and so Woodland Scenics were our preferred choice in décor materials for variety. The various packs available when combined can help to create different tints and tones and are ideal for revitalising the verdant early summer foliage of the Wisbech and Upwell.

They are not the cheapest, but arguably among the best scenic scatters on the market currently.

2



Areas which were covered with the now tired moss required building up of volume and cover, and so would serve as an ideal support for the scatters and flocks purchased to represent low scrub and bushes.

3



The moss was coated in non-diluted PVA glue to seal it, followed by a 50/50 diluted mix and evenly spread with the help of a brush.

4



We had to act quickly as PVA soon forms an outer skin, making the flock less likely to bond properly.

5



Foliage clusters and clump foliage were applied to the glue in, as the name suggests, clumps. The trick is not to play with the material too much as we want it to keep its volume and not look flat.

6



Coarse Turf is then scattered over the ensemble creating a variety in the tones of green used. It is important to know when to leave it alone; some effects can be over done.

7



The completed hedgerows with wild flowers in bloom. The hedge was from Jarvis, sprayed brown, then coated in coarse turf for an uneven and more natural look.

8



Trees were added in a variety of shades to add depth to the wooded areas as well as along the roads. The holes were pre-drilled with a hand drill.

HARBURN HAMLET BUILDING

Adding an extra building to a sparse and architecturally devoid layout like the Wisbech and Upwell helps give the eye something to focus on. One of Harburn Hamlet's latest buildings is in a style which could easily have been part of the Wisbech and Upwell tramway. Described as a small brick-built yard office with chimney (FL195), it will easily add a little point of interest to our yard scene. With a doorway and window, one could imagine this as being used as a yard shunter's cabin or foreman's office.



The chimney is separate in the packaging and merely requires gluing in place with a little super glue.

The building was secured to the baseboards using PVA glue sparingly. Note the scenic scatter which helps to conceal the base.



The light satin silver tint of the roof cries out to be toned down; a task so simple, yet often overlooked by modellers who exhibit. Rarely is any prototype roof just one overall colour, so adding tints and shades can effectively improve its appearance.



Making use of Humbrol's latest range of Enamel washes and DCC Concepts' weathering powders the roof, brickwork and apertures are all subtly toned down. The roof sheen is later removed by applying matt varnish mixed with a dark grey wash.

ADDING EXTRA DETAIL

Quite often it's the small things that make a big difference to layouts; the odd stray sacks, barrels or crates help to create an impression of a working railway.

Look around most working yards and rarely will you find everything looking tidy.



We had a few accessories from various manufacturers in our 'goodie drawer' which made ideal scenic items for the front of the layout. The sacks originated from Faller, and once cut from the sprue, glued together and painted look fine. Could these be bags of potatoes? The covered, partially covered and un-covered crates are from Harburn Hamlet's new accessory range. Both needed to blend and so were toned down with a combination of Humbrol washes and DCC Concepts weathering powders. All that is now required is to seal them with a coat of matt varnish.

A SIMPLE IMPROVEMENT



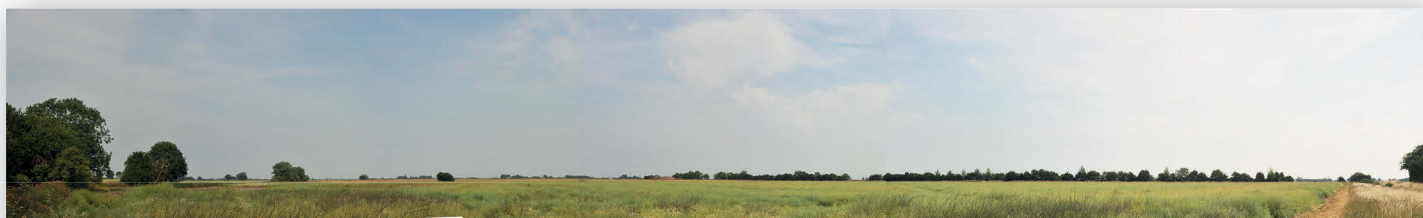
When exhibiting, the presentation of any layout is almost as important as what is modelled on it.

Our baseboards have now seen their fair share of exhibitions and the front of the boards are looking a little scuffed and tired through transport. Luckily, no wood filler or sanding was required, and a lick of gloss black paint sorted things out and soon left both baseboards looking presentable and as good as new.

Our wiring on the Wisbech and Upwell is very simple, mainly due to the trackplan involved, so checking it won't take all that long. Dry joints, faulty plugs and choc blocks are all things to look out for in order to avoid headaches after setup at a show. In addition, cleaning the track with a liquid cleaning solution can ensure smooth running of locomotives and avoid abrasion to the surface of the track.

Once all work has been carried out, the last task at hand was to give all the trackwork a thorough clean with a track rubber to remove traces of hairspray and other deposits.

CREATING THE BACKSCENE



We both felt that the layout could be drastically improved with the addition of a back scene; this narrow layout is not easy to take photographs on. So, a trip around the fens on a hot and humid 30° day with a camera allowed us to take a series of photos in a few locations. Once back in the office, I used Photoshop to seamlessly stitch them together and this was then printed on a thick and ridged card, by courtesy of our digital department.

The overall effect we are rather pleased with, and for a few hours' work, turned out rather well.



USEFUL DATES

Dates to see the Wisbech and Upwell in action:

- Southwold show (August 3/4)
- Midland Railx (August 17/18)
- National Festival of Railway Modelling, Peterborough (October 19/20)
- Warley National show, NEC (November 23/24)



A few final words.

We feel the finished layout has been transformed and brought to life again. It only took a matter of a few hours and in the long term should last, we hope, for some time yet. Some further work remains on the locomotives and rolling-stock to bring them up to the same standard.

A competition will be held at the Warley and Peterborough shows for a chance to win this layout, further details will be announced at the shows.



A visit to the 'Totally Thomas' stand at Market Deeping MRC's show last May resulted in the purchase of a Bachmann 'Thomas' Henrietta. This will make an excellent, though basic Wisbech and Upwell coach. The coach is easily dis-assembled with two screws, so look out for it re-appearing soon in weathered Maroon with appropriate number. Visit Model-Railways Live soon to see how we modified it.



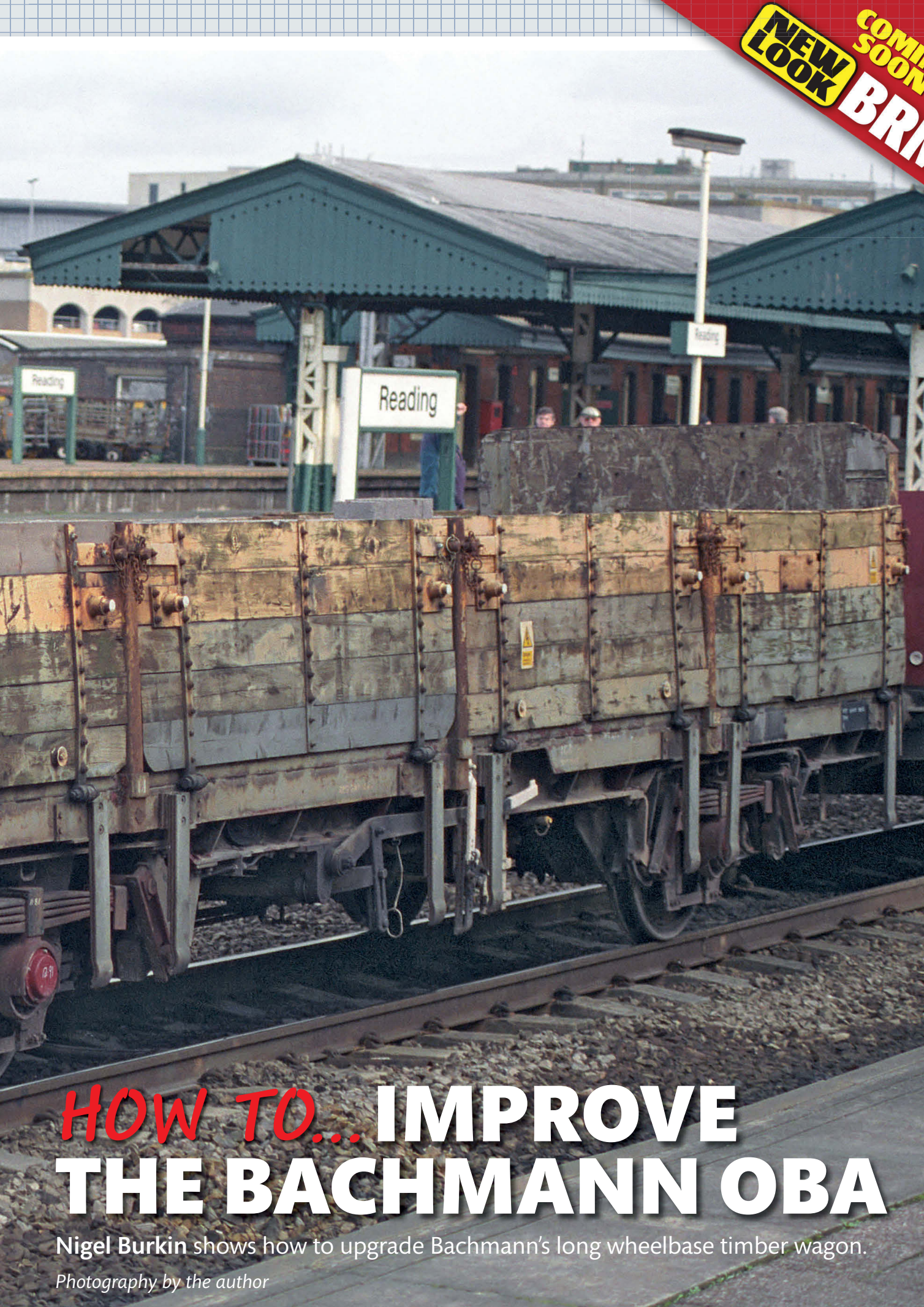
With the locomotive stud currently consisting of two Bachmann 'Thomas' - based locos, there was an opportunity to add a more realistic item of rolling stock. A Bachmann Class 04 in black was obtained, together with the Craftsman kit for conversion of the Class 03 to 04 supplied by Howes. This kit contains the all-important earlier cab sides, but not the earlier cab front with square windows. While fitting all the details onto the 04, the body was also modified to take the current Bachmann Class 03 chassis - the wheels are slightly different but this will not be noticeable when the side skirts are on. Talking of which, the lack of the Impetus or Vulcan kit for the tramway version will lead to scratch-built sides and cowcatchers and this will appear on our website soon.

MODEL RAILWAYS LIVE



A full size OBA wagon bringing up the rear of a Mendip Rail service was photographed at Reading in May 2002. OAA and OBA open wagons, some modified with new mesh sides, were attached to the rear of stone trains for block traffic to Acton.

**NEW
LOOK** **COMING
SOON!** **BRM**



HOW TO... IMPROVE THE BACHMANN OBA

Nigel Burkin shows how to upgrade Bachmann's long wheelbase timber wagon.

Photography by the author

The wagon as it comes...

A regular work bench task is modifying certain Bachmann wagon models representing modern air braked wagons to improve their reliability. I am referring to long wheelbase air braked wagons such as the OBA and OCA together with the VAA, VBA and VDA vans. They share a common underframe design, technically speaking, albeit with detail differences pertinent to the wagon design. For some reason, unknown to modellers, Bachmann chose to articulate the axle guards of these models as if they are single axle bogies, a physically impossible design for heavy rail operation. A nod towards train set design, it does little for the performance of the models in many regards, particularly when used on fine scale layouts. I have noted that continental model manufacturers such as Electrotren do not use this feature on long wheel base models of similar size. Why it has crept into UK model design is a mystery and completely unnecessary for a scale model.

The problems I have encountered include the inability to track smoothly through complex track work, particularly diamond crossings, as the articulated axle guards rotate in a manner not governed by track geometry. The axles fail to lead the wagon into curves correctly causing derailments. The floppy nature of the axle guard fitting also makes coupling and uncoupling during operation difficult because the couplings are mounted on the axle guard mouldings and not the underframe itself. When coupling two wagons of this type together, one

coupling might ride over or under the adjacent one. The operation of Kadees, which rely on good centring of the coupler is also impaired. A good cause for doing something about it!

A reliability upgrade to improve tracking and coupling performance is fairly easy to do and I have chosen a Bachmann OBA wagon to demonstrate the technique. Whilst undertaking the modifications to these models, I routinely convert them to EM gauge using new metal 12mm disc wheels which may be detailed with disc brake inserts if desired. I also fit Kadee couplers for delayed action uncoupling to suit layout operations. The couplings of the OBA and OCA models are fitted to NEM pockets which accept a Kadee NEM type coupler (either a No. 19 or No. 20 depending on how sharp the layout curves are) without difficulty. This is one feature that can be retained on the model.

To complete this one-hour work bench project, you will need a set of jeweller's screwdrivers, a good modelling knife with spare sharp blades, cutting mat on the table top, solvent cement and, if fitting Kadee couplers, a No. 205 or No. 206 coupler height gauge.

Making improvements

Turn the wagon upside down and remove the wheels from the axle guards – retain them if using the wagon on an OO gauge layout because they are perfectly good wheels! A cross head jewellers screwdriver is used to release the axle guard mouldings from the model. Each one has the coupling arm cut off by scoring a line across the arm close to the axle guards with a sharp modelling knife blade and snapping off. A little cleaning up is required. Back to the wagon underframe itself and the modelling knife is used to trim a millimetre or so from the

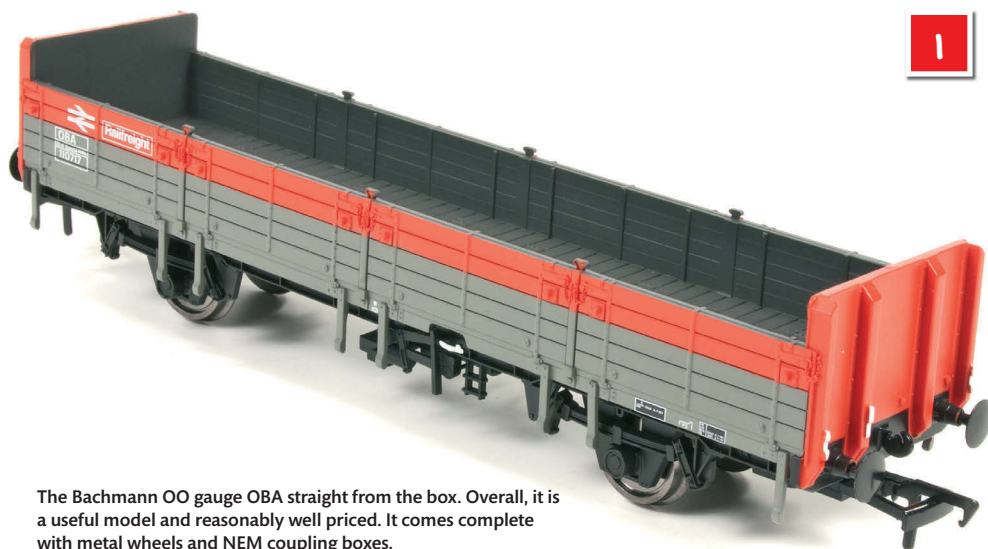
mounting spigots. This allows the axle guards to be screwed back into place tight against the floor of the underframe making the chassis rigid, as it should be! A spot of glue may be added to be sure that the axle guards are not going to move again. Now refit the original wheels or new ones if desired.

Work still has to be done to fit frame mounted couplings whilst taking advantage of the NEM coupling pockets. A quick check with a Kadee height gauge shows that the coupling arms cut from the axle guard mouldings can be glued directly to the wagon floor and support a NEM pocket Kadee at the correct operating height. To use, simply place the gauge on a length of track and roll the wagon up to it. One end of the gauge has a flat surface to test the floor height of the wagon relative to the working height of Kadees. When using Kadees with draft gear boxes, such as the No. 146, this determines if any packing is required to fit the Kadee at the correct operating height.

In the case of our reliability upgrade job, a height gauge indicates that the NEM pocket moulding may be glued straight to the floor with minimal packing. Be sure that the pocket is fitted with the chosen Kadee first so its position relative to the buffers can be determined. Solvent cement can be used to secure the moulding to the plastic floor of the model. The Kadee must be positioned both on the centre line of the model and in such a manner that the back face of the knuckle is level with or in front of the buffer face. Once the coupling boxes are secure, the project is complete, with the wagon ready for service. Of course, a pristine OBA open wagon such as the one used to demonstrate this simple upgrade will warrant a little more work bench time to weather it a little!

OBA wagons offer numerous opportunities for detailing and weathering. The mix of painted planks in the wooden sides of OBA No.110485 are worthy of note. The unpainted wood weathers to a mid grey colour.





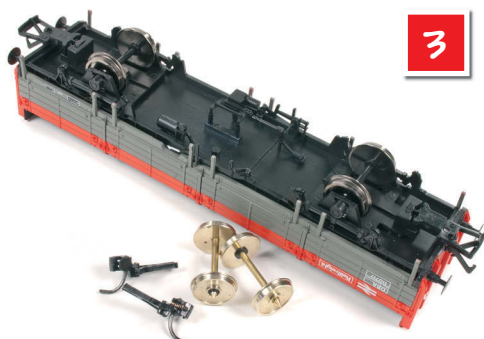
The Bachmann OO gauge OBA straight from the box. Overall, it is a useful model and reasonably well priced. It comes complete with metal wheels and NEM coupling boxes.

1

2



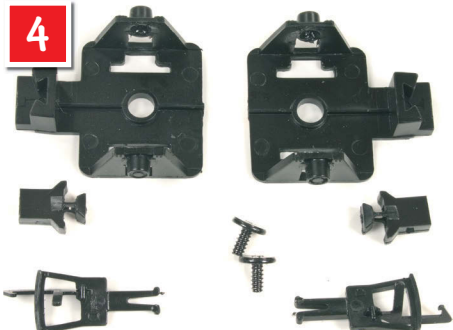
The underframe is not rigid like the full size wagons because the axle guards are articulated. This feature can cause the wagon to derail when running through complex track work and when being propelled during shunting.



I modified this particular OBA to make the chassis rigid, equip it with No.19 Kadee couplers and EM gauge wheels.

3

4



The wheels and axle guard mouldings are removed from the underframe. Keep the wheels if modelling in OO gauge.



The NEM pocket arm (A), which is moulded as part of the axle guards so they rotate are removed. A line is scored across the arm (B) and the part separated from the axle guard moulding (C) ready for fixing to the wagon floor.

6

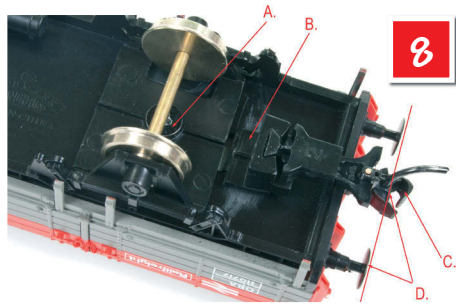


Ordinarily, that would complete the modifications to the axle guards if using the OO gauge wheels supplied with the model. Modellers working in EM and P4 will need to trim some plastic from the axle guard moulding to clear the wheels and this photograph shows a modified moulding on the left.

7



Trim the axle guard spigot by a millimetre or two to allow the mouldings to be screwed hard against the floor.



Reassembly involves replacing the axle guards with their screws (A); gluing the coupling arms in place, directly to the underframe floor (B) in a position so that the back of the coupler knuckle (C) is forward of the buffer faces (D) to prevent buffer lock.

9



When freelance fitting Kadees or installing NEM coupling boxes for use with Kadees, always use a height gauge as demonstrated in this photograph. The No. 205 gauge has a metal body whilst the No. 206 has a plastic one suitable for use on DCC layouts where the metal gauge would cause a short circuit.

10



The project is completed - about an hour at the work bench to complete. Weathering and distressing of the wooden sides will follow.

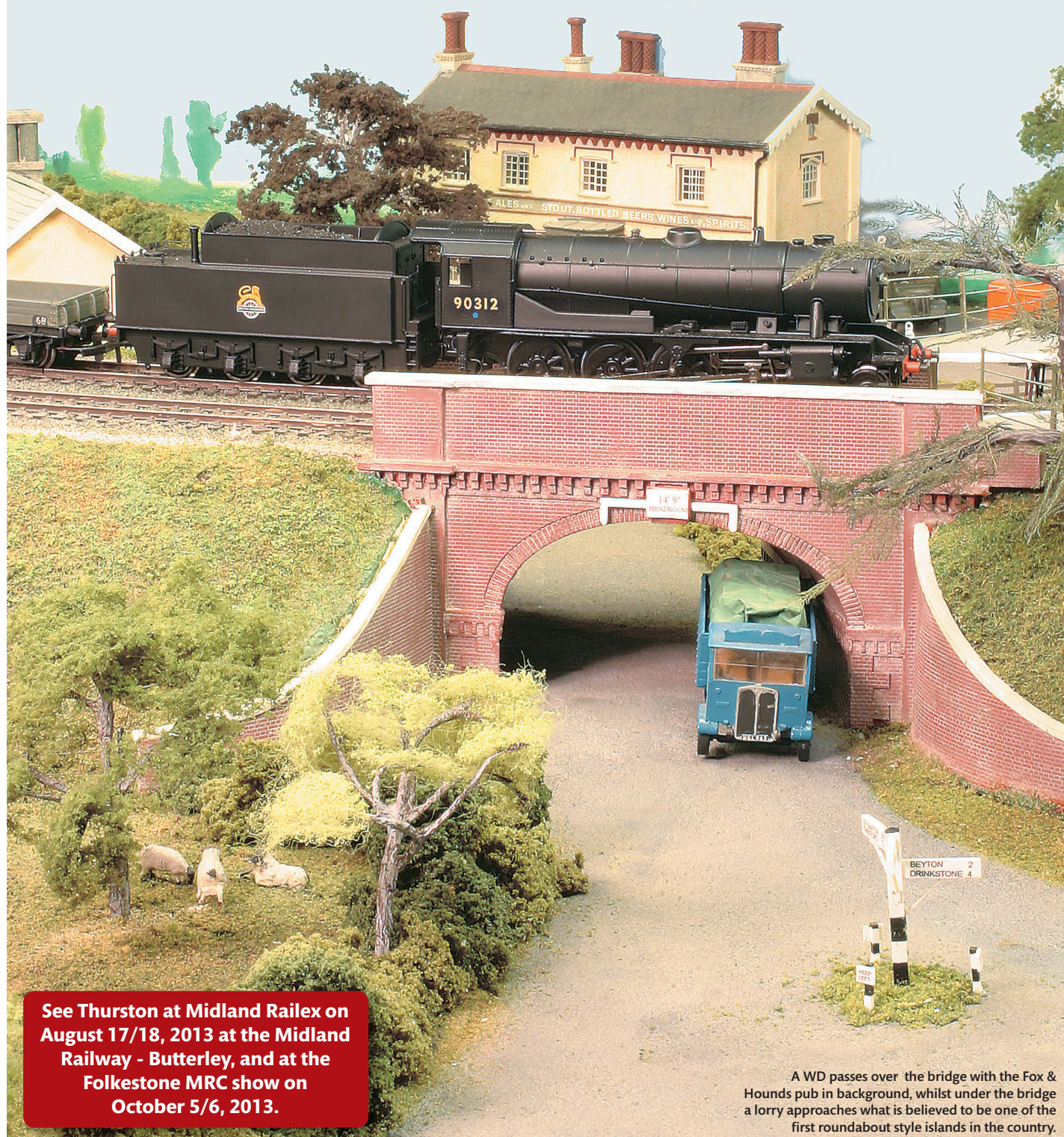
11



A rigid underframe and correctly mounted couplings improves the running of the Bachmann OBA and OCA wagon beyond recognition, especially during shunting operations.

THURSTON

The Ely & District MRC's OO gauge show piece layout is described by **Keith Barker**. *Photography by Ray Lightfoot.*



See Thurston at Midland Railx on August 17/18, 2013 at the Midland Railway - Butterley, and at the Folkestone MRC show on October 5/6, 2013.

A WD passes over the bridge with the Fox & Hounds pub in background, whilst under the bridge a lorry approaches what is believed to be one of the first roundabout style islands in the country.

Thurston lies some four and half miles east of Bury St Edmunds on the Cambridge to Ipswich line and is a small Suffolk village. In 2013 it still has a railway station, albeit an un-staffed halt and is served by trains of the Abellio, Greater Anglia franchise and has around 19 trains a day in each direction. On Sunday there are eight in each direction.

The line was built by the Ipswich & Bury Railway Company and opened for goods traffic on November 30, 1846. The first public passenger train left Ipswich for Bury St. Edmunds at 9.10am on Christmas Eve, 1846. Frederick Barnes of Ipswich was the architect, who won the design contract for the majority of intermediate stations between Bury and Ipswich: (Bramford) Clayden, Needham, Stowmarket, (Haughley Road), Elmswell and Thurston. Thurston station buildings are set on a high embankment and consists of two and a half storey buildings constructed with local red bricks with white stock bricks used decoratively on the corners and around door and window openings. The period modelled is 1950 - 1960 and the region is BR Eastern Region.

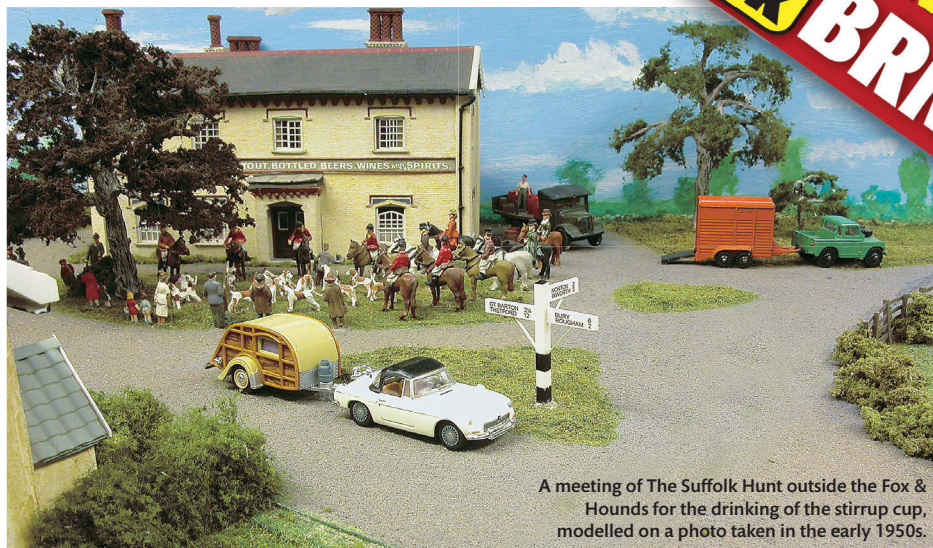
Layout build

Construction of the layout was carried out using the tried and tested methods of 2" x 1" leg framing system onto which the 12 baseboards of timber and plywood sit.

Wiring of the layout was made for a cab control system for four Gaugemaster or KPC hand-held controllers (Up, Down, yard and fiddle yard) with identical plug and socket connectors between every board.

Track is Peco code 100 ballasted with a mixture of silver sand and granite. 'Electro-frog' points are fitted with H&M point motors, which also switch the polarity on the 'Electo-frog' points.

The running signals are kit-built from the Model Signal Engineering range and are made as a drop-in module (removable during transportation) and fitted with the signal



A meeting of The Suffolk Hunt outside the Fox & Hounds for the drinking of the stirrup cup, modelled on a photo taken in the early 1950s.



A D16 on a parcels train passes Thurston Lodge, a substantial country house. The rear section with the large windows is understood to have been a ballroom. The building has now been divided into three separate houses and the barn converted into a fourth house.

TABLE 1: THURSTON LOCO STUD

No./Name	Class	Manufacturer
46465	Ivatt 2MT 2-6-0	Comet kit
61300	B1 4-6-0	DMR kit
61571	B12/3 4-6-0	Crownline kit
61614 Castle Headingham	B2 4-6-0	DMR kit
61645 The Suffolk Regiment	B17 'Sandringham 4-6-0	Hornby body, Comet chassis, tender based on Dave Alexander kit
61932, 61957	K3 2-6-0	Bachmann
62039	K1 2-6-0	DMR kit
62154	D2 4-4-0	Nu Cast kit
62566	D16/3 'Claud' 4-4-0	PDK kit
62576	D16/3 4-4-0	Little Engines kit
62783, 62788	E4 2-4-0	Nu-Cast kit
64133	J3 0-6-0	K's kit
64692	J20 0-6-0	Crownline kit
64826	J39 0-6-0	Bachmann/Comet chassis
65388	J15 0-6-0	Alan Gibson kit
65562	J17 0-6-0	Crownline kit
67777	J19 0-6-0	PDK
67706	L1 2-6-4T	ABS kit
70000 Britannia	'Britannia' 7MT 4-6-2	Hornby
90559	WD 2-8-0	Bachmann
D8205	BTH Class 15 Bo-Bo	Dave Alexander kit

actuator motor from MSE. The ground signals are GER rotating type and also from the MSE range and are permanently mounted and operated with a push rod mechanism (if the yard operator remembers!).

Buildings are all scratch-built and modelled as closely as possible on the prototypes using a variety of materials, eg: Exactoscale, Slater's, Wills, plastic card, etc. We display a set of actual and model photos at exhibitions to show how we have tried to capture the atmosphere and specific details of buildings, many of which have changed significantly over the last 50-60 years.

Setting the period

As well as modelling the scenery on the actual buildings to paint a picture of Thurston station and its immediate surroundings, we very much wanted to capture the 1950's period way of life and to model the road vehicles, trains and locomotives that would have been seen at that time.

In our experience many of the visitors to exhibitions, whilst appreciative of good modelling, scenery, rolling stock and cameo scenes, actually want to see trains running to capture and keep their attention. To do this on Thurston we try to run the trains that would have been seen, but not to a specific timetable as we have found over the years that this can

KEY DETAILS The real Thurston station



Thurston station down building, the building contained the station masters house, the booking office on the ground floor with a stairway which ran up past the gentleman's cloakroom at the mezzanine level to a waiting room at platform level. From the booking office a subway ran under the tracks to the up platform building entrance. It is now a printer's office. 80992 Colour-Rail.com



Thurston down platform (looking towards Bury St Edmunds) for trains to Stowmarket and Ipswich apart from the lighting and the fact that there is no longer access into the building little has changed since the 1950s. 107085 Colour-Rail.com



Thurston up platform on September 19, 2008 (looking towards Bury St Edmunds) for trains to Bury and Cambridge, note the small 'bus' shelter and the rail built structure of the adjacent downside platform. Bob Jones

be constricting. For example, if one operator is having a problem the other operators can keep trains moving without waiting for a connection. We appreciate this may not be prototypical but feel an exhibition layout is also for entertainment as well as being a historical miniature recreation.

It is most rewarding when operating to see people coming back to watch Thurston several times during a show. To add to the movement we generally try to have a train shunting in the goods yard, using a very small head shunt, whilst in reality it would have been using the main line, but again this would interfere with the running of the main lines and the small headshunt does present the yard operator with a challenge and stops them falling asleep!

Locomotives and stock

The club has made two dedicated pick-up goods trains with all stock weathered and the two locos fitted with Spratt & Winkle couplings for automatic uncoupling by magnets when shunting the yard. The Spratt & Winkle couplings work well with the uncoupling magnets placed under the track and a dash of paint on the track (on the inside, away from the public view so only the yard operator can see where they are). With the aid of mirrors placed on the lighting fascia it is possible for the operator to see all of the yard without getting a permanent crick in the neck.

In 1952 the Working Time Table shows how railway traffic had developed over the years, with the following trains passing through Thurston (see Table 2). Express trains included 'The North Country Continental', which ran between Liverpool Central and Harwich, for passengers using the sea ferry route between Harwich and the Hook of Holland. Also services to and from Peterborough, York and Newcastle, the overnight services between Colchester and Scotland together with the overnight East Anglian Travelling Post Office.

Just over a quarter of the freight services ran to and from Parkeston (Quay) at Harwich where goods were loaded onto or from merchant shipping as either exports or imports. The majority of all freight services ran to or from the large Whitemoor marshalling yard at March. The local goods were delivered to, or collected from Thurston by local pick-up goods services working between Bury-Stowmarket/Ipswich. A full article on the history of Thurston station can be found on the club website (www.app-ltd.com/elymrc). There were ferry wagons often seen in the trains on the line having come from or going to Europe via the train ferry between Harwich-Zeebrugge.

Most of the Down freight trains ran as Class F whilst most of the Up trains ran as Class E, and to show the head codes we have fitted most of our model locomotives with small lamp irons (usually off cut Bambi staples) so that lamps can be correctly fitted to show the appropriate head code for the class of train.

A study of engine shed allocations and photographs from the time revealed that most of the locomotives seen were GER or LNER type with WD, 'Britannias' and early diesel types towards the end of the decade (see loco stud list on previous page, Table 1).

As well as passenger, parcels and general freight we have also made some specific trains to add to the variety and for two of them to be

reversed into the layby siding to allow faster trains to pass them. The Engineer's train is made up of an old Hornby Gresley sleeping coach, suitable painted, weathered and lettered, the small travelling crane is also from Hornby, again repainted and weathered and the excellent new 'Shark' brake van is from Hornby.

The sleeper wagons are the 'Grampus' kits from Craftsman Models, the rail carriers are the old Mainline 'Bogie Bolster C' wagons, with rusted rail and fine chain added. The drop side ballast wagons are old Tri-ang wagons, re-wheeled and repainted; altogether not too challenging a train for the writer, a modeller of limited ability.

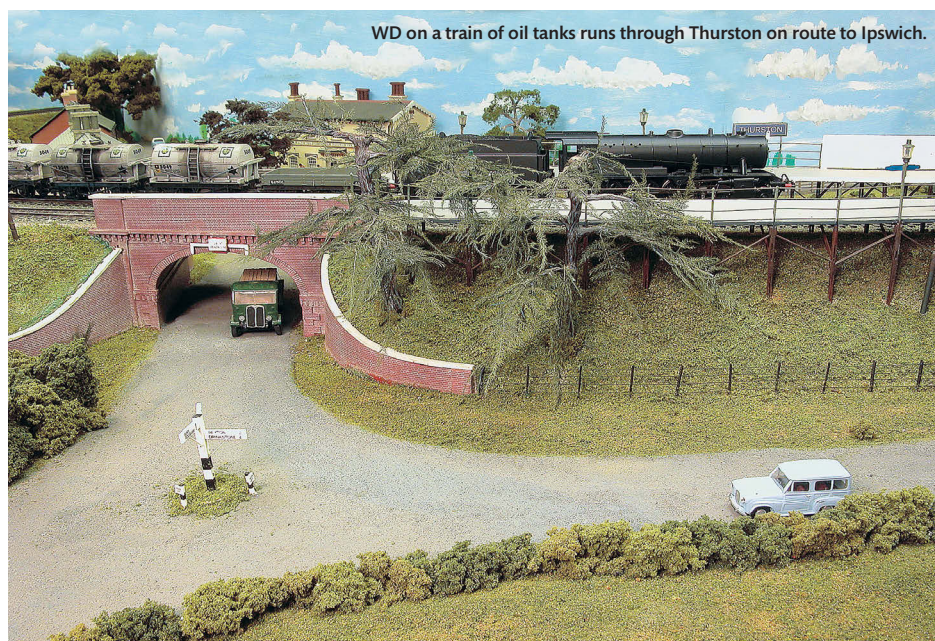
Jonathan Weallans made the weed killing train. The Chipman Chemical Company was formed in 1929 and provided a spray train service, spraying weeds on railways throughout the United Kingdom, also supplying specialist weed control products and services to Local Authorities and the industrial market. They provided a treatment train for the LNER before the war and continued railway work until the early 1990s. This train, utilising a converted GE brake van and a string of tanks containing the water-based 'Atlacide' weedkiller, was in use until the mid-1950s when it was replaced by more modern equipment. The train was made up mainly from customised Bachmann tank wagons and kit-built brake vans. Danny Pinnock of D&S kindly supplied a kit for the GE brake van with suitable fittings. Pictures of the tank wagons were almost impossible to locate and both details and transfers were reconstituted using what little information was available. The transfers were produced by Brunel Models in Australia. Photographs were found in *55 Years of East Anglian Steam* by Dr. Ian C Allen (Plate 206), and *Odd Corners of the Eastern* by Eric Sawford (p85).

Rolling stock

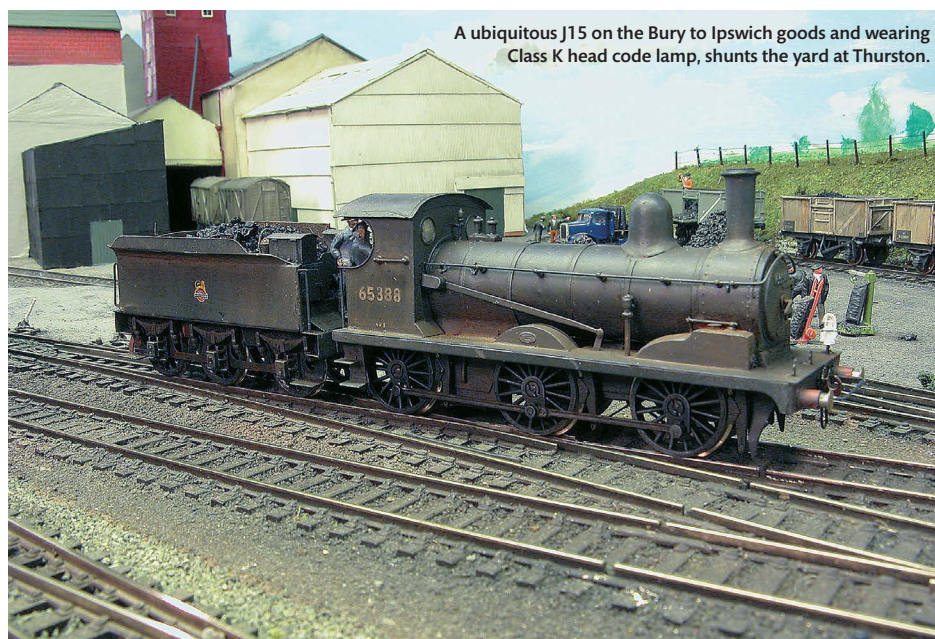
Jonathan also built most of the international rolling stock which ran on the Parkeston Quay - March Whitemoor services. The LNER initiated the train ferry service between Harwich and Zeebrugge in 1924 in concert with the Belgian state railways. Continental railways soon provided specially built stock for the UK loading gauge and these soon began to flow from Harwich to Whitemoor and thence onwards throughout Britain. So far the train consists of a number of Italian (FS) refrigerated vans of various similar types which were built from 1931 onwards. These were used to carry fruit, vegetables and cheese from Italy. They were chilled by filling compartments at each end with blocks of ice through the small doors at each upper end.

The train also includes two German vans of a

TABLE 2: UP AND DOWN TRAINS FROM 1952 WTT		
	Down (to Ipswich)	Up (to Bury)
Freight	17	15
Mail/parcels	2	2
Stopping passenger	10	12
Express	6	4
Pick-up goods	1	1
Fish	1	-
Empty coaching stock	1	-



WD on a train of oil tanks runs through Thurston on route to Ipswich.



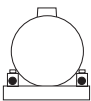
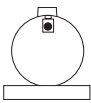
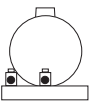
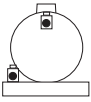
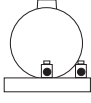
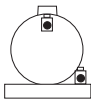
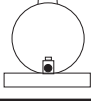
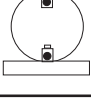
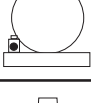
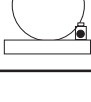
A ubiquitous J15 on the Bury to Ipswich goods and wearing Class K head code lamp, shunts the yard at Thurston.



A quintessential East Anglia harvest time scene from the 1950's of a combine harvester, man shooting rabbits and an old train trundling by in the background.

BRITISH RAILWAYS - LOCOMOTIVE HEADLAMP CODES

The standard headlamp code used on all BR steam and diesel locomotives, diesel shunters, and diesel multiple units from 1950 with 1960 amendments. This table excludes the Southern Region, inter-Regional cross-London freight trains, north and south Tyneside electric stock, and some LMR electric units.

Engine Headcodes (white lights or discs)	Classification (at 5/6/50)	Classification (Amended 1960)	Description of Train (taken from list of headlamp codes published in June 2, 1950 issue of <i>The Railway Gazette</i> . Later alterations shown in <i>italics</i>)
	A	1	Express passenger, newspaper or breakdown train; express diesel car; snow plough going to clear the line, or light engine going to assist disabled train. <i>Fire brigade proceeding to a fire (obsolete by 1960)</i>
	B	2	Ordinary passenger train or breakdown van train NOT going to clear the line; branch passenger or 'mixed' train, rail motor (loaded or empty); ordinary passenger or parcels diesel car; .
	C	3 or 4	<i>(Class 3 from 1960) Parcels, fish, fruit, horse, livestock, meat, milk, pigeon or perishable train composed entirely of vehicles conforming to coaching stock requirements (italics -dropped from 1960). Empty coaching stock (not specially authorised to carry Class 'A' code).</i> <i>(Class 4 from 1960) Express freight, livestock, perishable or ballast train, pipe fitted throughout with the automatic vacuum brake operative on not less than half the vehicles piped to the engine. (1960 additions in italics).</i>
	D	5	Express freight, livestock, perishable or ballast train, partly fitted with NOT less than one third of the the vacuum braked vehicles connected by vacuum pipe to the engine.
	E	6	(a) Express freight, livestock, perishable or ballast train, partly fitted, with NOT less than four vacuum braked vehicles connected by vacuum pipe to the engine. (b) Express freight with a limited load of vehicles NOT fitted with continuous brake. <i>(Both combined from 1960)</i>
	F	7	Express freight, livestock, perishable or ballast train NOT fitted with continuous brake.
	G	0	Light engine or light engines coupled or engine with NOT more than two brake vans attached.
	H	8	Through freight or ballast train not running under class 'C'; 'D'; 'E' or 'F' headcode.
	J	9	Mineral or empty wagon train.
	K	9	Freight, mineral or ballast train stopping at intermediate stations. Branch freight train. <i>(From 1960) Pick-up branch freight, mineral or ballast train.</i>

EXTRACTS FROM THE RULE BOOK

Rule 119: Each engine, or leading engine when two or more engines are coupled together, and each rail motor, motor train, or electric train, or push and pull train, must carry the prescribed head lamps, discs or indicators and destination boards where provided. The head lamps and indicators must be alight after sunset and during fog or falling snow, and where otherwise specified.

Rule 122: (a) An engine without a train must, except as provided for in Rule 154 (b), when on any running line, always carry a tail lamp in the rear. (b) When two or more engines are run coupled together without a train, the last engine only must have a tail lamp attached. (c) An engine or engines drawing a train must not carry any lamp in the rear. (d) An engine assisting a train in the rear must have a tail lamp attached; when more than one engine assists, the tail lamp must be carried on the rearmost engine only.

Rule 123: Engines employed exclusively in shunting at stations and yards must, after sunset or during fog or falling snow, carry one red and one white light, both at front and rear, one over each buffer.

Rule 154 (b): If the engine after being uncoupled leaves the train or a portion thereof ahead of the signal controlling the entrance of trains into the section in advance, it must not carry a tail lamp... Where vehicles are left in rear of the signal controlling the entrance of trains into the section in advance, a tail lamp must be carried on the engine.

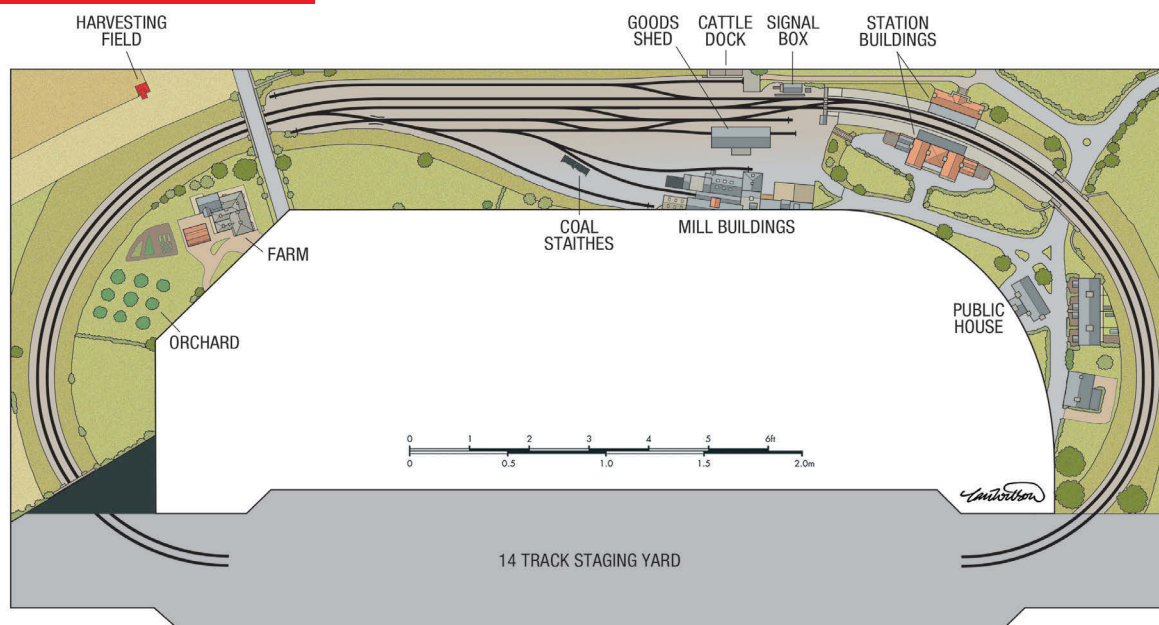
type known as 'Saarbrücken' after the station to which they were to be returned. These have the typical Continental brakeman's hut and illustrate the larger, longer designs of van which Europe adopted many years before British railways. These bear labels showing they are bringing parts from the McCormick International tractor factory (thanks to McCormick for their assistance). By way of a contrast the train also includes an ex-Southern van built for the Dover train ferry service which started in 1936. Although five or so years newer than the German vans, the design is many years older.

The train was inspired by an Ian C Allen photograph which we have endeavoured to recreate as far as available information allows; further additions including Belgian, French, Spanish and possibly Hungarian and Greek vehicles are planned. All the vehicles bar the SR van are scratch-built in 'Plastikard' and Evergreen plastics, with suitably altered proprietary components used for brake gear and other details. Buffers were sourced from the SNCF Society and German Railway Society, while the transfers were produced by Precision Labels via their excellent custom service. The

photo referenced above is published in *Doctor on the Line* by Dr. Ian C Allen.

* For anyone who wants a more lasting memory of this beautiful corner of Suffolk in the 1950s, a widescreen DVD of Thurston OO is available, professionally produced by our Club Chairman, for purchase at a modest charge at exhibitions that we attend. Available in Standard or High Definition, all proceeds go to the Club to help support our modelling efforts. Thrapston (Midland) in Northants is our current OO gauge 'roundy-roundy' project.

THURSTON TRACK PLAN



HOW TO... SUPER-DETAIL A BACHMANN 'DELTIC'



Having previously detailed a OO gauge Bachmann 'Deltic', **Jonathan Hughes** now sets himself the task of producing a P4 version using Shawplan's Extreme Etchings.

Photography by the author.

A couple of years ago I attempted a little scratch-build detailing and weathering project to add some improvements to the Bachmann Class 55 'Deltic'; it's a nice model but one whose tooling is now a little dated, allowing some room for improvement, but then again, that's what modelling is all about isn't it? My efforts were explained and illustrated in the January and February 2012 issues of *BRM*.

Shortly after this project was completed, the long awaited range of detailing parts from Shawplan's 'Extreme Etchings' range became available, which prompted me to consider a more thorough conversion.

So, it was time to remove another model

from the safety of its box, gather the plethora of materials and parts and start again.

It's probably fair to say that this is one of those projects that grew as it progressed, probably as a result of seeing room for further improvement as adjacent details were tackled; it started with an intent to use just a small selection of the range of etched items, but gradually I used almost all of them with just the confidence of a complete novice stopping me from attempting the most complex items such as the superb cant rail grilles and the replacement resin noses. Clearly there will never be commercially available items for everything, so there was still some opportunity for scratch-built details. So, whilst the project

possibly fell a little short of what could have been fully achieved, I am more than happy with the final result.

I've tried here to provide a brief summary of the areas tackled during the conversion, covering changes to the bodywork, the chassis and the bogies.

It's always important to use the right glue. I'm in no position to define which is right in each instance, but those that I found that worked for me included various cyanoacrylates including Zap-a-gap (thin/pink and medium/green), Rocket Max, and a non-blooming variety. I also employed some Glue 'n' Glaze when a subtle touch was needed and Johnsons Klear for some of the latterly fitted etched components and the glazing.



From this
to this



The finished article for comparison, looking slightly more realistic than the original model.

Bodywork

Given the age of the model, the shape is reasonably accurate, the cab taper looks right and the roof panels aren't bad either. The overall body profile is accurate, but there is room for improvement at the nose ends and the details can benefit from refinement with some of the fine etched components.

The top of the bonnet slopes too steeply towards the nose and this needs some vigorous re-profiling with a file and various grades of paper, flattening out the upper surface and gently curving the sides to match the prototype. This allows the windscreen pillar to deepen too. Of course, this removes the moulded bonnet top doors, but there's a fine replacement for these, comprising a three-part etch with a brass base and two nickel steel door pieces that can be added with just the slightest of overhang and a slight gap between them.

As I was modelling a 1974 machine, the sandbox filler covers could be added using fine etched parts which are rolled to match the nose profile and the

'punched' rivet detail. To fit these flush, holes were made in the relevant locations using the drill-out and file technique. The bodyside sandbox covers were fitted in a similar manner.

The nose filler covers identified that the tail lamp housings were undersize and on being unable to source a scale replacement, I made some new lamp housings using sections of plastic rod, brass wire and 'Microstrip'. It was a fiddly, but worthwhile change.

The nose end step recess was also drilled out, as the one on the model is a little shallow. This can then be shaped and closed off with a thin plastic card plate on the inside face.

The headboard bracket mouldings (those just inboard of the marker light housings) were also replaced with the most intricate etched brackets I'd handled yet; folded up carefully these were fitted into holes drilled through the nose end in the space vacated by the originals.

The nose ends are improved further by widening the bufferbeam opening and substituting replacement buffers; I chose the

Hornby Class 50 buffers and to these the checkerplate step surface and access covers were added. The new buffers were inserted into widened holes in place of the existing buffer shanks. The buffers can be improved with the etched buffer back plate..

All handrails were replaced with 0.4mm wire and the lower ones were repositioned slightly outboard of their original locations which weren't quite right. A fine etched upper lamp bracket was used to replace the plastic article, but prior to fitting, representations of the reinforcing plate bolt heads were fitted using short lengths of 0.6 mm wire fitted into new holes drilled in the necessary locations; the lengths of wire left protruding are then filed down leaving about 0.5mm proud. The bracket can then be bent to shape, with the light rivet detail punched through and then inserted into the original location. It should be noted that this bracket will suit all but the last loco in the fleet; for some reason D9021 had a different shape bracket.

The nose intake traction motor cooler grilles comprise a two-part etch and a single template. The existing grilles can be drilled and filled away using the protruding frame to help keep the hole straight.

A template can be used to check squareness, before the original surround is filed and sanded flush. The inner grille is folded to slot in to this hole, leaving very small tabs onto which the outer piece sits. Once the holes were all cut, and subject to trial installation as shown, the pieces were put away for later installation.

The brake exhausters access hatch etch can be added in the same location as the marked-out panel. The edges of this are very fine and need careful fixing with thin glue such as Zap-a-Gap pink.

At the same time, it's worth looking at the fire-pull handle surrounds. The raised lip of the circular panel is in the wrong place at the No.1 end (the one with the brake exhausters hatch), unless you were to model D9007, in which case it's in the right place. I wasn't, so I replaced this with a sliver of plastic tube - an etched part is available, but I'd forgotten to buy one.

The jacking points can be enhanced by adding etched plates, I also made hooks to attach the body-to-bogie shackles. I fitted these plates flush, removing some of the plastic carefully with a sharp blade and a burr tool. Again, careful attention to reference photos is important to get the depths correct and to ensure that the right etched part used, there being two standards. Prior to fitting the plates, a small piece of wire, shaped to represent a hook, was attached through a small hole in the body; the bogie to body shackles will attach to this later. A 0.25mm wire loop enables the functionality of the hook to be verified. The etched handbrake levers can then be bent to shape and fitted into a drilled/cut slot just forward of each of these.

Etched windscreen frames were added to the existing screen holes and then I replaced the moulded cab footstep surrounds, filing these flush and fully drilling out the footstep in the same manner as the nose end step.

The new cab step surrounds can be fitted once the rows of rivets have been punched out; I used a blunt pin tapped gently into the recesses in the rear surface. Chequer plate is added to the step surfaces, with a little plastic padding under the lower step to get the desired depth.

The holes for the engine air intake grilles were cut through the existing mouldings, using the template and the same technique used for the nose intake traction motor cooler grilles. Once complete, it is possible to add etched water tank filler hatches which are not represented on the Bachmann models; oddly enough these do appear on some Lima models. Both the hatches and riveted covers are available as etches. For my model, I needed the riveted covers, which I recessed into a square hole, and on one side, the catches were made using 0.4mm wire inserted, cut to length and bent over after the panels had been fitted.

The Extreme Etchings range includes fine exhaust ports, and these can be glued in place over the thinned down moulded ones. Because D9020 (and D9021) went into service without the original water boiler exhaust, the roof

panels on these locos lacked the thin oblong-shaped cover over the unused exhaust. This is represented on the Bachmann model, so it needs to be carefully removed for either of the last two locos.

A replacement for the fan grilles is a must! There are two versions, the early coarse or later fine mesh. To fit these, I removed the model's inner lip in the hole, and then carefully attached the base mesh using the thin Zap-a-Gap to tack this into position before using more of the glue to bleed through the mesh to the plastic to secure it in place. The ring was then shaped to fit and added on top of the mesh, strengthening it.

The walkway frames are glued in place using the small tabs, with the walkway plates added once you've checked which walkways you need, some locos had different arrangements early on, although a standard arrangement of a single plate was common later on.

When new, that last three locos had roof mounted horns. Whilst these were later moved, the original mounting bolts and shrouds were retained; 55019 still has these today. 0.2mm wire lengths were fitted in pre-drilled holes, noting the staggered position of the originals.

Further body fittings included scratch-built ETS modules. The upper of these can be fitted to an etched top-hat section mounting plate; the lower modules were fitted to small platforms glued into the body bottom corners, underneath the rear of the buffer housings. The modules were made from a selection of plastic rod, plastic card and 'Microstrip', with a piece of 0.4mm wire to represent the lead. A flexible material could have been used, but once assembled there's no need for this to move and the brass wire lead can be shaped permanently and painted/weathered with no concerns of paint flaking.

Once the lower ETS modules have been fitted, etched bufferbeam steps can be folded and added into the extreme corners on the bodywork.

Further details included the fitting of etched data plates, some short lengths of 0.6mm wire to represent the windscreen washer jets and some 0.2mm wire to represent the horn air hoses. The cab door handrail mouldings were also replaced with some 0.4mm wire attached through small holes drilled into the sides of the door surrounds, fiddly but worth the effort.

Cab details

I found suitable prototype photos and constructed the two bulkheads to fit within the constraints of the available space.

The cab instrument panel isn't good, so again with reference to prototype photos the original shape was modified and panels added, onto which the small controls were placed using plastic card and wire and a handbrake wheel added. Dials were cut using a drill bit, making sure the right number were added; the original had five dials on the driver's panel, but it would need six for an airbrake fitted loco.

Buffer beam

Whilst the Bachmann buffer-beam isn't bad, there is a fine etched buffer-beam, constructed from pieces that are bent and jointed to provide a robust unit beam that will firmly anchor to the loco chassis and allow use of a working screw coupling. Because the new piece is 'to scale', a trial fit showed the need for some paring of the outer edges to avoid fouling the inner parts of the buffer units. This was because I retained the

original nose with its scale inaccuracies; replacing the entire section with a new resin nose would improve this.

Whilst Shawplan offers a number of really nice cast white metal pipes, I decided to try constructing some from wire, and make use of some spare Heljan parts, that are available from Howes; in this, pipework from their 47 and *Kestrel* proved very useful. I also refined some of the existing Bachmann pipes with some fine wire and added some train brake pipe suspending chains made from twisting some fine fuse wire. Leaving one pipe dangling improved the look. Beam interconnecting pipes were made from a selection of wire sizes, and the brake exhaust pipes from 0.6mm wire. An Exactoscale working screw coupling completed the assembly.

Chassis and fuel tanks

The profile of the fuel tanks is wrong. The protruding lower lip shouldn't be as pronounced as it is on the model (interestingly an error recently duplicated by Heljan in O and OO gauges), and filing this back while gouging out a seam goes a long way to correcting this.

Before working on the fuel tank details, I removed enough material to accept a bass-reflex speaker. Detail work involved removing the webbing material between the tank and chassis; adding extra pipework between the tanks and chassis; replacing the fuel filler cap mouldings and relocating one as it's in the wrong place for a later loco - the two sides are not symmetrical - fitting wire and plastic card valve pieces between the tanks with small etch fret brackets; replacing the moulded fuel gauges with etched items that finished off a reworked gauge surround; using Archer 3D transfers to represent rivet detail (added after first paint application); and, adding fuel and oil drain pipes at the tank ends.

Bogies

There are rather a large number of improvements to make to the bogies, and these changes only affect the cast bogies rather than the early fabricated units which had a tendency to crack in service. Changes made were: replacing the existing brake cylinders with those from a Hornby Class 50 bogie with 0.25mm nickel wire pipework; drilling out the lever actuator holes; adding a small 0.2mm wire hook to 'hook' the brake chain to; replacing the front nudge bars with those of the Hornby class 50 bogie (not spectacular, but good enough); adding shaped wire 'hooks' to the tie bar shrouds; reshaping the bogie outer frame ends and attaching etched towing eye brackets; fitting etched cab steps with a kick plate on one and attached using plastic card brackets; making and fitting a speedo sensor and cabling to the No.2 bogie, made using plastic rod, plastic card and 0.6mm and 0.25mm wire to provide the connection between the two hubs; providing a speedo cable interface to the body with Shirring elastic; making a mileage recorder from plastic card, fitted to the rear axle of the No.1 bogie.

To get the body to sit on the bogies properly, with the impression of its 102 tonne weight, it is necessary to reduce the bogie ride height. Heljan achieved a good result with their recent DP2, and a similar effect can be achieved with this model, by removing material at the top of the bogie tower.

Finally, having gone to all of this effort, I



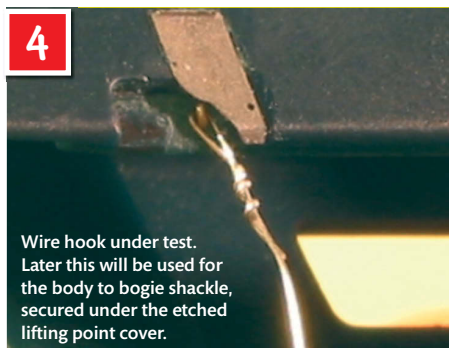
Fresh out of the box, a Bachmann 'Deltic' amongst some of the items that will be used in its conversion.



Holes cut for the new sandbox covers; bonnet top doors on re-profiled nose, scratch-built marker light housings; revised buffer beam opening and buffers; etched headboard brackets; 0 and Hornby class 50 buffer housings.



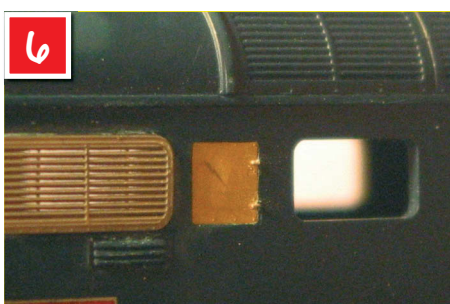
The inner etch for the nose section grille with the outer section alongside during a test fit.



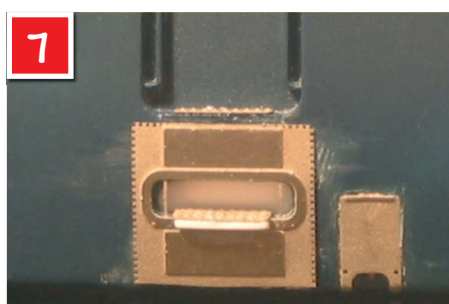
Wire hook under test. Later this will be used for the body to bogie shackle, secured under the etched lifting point cover.



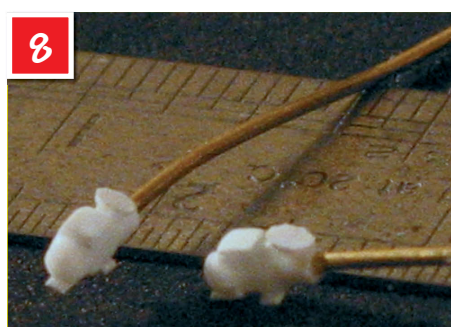
Material removed under the lifting point cover to allow a flush fit, and the recess opened out for the shackle hook and brake lever.



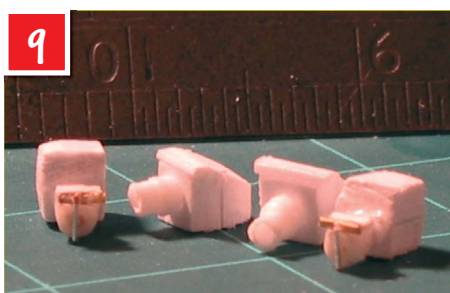
Water tank access hatch riveted cover plate; the clips were retained on the B side only on this loco and evident here. The air intake two-piece grille is also evident.



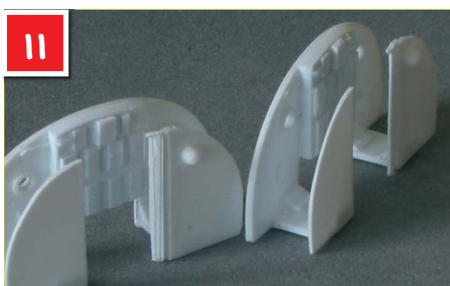
Etched cab step reinforcing plate with plastic reinforcing and checkerplate surfaces, and inner lifting point cover.



New upper ETS modules constructed from plastic rod, plastic card and 0.4mm wire, and some patience.



New lower ETS modules; again made from plastic card and rod and some 0.25mm wire for detail.



Cab bulkheads constructed from plastic card. The cabinet of the full bulkhead is actually in the right position, but the outer section with the doors should be further 'back' - although fitting this might prove problematic.



An overview of bodywork progress, showing the new roof fan grilles, exhausts and windscreen etches.

decided to use a P4 gauge wheelset, thus providing some accurate flange dimensions and a correct gauge, whilst putting the wheels at the right distance from the bogie frames. Whilst this opened up all sorts of new problems that I'd not thought about facing (constructing the permanent way for one), it would enable a more realistic impression to be achieved, and as this was what I was aiming for, it was worth the change.

An overview shows what had been achieved at this stage, before some bufferbeam refinement and fuel tank work. But the feel of the loco was beginning to be felt, although clearly I was still undecided over what to put in the train reporting panel, reverting here briefly to the domino panel of my childhood.

Finishing and final details

Final details were added to the model after painting. The body was treated to a coat of Halfords grey primer and then the nose-ends were given a few light coats of Railmatch white primer with the airbrush to provide a better base for the yellow. The chassis, bufferbeams and bogie were treated to a similar light coating of Halfords red primer, followed by a few light coats of Railmatch weathered black with the airbrush. Pipework details and fans were then picked out in the appropriate colour whilst accessible as separate components.

As this was my first loco repaint, I used a pair of old Lima GUV bodies to practice on. All parts are shown here ready for some colour.

I applied a few light coats of Railmatch Warning panel Yellow (Pre-'84) to the ends, building up the colour density slowly, allowing this to dry for a few days.

After some careful masking, my first attempt at applying the blue top coat was unsuccessful. However, with encouragement and the assistance of members of RMweb, I became familiar with the art of paint stripping and was able to bring the model back to primer and have a second attempt, which was much more successful. A case of 'if at first you don't succeed...' For the successful top coat I airbrushed a few light coats of Railmatch BR blue, which I then left to dry and harden before going any further.

With the basic finish complete, details were

picked out in the appropriate colour, making good use of Railmatch enamels.

Decals were a mix of waterslide from Modelmaster for the BR arrows, Fox Transfers for the TOPS numbers and Precision decals for the class data labels.

While the majority of my memories were of 'Deltic's with the 'domino' headcode, I liked the idea of a good four-digit code. I believe that my first 'Deltic' journeys would have been behind some of the 9000s, but I don't recall any detail. In 1974, the TOPS numbering was introduced to the class, and most locos held on to their train reporting codes for the rest of the year. So, with a representation of a loco in 1974 condition, I could have both the four digit code and TOPS numbering. Given some memories of *Nimbus* storming through Finsbury Park, the loco would be 55 020. Reference to the 1974 timetable and that veritable reference site (www.napier-chronicles.co.uk), I found some codes that I considered meaningful, representative, and looked nice: 1S17 and 1E05: the Down and Up 'Flying Scotsman'. I decided to fit the Precision Labels digits individually so that their common 'wonky' appearance could be replicated; sticking each to the existing plastic inner, which was then pushed into the glazed frame. Some Extreme Etchings headcode frames were fitted using some Klear.

Additional final details included fitting the shirring elastic sanding pipes; on the bogies these elastic parts were secured with a loop of 0.2mm wire, whilst the other end was passed through a new hole drilled through the plastic chassis. A drop of glue secured the outer pipes at the correct angle representing the correct routing for an ETS fitted loco.

Brake chains were fitted onto the previously fitted levers, and some new Laserglaze flush panels were fitted to the bodyside windows. These last items were secured in place with some Klear after which the window surrounds can be attached in the same manner. Because I'd not used the full windscreen etched parts, I polished the original screens and fitted these back in; they fitted fine. The cab side windows are quite good, and a little paint in the right place enhances these nicely.

The final detail was to add the body to bogie shackles, details rarely modelled. I used a small wire jig and then wrapped 0.2mm wire to make the shackle; a small figure-of-eight shape is formed with wrapping around the middle. The shackle is fitted to the hook behind the lifting

point cover and over the bogie hook once assembled. A small touch of flexible glue behind the lifting cover will stop these dropping out when you're not looking; a lesson that was learnt the hard way.

Weathering

Just enough weathering was applied to make the loco look realistic - like a worked loco, but not uncared for; this was after all a Finsbury Park thoroughbred. Given that the body paint and varnish applied to seal the decals was fully hardened, the usual technique of airbrushing some brown shades and then lifting these with a white spirit dampened cotton bud was applied. I think that I covered this in more detail in my previous article, when I first set about weathering these models, so a repeat here probably isn't necessary. I prefer to use enamels because they give you a little more working time; for this, I find the quick drying of acrylics a disadvantage, but I accept that not everyone agrees with this opinion; I think it's just good to find a technique that works for you.

All lower surfaces, including the bufferbeams and tumblehome, were given a final dusting to represent 'recent grime' over the previously applied and removed paint.

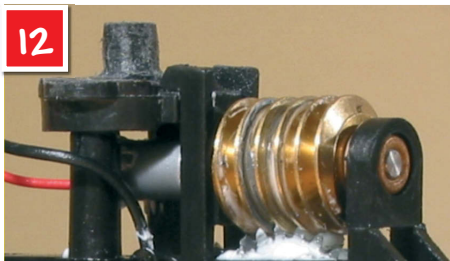
Because I'd not replaced the cantrail grilles, these were treated to several coats of very thin black, which seeped into the recesses. Clearly the replacement etched grilles would be better, but I think the effect I received is reasonable. The roof was treated with some dirty greys (roof dirt and weathered black) to simulate exhaust grime, with the cab roof 'wiped' clean away from the centreline. Finally, some Tamiya weathering pastels were used to represent oil 'throw' from the exhausts, with the resultant sheen toned down with a light dusting from the airbrush.

The chassis and bogies also received a light dusting of the same brown 'grime' that had been applied to the body tumblehome; the bogies also received some colour variation with the weathering pastels, which was then blended with a thinners-moistened brush. The thin black paint was used within the springs to deepen the shadows and add a few 'moisture runs' on the body, fuel tanks and bogies. After assembly, the chassis and body was blended further with the airbrush adding more grime and a lighter colour to represent some brake dust build-up.

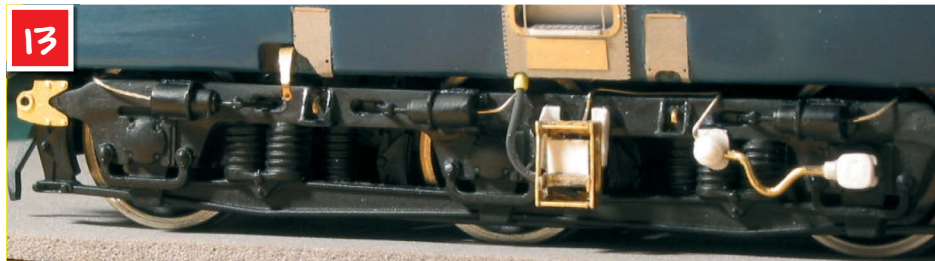
The finished item is, in my opinion, well worth the effort. It might be considered a complicated process to improve on what is already a reasonably good model, and if you had a full fleet of these, to modify 22 of them might be considered quite ambitious; although I know of at least one person attempting this. I, on the other hand, am quite content to have this as a representation of the class, which, I think withstands reasonably close scrutiny and looks the part.

Throughout the exercise, the membership of RMweb was on hand to buoy me up when things were going well and to offer support and advice when problems were encountered; and there were one or two problems for which the solution was only ever a few keyboard clicks away; thanks guys. I must also thank Brian Hanson, the designer and creator of the etched parts used within this project; his suggestions and encouragement throughout this project were very supportive. Would I repeat this project, and create another detailed member of the class? Yes, I will; although I will probably seek a simpler project first.





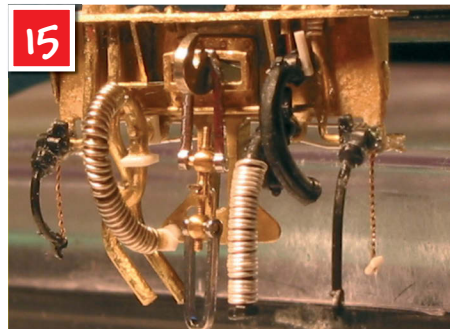
Modified bogie tower, with side lips reduced to allow a reduced ride height.



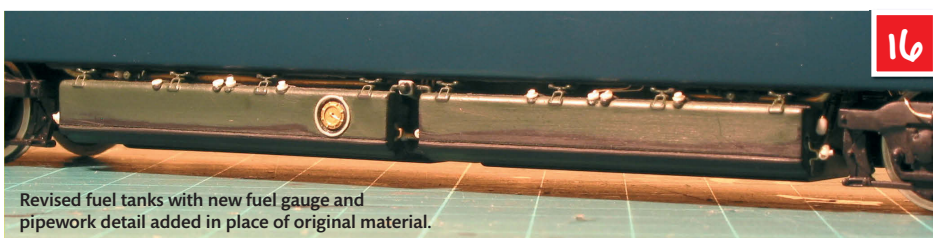
The reduced ride height achieved, with the bogie exhibiting the cab steps with plastic card kick plate and wire/plastic rod speedometer pick up.



A further overview of the loco in-work, now sat on a P4 wheel set. The bufferbeam's pipework has been added but still needs some refinement.



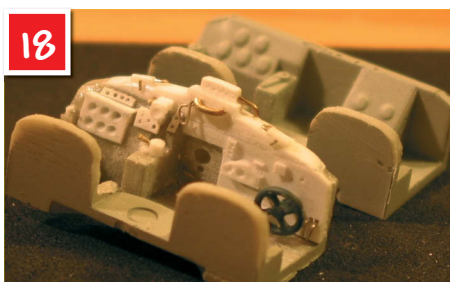
Bufferbeam with final pipework arrangement with one airbrake pipe left dangling.



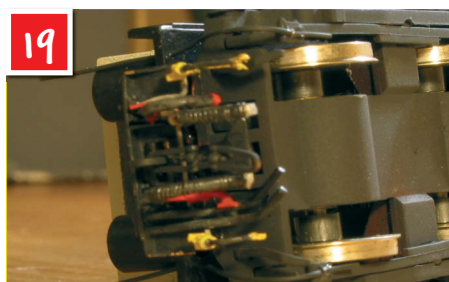
Revised fuel tanks with new fuel gauge and pipework detail added in place of original material.



Parts prepped for painting. Two Lima GUV bodies helped with the practice.



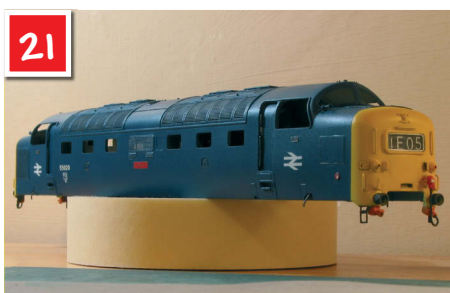
The revised cab interior, with the original for comparison.



Chassis end with painted bufferbeam, modified bogie and elastic used to represent the sand pipes.



The body once painted; railmatch enamels were applied with my Premiair G35 airbrush after which the paint was left to harden for a few days.



Initial paint detailing using Railmatch enamels, with headcodes in place.



Laserglaze bodyside windows and etched frame surround, all secured using Johnson's Klear.



A close up of the loco end showing the test fit of the body-to-bogie shackles, the buffer plates and bogie height 'sit'.



The body was weathered with a mix of Railmatch enamels to give a 'used' appearance.



Body and chassis rejoined, the model looks suitably effective.



The completed model, looking as realistic as I think was likely to be achieved - a result that I was quite happy with.



HOW TO... BUILD THE YORK MODELMAKING FOOTBRIDGE

BRM Staff Writer **Howard Smith** assembles the latest offering from York Modelmaking; a laser-cut footbridge.

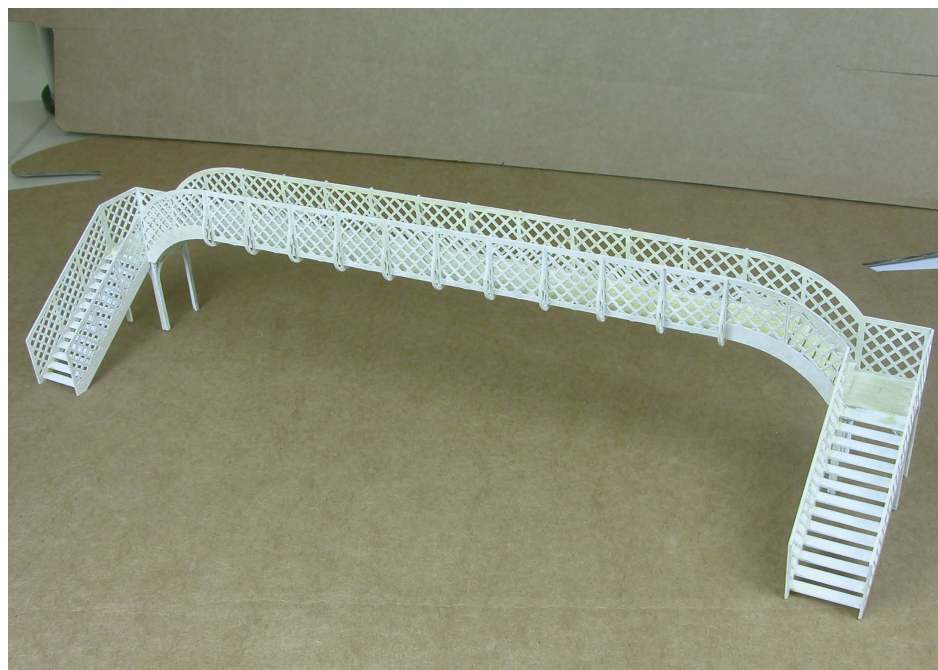
Upon visiting the York Model Making website, I must admit that at a first glance I was somewhat taken by surprise at the sheer quality of the finished models that are on show. It then became apparent that these people are professionals and take commissions for scale accurate and detailed models for large construction projects, landscape and building

architects, and all of this with pride. This is reflected in the attention to detail in parts, as in more recent times they have seen the utility of producing 'one-off' pieces to help scratch builders and kit builders alike during their projects.

One particular model which grabbed my attention when browsing the site a couple of months ago was their footbridge kit, priced at



**Mind the
steps**



the time at £38.50.

As duly promised, a sample of this model arrived on my desk only a couple of days after calling them, and it is in this article that I shall share with you how I assembled, painted and weathered the kit, not least forgetting to share with you its upsides and downsides.

Building the kit

The kit consists of several laser cut sheets of white Rowmark plastic. Rowmark is merely a type of plastic not dissimilar to styrene and shares most of its properties, however has the ability to withstand the high temperatures of laser cutting and engraving without melting the surrounding plastic.

All of the parts were easily separated from their respective sprues using a sharp knife and very little cleaning of parts was needed. The small tags left behind can easily be removed using a small needle file and I did run the file



over the cut surfaces of the parts so as to remove the 'lip' left behind by the laser. You could to some extent get away with this if you so wished, as it was only very thin and virtually naked to the human eye, but paint may have accumulated here later on.

I also used another of York Model Making's new products; 'Magnetic Mates'. These are quite simply no nonsense rare earth magnetics encased in 90° plastic angles which can be used in a variety of positions to hold parts together to be glued.

I proceeded to glue all parts using EMA 'Plastic Weld', a strong solvent adhesive which evaporates very quickly and uses capillary action to seep into the joints to be glued, however, the kit instructions do suggest that most solvent glues can be used to assemble this kit.

Room for improvement?

So, how did the parts fit together? Well, I'm being perfectly honest here; reasonably well, but there is still a little room for improvement. Gone are the days when etched brass kits had to be drawn by hand, then photocopied and blown up or reduced on a photocopier to attempt to achieve something that looked OK from a distance. With laser cutting techniques combined with CAD software, one could presume that all parts can be made to fit perfectly with only a minimum amount of cleaning to be had. Not so. Each step (of which there are 36) I found had to be trimmed to fit into its appropriate slot. The slots for the steps are too small or the locating tabs are too big, either way, none fit. Luckily, it can be easily overcome by a little trimming and filing of each step.

For better fitting joints, a little extra overhang wouldn't go a miss and this could easily address the gap in the butt-joining of the steps to the end of the overpass. Again, nothing difficult to amend with a little styrene suitably glued in place.

One advantage with CAD drawing is that corrections and alterations can be made quite easily, and none of these glitches with the kit prevent it from looking like anything else other than a footbridge; however it could turn what is currently an enjoyable kit to build whilst still accessible to beginners, into what could arguably be one on a par with other etched kits currently available.

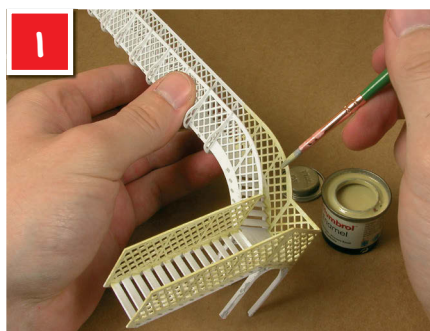
PREPARING AND PAINTING THE FINISHED FOOTBRIDGE

One advantage of having a kit which makes use of tab and slot construction is the speed at which it can be assembled; things invariably tend to line up better. But advantages are sometimes met with slight inconveniences, and all of those little slot holes are going to need to be filled in before we even contemplate going anywhere near that tin of paint.

I made life easy and made use of some Humbrol model filler that I had lying around on my office desk (as you do). No mixing is required; it is simply used neat, straight from the tube. Drying time does vary on the quantity applied, but in a few hours it had hardened due to the little amount used.

I settled on using Humbrol enamel paints, something that is a personal favourite, but acrylics would be just as suitable to such a task.

1. An overall thin coat of Humbrol matt 103 was applied evenly by brush.
2. Once dry this was then coated with Humbrol White wash, leaving a faded white appearance.
3. The bridge is left to air dry overnight before further work is carried out.
4. Parts of the footbridge were picked out in green (matt 76) as per many prototypes.
5. Admittedly, the lines are quite tricky to get straight without masking, as there are no raised parts.
6. Time to make things a little grubby; Humbrol black wash is applied to the steps and dry brushed on the sides of the footbridge.
7. The completed and weathered footbridge. Note the steps picked out in white and yellow. A nice addition to a modern image layout.





The 10.47 Derby-Matlock arrives at Whatstanwell on the old Midland main line through the Peak District from Derby-Manchester. The footbridge has been repainted in Midland Railway colours. Gavin Morrison

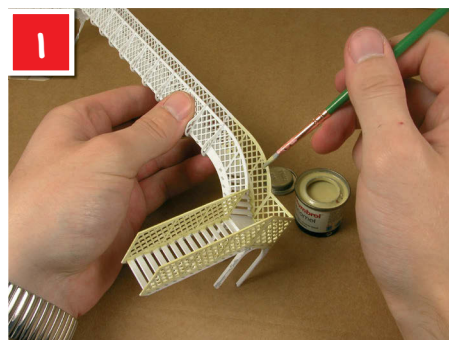
MAKING THE TRANSFERS

I wanted something that would make this particular footbridge a little different from the rest and so a glance at the plethora of Health and Safety signs which now adorn so many of the railway infrastructures nationwide led me to be a little creative.

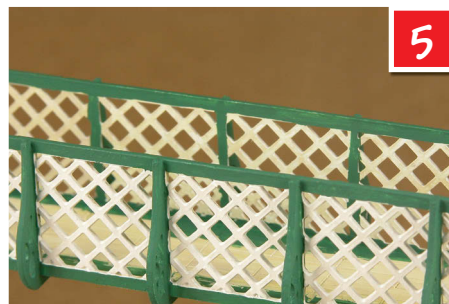
Five minutes with Photoshop later, and I had conjured up a 'Mind the steps' sign, which, I have witnessed in use on the footbridge at Penmaenmawr in North Wales. These were subsequently printed on a laser printer to a height of five millimetres each. Superglue was the preferred choice of glue for applying them to the footbridge sides.



37 114 departs Dingwall with the 2H80 07.10 Kyle-Inverness on a sunny October 31, 19 85. Al Pulford



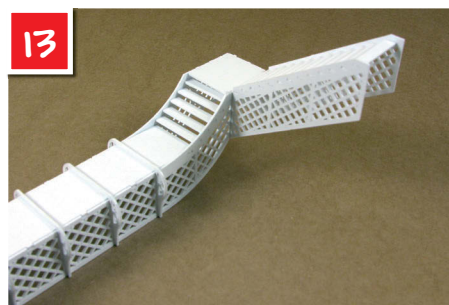
The kit once un-packed. Some five sheets make up the kit. The steps are provided loose in a plastic bag.



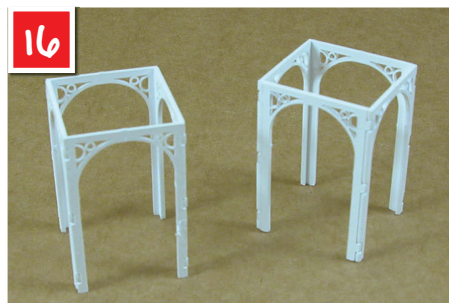
A dry-run with both sides of the bridge in place. Once made up into this structure the bridge becomes surprisingly strong.



A sharp scalpel or cutter makes short work of the plastic, the pre-grooved lines in the sides act as guides.



This bit was possibly the only 'tricky' part so to speak with the kit; fitting the steps. Filling the corners to a 45° mitre helped and with a bit of fettling it all turns out fine. Just double check that everything is square.



The footbridge supports are put together in a matter of seconds. Footbridge posts are invariably cast poles on the prototypes, however, this kit not being based on any particular style or location has allowed the manufacturer some freelance design to be had.



Making use of what is available on the market: York Model Making's Magnet Mates are an ideal way of holding tricky parts together for when gluing.



Magnetic Mates dimensions vary depending on which set you purchase, but these smaller sized magnets are ideal for compact areas and are just as powerful as their larger cousins.



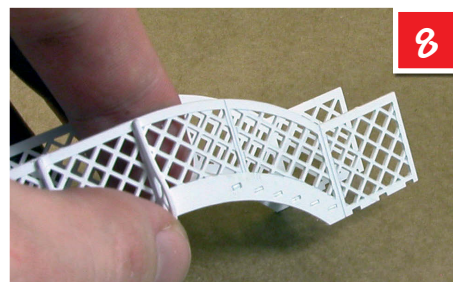
Cleaning up the parts before assembly. A quick run-over with a needle file removes the odd burr. This is as expected with most plastic kits.



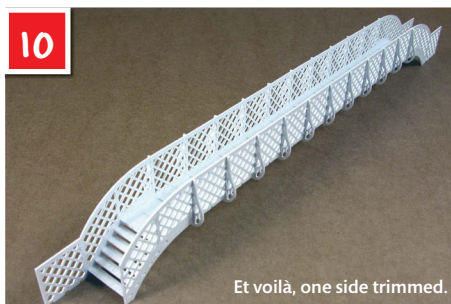
The entire kit was glued using one of my favourite glues for plastic: EMA Plastic Weld. Applied with a brush this glue dries very rapidly and leaves a strong joint.



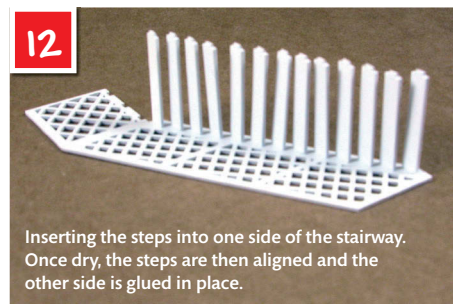
Gluing the under frame girders in place. No need to hold the parts being glued in place for long - such is the advantage of Plastic Weld.



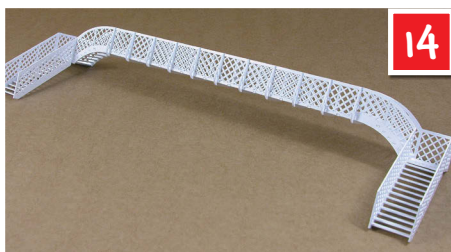
This footbridge can be assembled with the steps perpendicular to its span, either side, or, with steps parallel to the span. One side has to be trimmed to allow for the positioning of the steps.



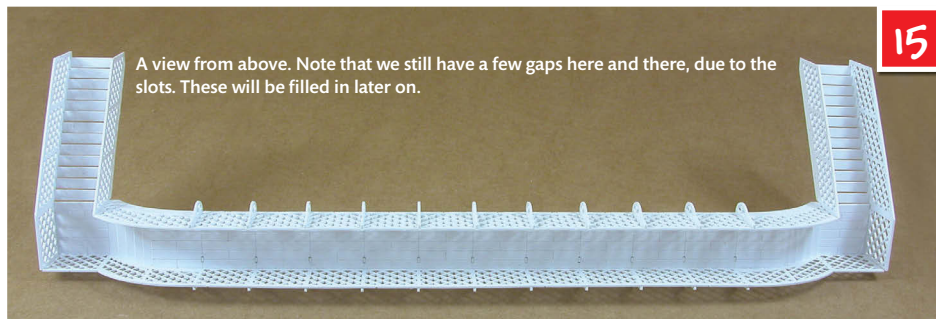
Filing a step edge to remove the lip. I found that filing the end tabs to 45° made them fit into the corresponding side supports.



Inserting the steps into one side of the stairway. Once dry, the steps are then aligned and the other side is glued in place.



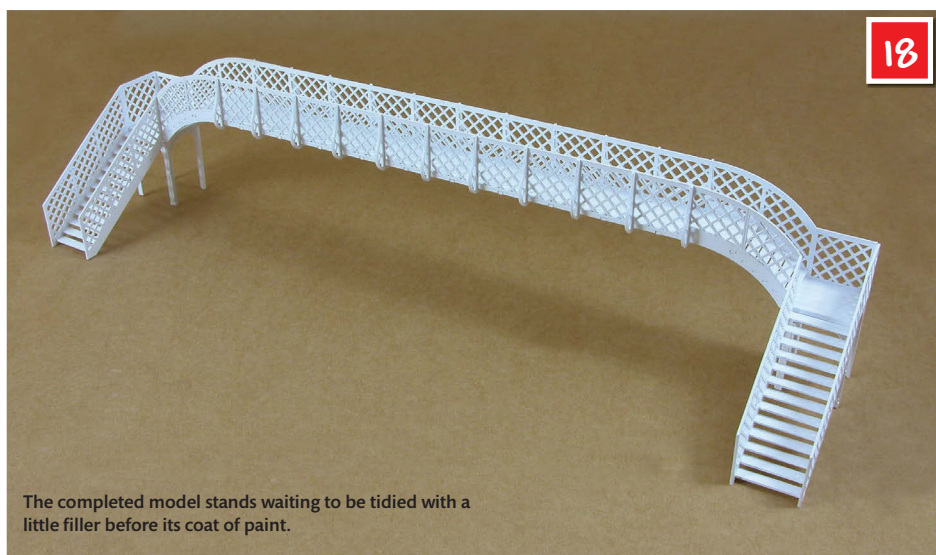
This footbridge can be shortened to the required length. Seen here in its full four track span length, a minimum one track span could also be achieved.



A view from above. Note that we still have a few gaps here and there, due to the slots. These will be filled in later on.



Once underneath the bridge span, the supports make all the difference. Time for a final check before gluing to make sure that all is square, just to be on the safe side.



The completed model stands waiting to be tidied with a little filler before its coat of paint.

Points Arising

Share your layout, projects and opinions with other *BRM* readers...

Letter of the month

N gauge standards

I think Ian Casey has missed the point regarding the presence of N gauge layouts (May 2013 *BRM*). It's not their existence that is in doubt, but their quality. I'm sure this will ruffle a few feathers, but it is said more in sorrow than anger, and I fully concede that people should be free to follow their hobby in whatever way their resources and abilities allow. That said, there does seem to be a noticeable absence of N gauge layouts at the better-observed end of the spectrum. There have been a few exceptions, such as John Birkett-Smith's Totnes, and the erstwhile Acton Mainline, but N gauge generally seems to be stuck where the larger scales were some decades ago in terms of general modelling philosophy. Many of the models seen appear to be glorified train sets or 'theme park model railways'. There appears to be relatively few attempts to make accurate models reflecting well-observed real world practice. To some extent, the N gauge fraternity seems never to have escaped the gimmick mentality of fitting too much in a small space, rather than using that space to increase realism. I recently rejoined the N Gauge Society, fully expecting to find significantly risen standards

from 20 years ago when I was last a member. Unfortunately, I have not yet seen this.

I'm not advocating a rivet-counting-at-all-expenses approach - I for one have neither the time nor inclination to abandon commercial N gauge track standards and rolling stock - but it's what you do with them that can make the difference. While models such as Chee Tor demonstrated the potential of the 2mm-ish scales, you don't need such space to achieve good results. I also have a very limited modelling space, little larger than Ian Casey's, but I am using it to model just one end of a large station almost to full scale. It is still providing much reward, and the small scale is not preventing a significant level of authenticity.

I don't think it's the dearth of layouts full of card kits and ready-to-plant resin buildings that is the problem, it's those that aim higher, and especially those that achieve significant character, which can be harder with such a small scale. It's ironic that as the rolling stock available in N gauge becomes ever more realistic, the layouts on which it is running seem stuck in the modelling dark ages.

Ian Stock, Coggeshall, Essex

respect in which we are the same is in the need for complete trains.

I was fascinated by your interview with Roger Canham. I'm afraid his company and his UK competitors fail me in a way the American and French trade does not. I have a realistic possibility of assembling complete trains over a period of time. Walthers produce complete trains over a number of months - first I buy the loco and afterwards the passenger cars arrive periodically. It spreads the cost and once I have the loco I'm committed to the whole run. It's a bit more difficult in French outline but the magazine *RMF* has a monthly spread of train compositions with an indication of who makes or has made every vehicle in the train.

Come on Hornby and the others, here's a great sales opportunity - how about starting with the 'Cornish Riviera' complete with slip coach(es)? These wound their way down a number of branch lines and the main train which eventually reached St Ives/Penzance was a shadow of the one which left London, thereby satisfying everyone from the main line aficionados to the branch line modellers.

OK, so many of the coaches are duplicated in the train but that just requires a few alternative numbers. Different periods give fresh marketing opportunities with chocolate and cream/blood and custard alternatives. As for those slip coaches, think how many they would sell!

John Cocking, by email

Valley talk

Colin Burnham (*BRM* May 2013) is of course correct that the proper name for the viaduct is 'Ouse Valley' and not 'Balcombe', although I would have chosen a less pompous approach in raising the issue and not make gratuitous assumptions over what we know and don't know. Of course we know, it's just that we use 'Balcombe' internally and this slipped through to the article. If we said 'Ouse Valley Viaduct' all the time we would get chafed lower lips and John's nice scenery would get covered in fine spittle. And do we really need a list of everything else called Balcombe? We are having a lot of fun and building a model, not compiling a Network Rail asset register or constructing a museum exhibit. Some perspective, please!

But I'm at a loss to understand the (note the correct spelling) King's Cross/St Pancras analogy. Is there another viaduct near Balcombe I should be aware of? A grid reference would be very helpful. There are however other bridges and viaducts over rivers called 'Ouse' and I wouldn't want to cause confusion with them. Kidding!

Rod Cameron, by email

Soldering coach kits

Whilst I am most grateful for the free publicity arising from Adrian Marks' article in the July issue of *BRM*, I wonder if I may take the liberty to point out that all my Metropolitan Railway kits, including the iconic Met Vickers loco, are only available in 7 mm scale. I mention this, as I have had one or two enquiries for 4 mm scale kits as a result of the article which did not mention what scale my kits actually are.

Ken de-Groome, Ken's Profiles

Train of thought

My modelling interests are very odd except, I think, in one respect. My layout is in the planning stage - an anonymous stretch of sea-shore cliffs with nothing included to date the scene will represent GWR/BR Dawlish, a PLM route in the Haute-Savoie on June 13, 1940, and the USA Pacific north west in the steam/diesel transition period. The line will be divided into loops serving each interest, all connected to storage roads below by two helixes. Different, maybe, but my modelling needs must coincide with others and the one

Round the bend

I refer to the excellent article by Nigel Burkin on modelling road surfaces (April 2013 *BRM*). His modelling techniques were well presented and convincing until he did some excellent double white lines totally wrong. All double white line systems are controlled by the visibility available, so photograph 17 (page 68) should have a high hedge on the inside of the bend not a flat verge which any driver can clearly see across. There should have been a Hazard white line not a double solid.

Dudley Jenkins, avid armchair modeller!

Magnetic matters

I'd like to respond to Mick Nicholson's comments about the removal of magnets from X03/4 motors if I may (May 2013 *BRM*).

Whilst it is possible to use a soft iron 'keeper' in most cases, and with care the magnetism can be retained, however I would not recommend this for the inexperienced. I have had at least one magnet lose it's juice following this method over the years, so I left it out of the article - I did not want to suggest a technique that might leave the owner with a weakened magnet. It's not the end of the

J27 0-6-0 No.65755 simmers away gently on Newport (Yorks.) shed on April 20, 1958.
This type is currently not available on the RTR roster - see Alan Young's letter. ColourRail



world if I lose the magnetism when doing a motor refurbish as I have a large stock of new neodymium magnets that once installed never lose their power.

Ian Mellors, by email

North Eastern heavyweights

Yet another year's new ready-to-run releases have come and gone and, surprise surprise, no mention of those two stalwarts of North Eastern heavy freight the J27 and Q6. If you lived north of the Tees or south of the Tweed you could not miss these locos hauling coal to ports and power stations or iron ore to steelworks.

It seems to me that Southern, Western and Midland locos are turned out in every livery variation and detail even down to the colour of the driver's scarf, but in the north east we have to do without two of the most long lived and hard working locos in railway history.

Come on Bachmann, Hornby, yes even Heljan and Dapol, these locos will sell out as soon as they hit the shelves - we in the north east will guarantee that! There are a lot of layouts and collectors waiting for this pair of North Eastern stars in any guise.

Alan Young, by email

S&D signals

I thought you might be interested in seeing a typical S&D lower quadrant signal that I have made in 4mm scale. This particular design was unique to the S&D with the post

being constructed of two old bullhead rails bolted together flush with London & South Western Railway or Stevens & Co. (signalling contractor) fittings. Quite a number of these signals survived into the 1960s, many being modernised with upper quadrant arms.

The Southern Railway also constructed signal posts from old bullhead rails, but these were bolted together with spacers so that there was a gap of approximately 6" between the two rails. Four rails were used for bracket signals.

As you will see the signal is motorised with a Peco point motor which operates it via a 4:3 reduction crank. The whole thing was a bit fiddly to make and I would not fancy trying it in 2mm scale! The fittings are commercially available brass etchings and white metal castings but the platform and handrails were scratch-built from brass strip and wire.

Richard Harman, by email

Help wanted

Hello from the USA! I'm hoping someone can help with details for my layout idea. My project revolves around Bournemouth Central station from the early 1960s. What I need is photos showing station detail and layout from the period. I have already purchased a 'Merchant Navy' class loco and three Pullman coaches to make up 'The Bournemouth Belle' (which I used to ride in the '60s), along with Standard class 5 No.73069. Aerial photos would be real nice.

Thanks in anticipation.

Jack Coobs: jscoops@windstream.net



Talk to like-minded modellers

Go to our new Forum:

www.RMweb.co.uk

RMweb

What's New?

» A look at the latest new products in the world of railway modelling

Latest Tornado from Hornby

Recently released by Hornby is their latest version of new-build A1 Class Tornado in its current livery of BR blue. Available now from your Hornby stockist, the model (R3206) is priced £122.99. Tony Wright examines this latest version on www.model-railways-live.co.uk

Also newly available in both GWR and BR livery is the useful shunter's truck. The editor will be reviewing the model in full in the next issue, but first glance reveals an excellent new addition to the Western modeller's armoury.



Bumper selection from trade suppliers John Ayrey

A recent delivery to BRM resulted in a number of new products to bring to attention, all of which should now or will shortly be available in your local model shop:



New Leyland Charringtons tanker (DA52) and Commer coal lorry (DA58) in 4mm scale from B-T Models.



There's a bumper selection of N gauge lorries from B-T Models too.



Also in OO gauge are a pair of fork-lift trucks (L11) suitable for a wide range of periods as the basic model hasn't been altered much over time.

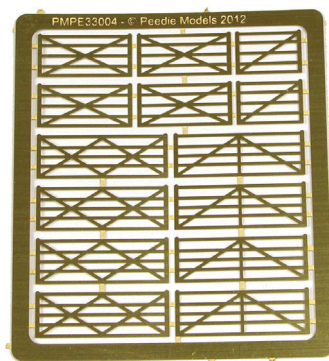


Ayrey have also supplied some of the latest models by Schuco Models - some of these should be very useful in adding realism to your track or roadway possession - we'll be looking at motorising some of them in a future BRM.

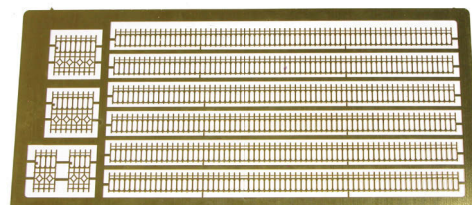
Peedie Models

This company are a new name to BRM and produce a selection of resin and etched brass products in both 2mm and 4mm scale.

Just a few items from their range has been passed on to us and are shown here:



N gauge cast iron railings with two 3' gates and two 6' gates based on the Stewart design of 1897 (PMPE-33010) £4.95.



N gauge dry stone walling - straight extra long - set of 4 (PMA-12005) £3.15.

Address: Peedie Models. Milldam Cottage, Tankerness, Orkney. KW17 2QU
Tel: 07807 172519
Email: sales@peediemodels.com
Web: www.peediemodels.com

Timber Tracks Goods Shed

The latest release, in a limited edition of 40 kits, is for a 4mm scale GWR Goods Shed D which will be priced at £110.00.

The kit is an accurate representation of the goods shed which still exists at Tetbury. This, together with their single road engine shed, parcels office and soon to be available station building enables the modeller to create an accurate GWR branch line

terminus. The detail is exquisite and, as Nigel Burkin once said in a previous review in BRM, after building one of Timber Tracks' kits, 'It is almost a shame to paint it.....'.

The Tetbury Branch is well documented, principally in the book of the same name, by Stephen Randolph. This is out of print, but is usually available from secondhand book

sources. The GWR Branch Line Termini books also provide ample detail.

Weighing 760 grams, the building footprint, including the offices, is 360mm x 170mm.

Address: Timber Tracks, Longridge House, Cadbury Camp Lane, Clapton in Gordano Bristol BS20 7SD
Tel: 01275 852 027
E-mail: sales@timbertracks.co.uk
Web: www.timbertracks.co.uk



Comet's new motor-gearbox combo

Comet Models have attached a Swiss made coreless motor to a self-build gearbox (full instructions supplied) that uses British made crossed helical gears to produce a powerful drive train for large 4mm scale locos.

Coreless motors are well known for their low current consumption, low inertia and high power output. This motor is rated at 2 watts and when coupled to the crossed helical gears in this gearbox (which are more efficient than a worm and pinion) there is plenty of power available for the heaviest trains.

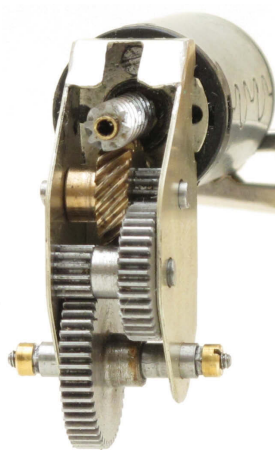
As well as being more efficient than a worm and pinion, crossed helical gears allow the gearbox to 'drive back', ie: the motor can turn the locomotive wheels or the wheels can turn the motor. This can be a useful feature in the final detailing and painting of a loco, but it also means that when a train is driven down a gradient then the weight of the train will influence the speed of the loco! Drive carefully down gradients!

Coreless motors need a smooth DC supply to

perform satisfactorily, and feedback controllers will cause the motor to buzz and possibly cause damage. If using DCC it is important to use a decoder that will allow the CVs to be set to turn off back EMF and output only a smooth DC waveform.

The gearbox mount is etched from nickel silver and the pack includes the motor, fixing screws, all the gears, bearings and layshafts and is easy to assemble.

Price: £99.50 (MGB1)
Address: Comet Models, Charnwood, Firs Road, Ross on Wye, HR9 5BH
Tel: 05602 602188
Email: sales@cometmodels.co.uk
Web: www.cometmodels.co.uk



Morris Models LED lit cycles

Morris Models of North Lancing are importing and stocking the Bicyc-LED range of LED lit bicycles and motorcycles in HO and N gauge - though the manufacturer also offers them in TT and Z scales.

Received in the office were an HO scale Hercules moped and rider with working front and rear lights (878402) priced £16.95 and an N gauge police motorcycle and rider with working front and rear lights plus two blinking blue lights on the front of the bike and one on a stalk above the rear pannier (168851) priced £45.00. Both models feature extra fine copper wiring (0.12mm diameter) which is fed through a small foam rubber tube, so the model can be positioned on the layout without adhesive. The LED lighting can be connected to any DC or AC source between 6-20 volts, though the police bike has a dedicated flasher unit between the lighting and the power supply.

Address: Morris Models, 80 Manor Road, Lancing, West Sussex BN15 0HD
Tel: 01903 754850
Email: info@morris-models.co.uk
Web: www.morris-models.co.uk

Short run limited editions from Modellbahn

German retailer Modellbahn Union have commissioned three new N gauge locomotives from Dapol which will be going on sale at the International N gauge show at Leamington Spa in September.

The three models are: Class A3 Flying Scotsman in BR Blue, limited run of 200 models (MU10003), A4 Mallard in wartime LNER black, limited run of 100 models (MU10004) and 'Terrier' Stepney in black red-lined livery, as initially preserved (MU10005); limited run of 100 models.

Modellbahn Union will have their own stand at the show, where they will be showing new liveries of their existing Continental models and the brand new Tanoos sliding roof wagon and will be happy to welcome visitors.

Address: Modellbahn Union, Wiemeling 7, 59174 Kamen, Germany,
Tel: +49 2307 240938
Web: www.modellbahnunion.com

Model Tree Shop addition

The Model Tree shop continue to add to their extensive range of trees - this time with a 250mm tall Birch tree (PL1250), priced £15.00 plus P&P.

Address: The Model Tree Shop, 4 David Hume View, Heathgrange, Chirnside, Duns TD11 3SX
Tel: 01890 819021
Email: sales@themodeltreeshop.co.uk
Web: www.themodeltreeshop.co.uk



Highland coach from Lochgorm

The latest 7mm scale kit from **Andrew Copp**

The kit is for a Highland Railway Diagram 17 luggage lavatory bogie composite designed by Peter Drummond.

The construction of these 18 coaches was done mainly by Lochgorm Works between 1898 and 1901, with some coaches of this diagram put out to contract with Ashbury in 1902.

The coaches were numbered in the Highland

Railway Composite series 49 to 54 and 57 to 68 and may not have had the two tone livery when new. All coaches were dual fitted for through working. 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.



The kit requires, bogies, wheels, buffers, transfers and paints from your favourite supplier. and is priced at £80.00 (plus P&P).

Address: A J Copp, Lochgormkits, 3 Broomhill Court, Keith Banffshire AB55 5EL
Email: lochgormkits@copps.freeuk.com
Web: www.lochgormkits.co.uk

New livery for 'Ice Cream Cart'

Locomotion, The National Railway Museum at Shildon have announced the release of the latest Limited Edition prototype 'Deltic' produced for them by Bachmann.

The latest version of this finely detailed model carries the livery it wore on the Eastern Region, depicting the slight variation to the English Electric Deltic colour scheme which the locomotive carried when it initially operated - this is the first time that the OO scale locomotive has appeared in its main line service condition.

The model is available in four variants - pristine DCC ready; pristine DCC decoder fitted; pristine DCC sound decoder fitted and weathered DCC ready. The latter three options have very limited availability.

The 'Deltic' is available exclusively through



the museum's online outlet at www.locomotionmodels.com and from the museum shop at Locomotion, The National Railway Museum at Shildon.

The locomotive is competitively priced at £125.00 for the pristine DCC ready version; £135.00 for both the pristine DCC decoder fitted and weathered DCC ready versions and £250.00 for the DCC sound decoder fitted loco, plus P&P as appropriate. However, there is a special introductory offer with a discount of £5.00 plus free UK mainland P&P. Delivery to the NRM is expected during August -

Demand is expected to be high for this most popular locomotive, particularly for the very limited variants. Therefore, to try to be fair to all UK and worldwide enthusiasts, orders will be limited to two per customer initially.

Address: Locomotion, Shildon, Co Durham, DL4 1PQ
Tel: 01388 771439
Email: queries@locomotionmodels.com
Web:

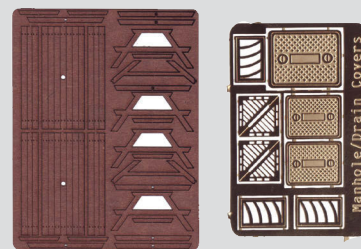


Ten Commandments has a larger picnic

Due to the popularity of the 4mm and 2mm scale laser-cut picnic benches, Ten Commandments have introduced a 7mm scale version. A pack of two is priced at £7.50 (7-202).

There are also O gauge versions of manhole and drain covers produced as brass etches - eight assorted on a fret is priced £2.50.

Also added to the range are some more of Roger Smith's printed sheets of colour travel posters covering the Big Four and the BR eras. Available for OO and N gauge, they are priced at £2.50 per sheet, each sheet containing a generous quantity of posters.



Address: Ten Commandments, 20 Struan Drive, Inverkeithing KY11 1AR
Tel: 01383 410032 (1.00 pm to 7.00 pm, Monday - Thursday)
Web: www.cast-in-stone.co.uk



New from Metcalfe Models

Enhancements to existing kits plus new model to extend N gauge range.

Metcalfe Models have re-introduced their terrace house backs in OO gauge with both brick and stone finish. The kits have been brought up to Metcalfe's new standard of die-cut card - there's no knife work necessary. Both kits are priced at a reasonable £11.99 (P0276/P0277).

In addition to these re-releases, there's also a station shelter in N gauge based on Brunel's original drawings for a standard wayside railway station shelter as used at Twyford and Bradford-upon-Avon. The kit is highly detailed and die-cut with added laser-cut canopy brackets and awnings for extra realism and is priced £9.50 (PN139).

Address: Metcalfe Models, Bell Busk, Skipton, North Yorkshire BD23 4D
Tel: 01729 830072
Email: info@metcalfemodels.com
Web: www.metcalfemodels.com



Two more Lifecolor sets through the Airbrush Company

The latest pair of Combo acrylic paint and pigment sets from Lifecolor will definitely find a home with many modellers.

The first, Dust (SPG04) is a set of three pigments and three paints for North, South and Eastern European dust.

The second, Mud (SPG05) consists of three pigments - North Europe dry mud, red dry mud and South Europe dry mud and three acrylic paints - North Europe dark mud, red mud and South Europe mud.

Both sets are priced at £20.50 plus P&P.

Address: The Airbrush Company Ltd, 79 Marlborough Road (East), Lancing Business Park, Lancing, West Sussex BN15 8UF
Tel: 01903 767800 **Web:** www.airbrushes.com



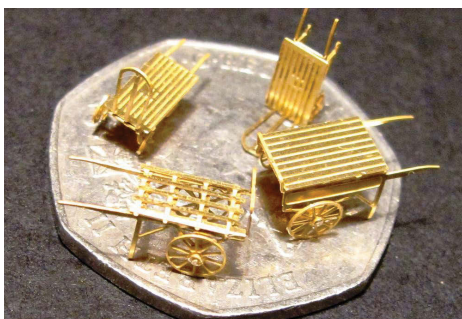
Shire Scenes available from Dart Castings

Shire Scenes and Dart Castings are pleased to announce that the Shire Scenes range of N gauge etched brass scenic accessories are now available from Dart Castings through their website, at exhibitions and by mail order. Among the 40 or so items that have been introduced, the Shire Scenes 2mm range incorporates various horse drawn vehicles, platform furniture and telephone boxes; most of which have to be folded, 'origami' fashion from etched brass.

For modellers in the 4mm scales, Shire Scenes have added two sets of etched coach sides to the existing range of GWR four wheeled prototypes. These are the Diagram V2 Full Brake and the closely related, but somewhat obscure, Diagram W5 'Hounds' Van. Again, these are available through Dart Castings.

Prices for all these items can be found on the Dart Castings website.

Address: Dart Castings, 17 Hurst Close, Staplehurst Tonbridge, Kent, TN12 0BX
Web: www.dartcastings.com



Newsline

► New-look BRM



As you will probably have noticed a number of times throughout this issue, BRM will be getting a revamp later in the year which will include a new logo and completely new page design throughout.

These more cosmetic changes are only the start of this new and improved 'BRM' however as, following the results gleaned from the recent Reader Survey (thank you to everyone who completed it), the magazine will be bigger and better than ever.

You can expect new writers, new layouts, easy practical articles on the modelling that matters as well as in-depth product news and reviews... essentially we'll be pulling out all the stops to ensure we offer you, the reader, with the best railway modelling magazine in the market.

And, even better is that we'll be offering a mass of free extra content on our website www.model-railways-live.co.uk. The new BRM will appear from the November 2013 issue, which will be in the shops from October 10). We'll be revealing more shortly on www.model-railways-live.co.uk and in next month's magazine.



► BRM Live is now 'live'

It has been almost a year in the making, but at long last BRM Live is now available to download in the iTunes App Store.

This iPad-only magazine has pushed the boundaries of model railway publishing considerably further by containing mainly interactive content which features images that can be rotated, or come to life with video, scrolling picture galleries, pictures that tell a story, extra captioning and background information, audio files... the list is endless. Just explore each article and see what you can find.

To download the free BRM Live App simply search for 'BRM Live' in the iPad news stand App Store. Once you have downloaded the app, you can download the free sample issue and then the full version which costs just £3.99.

Farish N gauge Mk.2 coaches

The Mk.2 coach has been re-tooled in N gauge by Graham Farish, **Nigel Burkin** takes a look at this important new release.

Constructed in the late 1960s at Derby Works, the Mk.2A coach is an icon of the early Inter-City era, a development of the Mk.2Z incorporating different gangway doors and improved interiors with an increase in the use of aluminium fittings. Outwardly, Mk.2A coaches look the same as the first builds of Mk.2 with the same size passenger doors, windows and window arrangement, including the centre doors fitted to Tourist Second Open (TSO) coaches. The key external spotting feature are the lime green folding gangway doors which replaced the Mk.1 style sliding door fitted to the Mk.2Z stock.

Several types of coach were constructed to the Mk.2A design. The TSO stock seats 64 passengers in open saloons with 2 x 2 seating and is one of the coaches represented by the new Graham Farish models. Numbered 5257 to 5433, they were augmented with a small fleet of Brake Second Open (BSO) brake coaches which share the same body shell with Mk.2A Brake First Corridor (BFK) stock. The saloon 2 x 2 seating is correspondingly spaced wider apart to match the first class window format giving a total capacity of 31 passengers. Consequently, the guard's and van area of the coach is shortened in common with all BFK stock. Numbered 9417 to 9438, they were built in 1967 and 1968.

One other coach features in this batch of retooled Mk.2 coaches and that is the First Corridor or FK. 40 coaches were built in 1968 numbered 13435 to 13475, by Derby Works once again. Accommodation is in seven compartments with three a-side seating giving a total seating capacity of 42. Two lavatories are located at either end of the coach and there is only one centre door located on the corridor side. Some of the FK coaches were declassified to standard class and renumbered in the 19452-19473 number series in the mid 1980s, with some reclassified back to first class status as operational changes dictated.

All of the Mk.2A coaches were finished in BR rail blue/grey, some with Inter-city branding and others without. They were operated on the

Eastern, Western and Midland Regions with transfers to the Scottish Region over time. The fleet remained more or less intact until the early 1990s, where they could be found working on Network South East services. Many were withdrawn and scrapped in 1991 leaving a small pool which found deployment with Regional Railways on services in the north west. By this time, they were largely painted in Regional Railways livery or a painted out version of Network South East colours. The demise of so many of early Mk.2 stock, including Mk.2As was largely attributed to the introduction of Class 156 and 158 on routes once operated by short locomotive hauled trains together with electrification of routes in East Anglia and the introduction of Class 159s on the Exeter-Waterloo route. A number of coaches of the Mk.2A design passed into preservation.

Today, a handful of the survivors that made it into use with Regional Railways still operate today. Riviera Trains is one operator of Mk.2A stock with seven TSOs; whilst West Coast Railways has two TSOs. Of the BSOs, only two remain in active main line use with DRS as support and escort vehicles. They are currently painted in DRS blue with compass logos. A model of the escort coaches is to be offered in N gauge by Graham Farish. Of the FKs, one survives with a main line operators but was last recorded as being in store with West Coast Railways.

The models themselves are completely new toolings with up-to-date features and fine moulding. Farish kindly sent over two models for review: The BSO No.E9430 (374-680) and the TSO numbered E5284 (374-710); both finished in 1970s condition BR blue/grey livery without Inter-City markings and numbered for the Eastern Region.

Bodyshell

The Mk.2A models mark a change in the way that Graham Farish produces Mk.2 stock where the original coaches were represented with clear bodyshells and over-printing. The new models feature solid moulded plastic bodies with finely moulded detail for handrails, door



handles and the doors themselves. The shape is excellent too, with the correct tumblehome, roof dome and end profile.

The BSO is correctly modelled with a first class body shell with widely spaced passenger saloon windows. The same body could be used by Graham Farish to represent a BFK, using a different interior moulding.

The roof of both models is a separate moulding and fits very neatly to the bodyshell. Roof vents are correctly spaced and positioned and represent dome vents as used on all pressure ventilated Mk.2 coaches. Other separate mouldings include the twin folding doors fitted to the gangways and the neatly finished flush glazing which really makes these models.

Underframe, wheels and bogies

Separately moulded components make up the underframe which includes air brake detail and brake rodding. The underframe boxes are neat models in their own right and neatly assembled to the floor. A small detail worth noting on the BSO is the inclusion of the footboard fitted to one of the underframe boxes which corresponds with the guard's entry door.

Bogies are also neatly tooled with separate spring detail and a fine appearance. A slight upward bend in the top of the bogie side frame moulding could be seen when viewed along the length of the coach. Wheels are the now familiar Graham Farish fine flange metal wheelsets with insulated axles. They rotate freely in the bogies and result in a very free rolling coach. Overall, the coaches weigh around 25g and layout tests demonstrated that they would benefit from a little additional weight to further improve what is already good performance over commercially available N gauge track.



Side view of the TSO coach numbered E5284.



Couplings

In common with its retooled Mk.1 coaches, Bachmann has equipped the Mk.2As with close coupling cams which are neatly concealed at the coach ends. N gauge standard NEM coupling pockets are also fitted and the coaches are equipped with 'Rapido' style couplings. Close coupling cams allow operation of the coaches on sharp curves using short shank couplings and the slightest gap between the gangway faces and buffers.

Paint colours and finish

Livery colours on both sample models are neatly applied with no dust or other blemish. The roof paint appears to be a little thick and this is visible by the way it has pooled around the roof vents. Colours are accurate, lining is thin, dense and straight whilst printed detail is sharp. An eggshell finish has been applied to the models which is even and gives the model a pleasing appearance. Small details are picked out in different paint colours and the end gangway doors are the correct colour.

Overall, the models of the Mk.2A capture the appearance and character of the full-size coaches beautifully and are worthy companions to the previously retooled Mk.1 coaches. They bode well for the recently announced Mk.2e/f air conditioned coaching stock.

An eggshell finish has been applied to the models giving them an even dull shine which suits N gauge models well. Weathering will bring out the fine door detail.

SPECIFIC DETAIL:

- Three types of coach to be made available.
- Flush glazing fitted throughout.
- Accurate interior detailing with coloured seats and tables.
- Fine livery application with neatly printed details.
- The correct gangway doors for Mk.2A stock are fitted.
- Separately applied components fitted to the underframe.
- Air and vacuum brakes are represented.

FACTFILE

- **Model Name:** BR Mk.2A pressure ventilated coaching stock.
- **Manufacturer:** Graham Farish
- **Cat No:** BSO: 374-680; TSO: 374-710. FK: 374-950.
- **Scale:** 2mm scale, 1:148 scale, N gauge to run on 9mm gauge track.
- **Era:** 1967 to late 1980s in BR blue/grey livery.
- **Web:** www.grafar.co.uk
- **Price:** £20.95

Bachmann has equipped the new Graham Farish Mk.2s with close coupling cams which are neatly concealed at the coach ends.



History and number sequence

- Mk.2A stock was constructed at Derby Works.
- Introduced in 1967 and 1968.
- TSO: 5257-5433.
- BSO: 9417-9438.
- FK: 13435-13475.
- BFK: 17056-17103. Originally 14056-14103.
- BFK declassified: 35500 and 35512-35518 with gaps.
- Majority of Mk.2A coaches were scrapped or sold into preservation by 1992.

Key features

- NEM coupling pockets.
- Metal wheels with low profile flanges.
- Close coupling cams.
- Coaches weigh about 25g.
- Separate roof mouldings.
- Solid plastic body shell with separate window openings.

Tried & Tested

» Modelling products put through their paces by the **BRM** staff...

Avonside Works Chassis2 Pro

The Avonside Works Chassis2 Pro jig provides an easy way to accurately assemble a loco chassis.



Model Name: Avonside Works Chassis2 Super Pro jig

Available from: Eileen's Emporium, Unit 19.12, Highnam Business Centre, Newent Road, Gloucester GL2 8DN

Cat No: CHAS2SP

Tel: 01531 828009

Website: www.eileensemporium.com

Price: £260.00 (plus P&P)

John Cockcroft recommends this useful aid to accurately building a loco chassis.

For some time I have been aware that a large number of people interested in modelling do not consider building loco kits because they are scared of the challenge. But kit building is both satisfying and can save you money (especially in O gauge) and, more importantly, add immeasurably to the pleasure and satisfaction of the hobby. It is getting the thing to run that seems to be the main obstacle, a valid anxiety because a model that runs badly is very demotivating. If you are planning to build a few locos, or get the bug after building your first, the Avonside Works Chassis2 Pro jig is something to consider seriously, because correctly used it eliminates a whole number of basic variables that can make your chassis a pit of despair! It is quite expensive – about the price of a reasonable 4mm kit or a cheaper 7mm kit – but you only need one and then you are set up for the rest of your hobby life!

Making up a loco chassis, whether scratch or kit-built, requires certain rules to be followed if running is ever to be satisfactory. The chassis

has to be square in all three dimensions, all the wheels should be on the track whether the chassis is rigid, compensated or sprung, and the coupling rod crank pin holes must be spaced exactly the same as the axle centres. Other things to do with the wheels, the electrical pick-up, the motor and gears have also to be right, but essentially the chassis structure must follow the rules above or you're wasting your time! The Avonside Works Chassis2 Pro addresses all of these requirements and if used with care will result in perfect chassis structures every time.

The sample I used is for O gauge and comes with 3/16" diameter axle pins, but Avonside will replace these with 1/8" and 2mm diameter for 4mm models on request. There is a smaller version especially for 4mm models. The core of the device is a platform that contains adjustable sliders into which the axle pins are screwed so that they pass vertically through a slot in the platform. The sliders are below the platform and are moved by rotating threaded rods from the end of the jig. These are adjusted so that the

coupling rods fit over the turned down ends of the shorter spacers. The sliders are secured with bolts so that the axle pins are exactly at the same spacing as the coupling rods and exactly in line. By clamping the chassis side frames onto the platform with the bearings located by the axle pins you are assured that the bearings are at exactly the correct spacing and in line. Provision is made to assemble up to a ten coupled chassis and the device will serve equally well for bogies and tender chassis. The instructions are on a CD that includes photos, some written instructions with clear diagrams of all the component parts of the jig, and a video of the jig in use.

Getting started

The loco I built is a Midland Railway Johnson 3130 class 0-6-0 from a former Fourtrack Models kit. This kit originated in 4mm with my late friend George Norton and is, I believe, still available in that scale from London Road Models. The Fourtrack 7mm version is now

marketed by Dragon Models but Chris Basten says that the main change he has made is to revise the instructions to include photo illustrations of the principle stages in assembly.

The first parts of any chassis to be built are the coupling rods because they are used to set up the jig. The chassis components are etched on quite thick nickel silver and the original coupling rod design was intended to flex around the centre crank pin and not in the link immediately behind it. I went to some trouble to alter the arrangement so that the rods flex as the prototype because I don't like the idea of play in the centre crank pin bearing resulting in changes in the overall length of the rods.

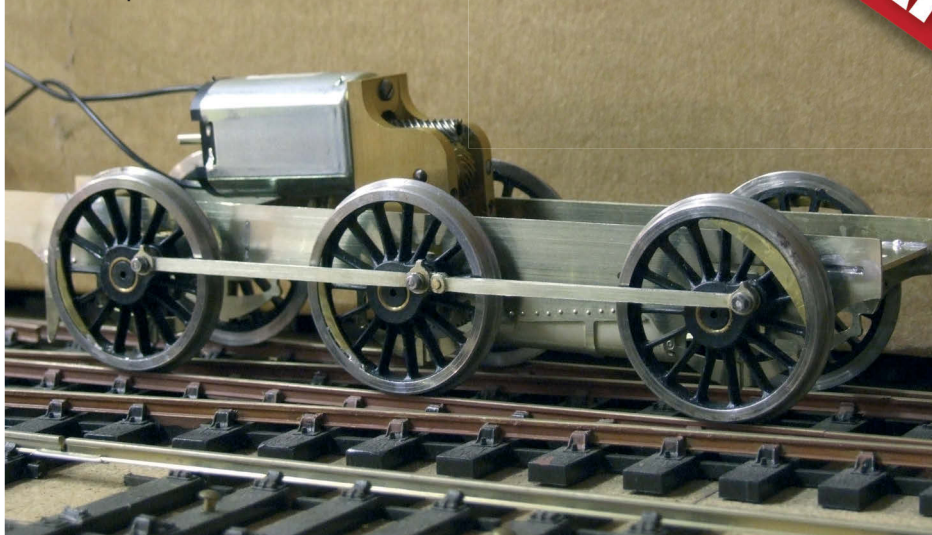
By messing about with the rods I could create another problem by accidentally making one rod a bit longer than the other. This is not a good thing, but the Avonside jig can be used to set up the rods by fitting them over the alignment pins as you work on them.

What sort of chassis?

The Avonside jig is useful for setting up a chassis whatever the suspension option you choose. The simplest option is completely rigid axles which have the advantage that the wheels only move round, not up or down and the coupling rods do not need to be jointed or flexible. This is a robust and straightforward system and has been used effectively on many models. The disadvantage can be if slow running is required and/or the track is not too level, causing electrical pick-up problems.

There are a whole range of options for

With motor and gear box fitted, the new chassis is tested under power for the first time.

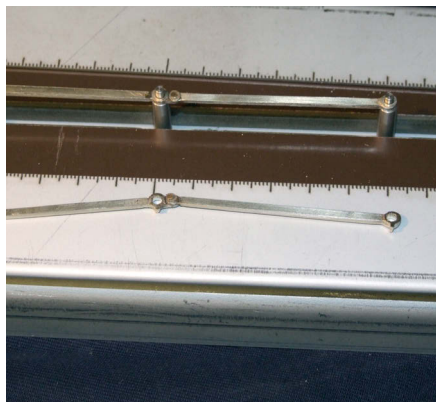


ensuring that the wheels make maximum contact with the track. They vary from giving the centre driver some movement up and down - with the other wheels rigid - to compensation where some wheels move but are controlled by pivots and beams, right up to a fully sprung chassis. Or you can make a combination of springing, rigid and compensation - the common objective of all of this is to keep the wheels on the track, mainly to ensure good electrical pick-up. The Avonside jig enables all

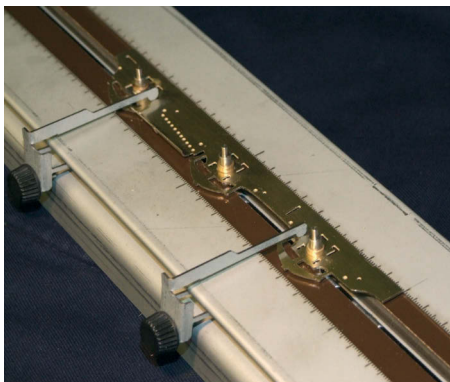
of these things to be done, or at least avoids some of the inaccuracies that can cause the downfall of good running. So you can choose the system that suits you, but the simpler the better in my opinion!

In the case of the Midland 3130, which is a smaller 0-6-0, I added flexibility by making the rear axle rigid, springing the middle axle and fitting a compensation beam to the front axle. This is done by allowing the bearings to move up and down, but a short fixed beam or rod is soldered along the

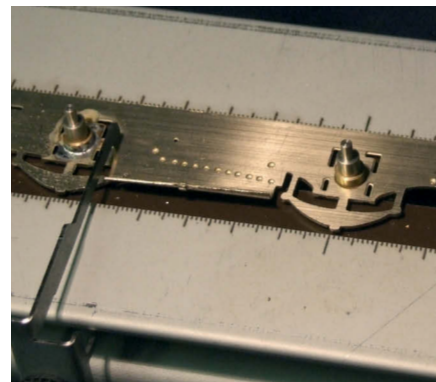
Using the Avonside Works Chassis2 Pro



Fitting the coupling rods over the locating pins.



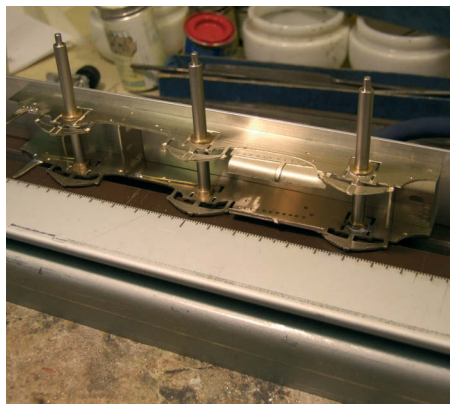
Ensure bearings fit the holes in the chassis prior to fitting in the jig - open out holes if necessary.



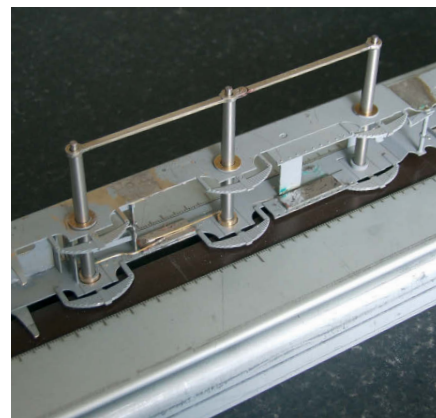
On no account alter the alignment pins! The chassis side is then clamped to the jig.



Adding springing to the centre axle.



Using the long pins and vertical fence to locate the second chassis frame.



Checking that the rods fit the assembled chassis.

Product Test

centre line of the chassis so that it touches the middle of the front axle only, taking the weight and levelling the chassis. The Avonside jig enables all this to be done easily and with confidence that the various parts are located correctly so therefore the chassis should run perfectly.

Using the rods

So now to really get started (but remember I would now use the jig to make the rods!). I had soldered the rods up and made them pivot as mentioned above, and I ensured that they slipped freely over the pins with no slop. The instructions warn you that there may be some messing about to get the alignment rods locked in an accurate position though I had no problems. Only when you can lift the rod off the pins without resistance should you go onto the next stage and on no account should you move the pins again until the chassis is set up completely. My efforts with the coupling rod holes paid off in that I got both sets of rods to fit over the pins with little resistance.

With the jig set up I could move onto locating the bearings in the frames. For the delectation of those of you who are of a more rigid disposition, I first tried out the jig with the original holes in the chassis without any option to move a bearing up or down. If you are using the jig in this way you must first make sure the pins are absolutely in line by pushing the sliding fence (the long silver bit that goes along the jig and has calibrations on it!) up to the alignment pins and make sure it touches all of them at the same time.

It may seem obvious but first ensure that the bearings fit in the holes in the chassis prior to fitting them on the jig - in other words, are the holes in the chassis big enough? If, when in the jig, they refuse to fit in the frames even though they did when you tested them, you will have to file the holes in the chassis until they fit. On no account mess about with the alignment

pins! To ensure the chassis sits level with the track, the top edge is pushed against the sliding fence, which is then screwed down. To ensure that both sides of the chassis are the same and the axles are not further forward on one side than the other, an end stop is provided to stop the chassis moving along the jig.

The chassis side is then clamped in place using some special clamps provided with the jig. I found them a bit of a fiddle to fit but they stop anything moving about. A slight problem was that the bearings sit on the base of the jig but cause the chassis sides to be lifted by about 1mm, offering the potential of the sides not being square to the bearings. However if the clamps are located in line with and close to the bearings, the chassis is forced equally onto the bearing flanges and stays level - but keep an eye out for this. When everything is secure the bearings can be soldered into place, and the other side of the chassis treated in the same way, but using the sliding fence in the other side of the jig.

Flexibility

If I was building a rigid chassis I would have soldered all the bearings and gone onto the chassis assembly stage. However, as mentioned above I was going to make the chassis operate flexibly and I had to make the middle and the front bearings move up and down. So once the rear bearing had been soldered in place I removed the frames and turned my attention to the other four bearings. Though I was going to compensate the front axle and spring the middle axle, the treatment of the bearings is exactly the same. Sliding hornguide assemblies are available commercially from a number of sources and the jig can be used with any of them. I usually simply elongate the holes in the frames at the top and bottom and secure the bearing with a length of wire soldered to the frame at one end and the top of the bearing at the other, this also acts as a light spring. Whatever the method you use the main consideration is to get the sliding fence in the right place to ensure a level chassis. Making pencil marks on the end calibration is a good way to do this rapidly once you have set it up the first time.

Next it is a simple matter to slot the frame into the Avonside jig after first putting the bearings over the two front alignment pins. The sliding fence can be positioned by using the pencil marks on the ends of the jig. When everything is set up, solder the bearings to the wire bearing springs (or if you are using hornguides, attach them to the frame), then lift the frame out of the jig and do the same to the other side using the opposite side fence. You now have two complete side frames ready for assembly. Check that the bearings move freely up and down with a tendency to remain at the bottom of their travel. The Avonside jig makes assembling the chassis easy and I did the whole thing in about 40 minutes which is good considering I spent ages checking everything about ten times in a sort of gibbering paranoia - if something seems easy I get worried that there is a hidden snag and it really should be harder than this!

Next I unscrewed and wiped clean the short alignment pins and replaced them with the long pins that will fit right across the chassis and locate all the bearings relative to each other. I then fitted the vertical fence. The vertical fence is a long 'L'-section strip that sits on top of the side fences and is fixed by the same bolts. By lining its vertical face with the edge of the side fence the top of both sides of the chassis are lined up with each other so that they are exactly parallel.

I used the long pins and the vertical fence to locate both sides of the chassis onto their spacers. Make sure that the tab and slots for the frame spacers engage fully into each other and that the spacers are in contact with the frames at all points. Check that the frames are parallel in a vertical direction - and you can solder the spacers in place to both sides of the chassis - job done. It is all so easy it feels like cheating!

A moving experience

Theoretically the job of the Avonside jig was now over but I left it set up for this chassis while I went to the next and most important stage - getting the thing to run. After all, if in a panic stricken moment I had upset the chassis while messing about with it, all I had to do was pop it back in the jig and refix the offending component - I was getting soft!

When I try to get a chassis to run I proceed in a logical and systematic way that is aimed at identifying any problems as they arise rather than being presented with a complex series of potential problems in a badly running finished chassis! So I first tried the wheels in the bearings, I have a 3/16" tapered reamer that is superb for opening out axle bearings - the only thing you have to watch out for is that it can jam in the hole and bend the suspension wires out of line - which is why I left the Avonside jig set up to check I hadn't moved the spacing. Once I had got the wheels to rotate freely I fitted the rods. Here I found - and often find - that there is some binding and resistance at some point in the rotation of the wheels. So I then open out the crank pin holes in the rods a little and see if it corrects the stiffness. With a bit of easing of the outer holes I got the chassis to roll evenly when pushed. Finally I fitted the motor. Using crocodile clips on short leads I connected the motor to a controller and it moved really smoothly under its own power. I think the Avonside jig was vindicated!

I must say that the Avonside jig delivers what it says on the can. It is a luxury item but as with all good tools it removes to some extent the scrabbling, perspiration soaked, gibbering, fumbling that I often find is my reality when things seem to go wrong. Such bad hair days are bound to happen, but because it is a hobby you can just go off and watch TV, drink your favourite drink and come back another day. However, another cause of these wretched days is poor or inadequate tools, and though you don't need an Avonside jig to build a chassis that runs there is a sort of easy professionalism about using such a sophisticated and accurate tool.

So if you have got the loco kit bug and have the will power to divert some of your scarce resources from buying another loco kit, seriously consider investing in an Avonside Works Chassis2 Pro chassis jig. I don't think you will regret it!



NEW LOOK
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Barrow Hill Live!

This year's model railway event at Britain's only surviving operational roundhouse.

Most modellers appreciate having the prototype around to add extra interest and encouragement in their hobby. Barrow Hill has long been a centre where a large number of full-size locomotives are preserved, steam, diesel and electric and these will be joined by some special guests including new-build A1 Tornado. Alongside these will be a number of quality layouts in all the popular scales, traders, demonstrators and societies. Those booked to attend so far are:

Layouts

Never Moor, Shasta (Z); Bitsand (N); Mill Lane TMD, Ardgoth, Salmon Pastures (OO); Angel Bank (EM); Phoenix Fruit Express (HOn3); Hassell Harbour Bridge, Seabury Town (O); Goldmire Quarry (Gauge 1).



Demonstrators

Rob Bishop, John Gardner and Paul Slade - 7mm kit building; Bill Rankin - 2mm and 7mm kit building; Howard Lawrence - 4mm kit building; Eileen Lawrence - scratch built buildings; Paul Lunn - layout planning and design; Model Electronics Railway Group (MERG) - Electronics and model railways.

Entry to the event includes free train and brake van rides and a free show guide. East Midlands Trains will be running a shuttle service from Chesterfield station, as well as a free bus service from the same location and there will be plenty of free parking in and around the site.



BARROW HILL LIVE!

28th-29th SEPTEMBER 2013

INFORMATION

Barrow Hill Live!

Campbell Drive, Barrow Hill,
Chesterfield, Derbyshire S43 2PR
Tel: 01246 472450
www.barrowhill.org

Open

Saturday & Sunday Sept 28th/29th, 2013
10.00am - 5.00pm (advance ticket holders from 9.30am)

Admission

Advance tickets from:

www.theticketfactory.com

- Adults £11.00
 - Children (aged 5-15) £9.00 (under 5s free)
 - Family £30.00 (2+2)
 - Shuttle Rail Ticket £5.00
- (£1.00 booking free and all children to be accompanied by an adult)

On the day...

- Adults £13.00
- Children (aged 5-15) £11.00
- Family (2+2) £33.00
- Shuttle Rail Ticket £6.00

Howard Smith reviews a new workstation from Hobbybase.



However, for those of you that model larger scales and require a little more workspace or are seeking a durable workbench allowing soldering and such like to take place, this workbench might not tick all the boxes.

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Saturday 7th September 10.00am - 5.00pm

Sunday 8th September 10.00am - 4.00pm

Telford International Centre

St. Quentin Gate, TELFORD, Shropshire TF3 4JH

Members £5 (on production of valid membership card)

Non Members £12

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BRESSINGHAM

WWW.BRESSINGHAM.CO.UK

Model Railway Show

Bressingham Steam Museum, Diss, Norfolk

Sunday 1st September 2013

10:30-17:00 Entry £5

www.bressingham.co.uk

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expoEM North 2013

Where ?

George H Carnall Leisure Centre
Kingsway Park, Davyhulme
Manchester M41 7FJ

When?

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Sunday 15th September 10.00am to 4.30pm

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Ynysyawl - Stainmore Summit - Wheal Elizabeth

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or contact exponorth@emgs.org

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Diary Dates

Please send full details of forthcoming events to the Diary Dates Editor, *British Railway Modelling*, The Maltings, West Street, Bourne, Lincolnshire PE10 9PH, fax them on 01778 425437, email to katiep@warnersgroup.co.uk or post them on our website at: www.model-railways-live.co.uk. Closing date for the October issue is August 21, 2013 and September 2, 2013, for the November issue. ♿ Suitable for disabled visitors.

EXHIBITIONS

Saturday 24 August to Sunday 25 August

RailEx NE 2013

The Parks Sport Centre, Howden Road, North Shields, Tyne and Wear NE29 6TL
Saturday: 10.00am - 5.00pm
Sunday: 10.00am - 4.00pm
Prices: £5.00 adult, £3.00 child, £13.00 family (2+2)
Contact: Blyth & Tyne MRS
Web: www.railnexne.com

Sunday 1st September

Bressingham Model Railway Show

Bressingham Steam Museum Low Road, Bressingham, Diss, Norfolk IP22 2AA
Sunday: Prices: £5.00 adult
Contact: Phillip Rooke
Email: pr@bressingham.co.uk
Web: www.bressingham.co.uk

Saturday 7th September

Bishop's Stortford Railway Society & MEG

Markwell Pavilion, Castle Gardens, The Causeway, Bishops Stortford, Hertfordshire CM23 2EL
Saturday: 10.30am - 5.00pm
Prices: £1.50 adult, £1.50 child, £1.50 concessions, £4.00 family (4)
Contact: Brian Hayward
Tel: 01279 505135
Email: bsrailsoc@gmail.com

Olney MRC

Carlton House Club, High Street, Olney, Buckinghamshire MK46 4BB
Saturday: 10.30am - 4.30pm
Prices: £2.50 adult, £2.00 child, £2.00 OAP, £6.00 family (2+2)
Contact: Malcolm Haynes
Tel: 07811 971838
Web: www.olneymrc.org.uk

Romiley Methodist Railway Modellers

Romiley Methodist Church and Schoolroom, Hill Street, Romiley, Stockport, Cheshire SK6 3AA
Saturday: 10.30am - 4.30pm
Contact: John
Tel: 0161 430 4724
Web: www.rmrm.urwick.co.uk

Saturday 7th September to Sunday 8th September

GUILDEX

Telford International Exhibition Centre, St. Quentin Gate, Telford, Shropshire TF3 4JH.
Saturday: 10.00am - 5.00pm
Sunday: 10.00am - 4.00pm
Prices: £5.00 Guild members, £12.00 non-members
Contact: Nigel Smith
Tel: 0121 445 3749 / 07974 631181
Email: nigel.smith7028@btinternet.com
Web: www.gauge0guild.com

Blackburn & East Lancs MRS

Hyndburn Leisure Centre Henry Street, Church, Accrington, Lancashire BB5 3AF
Saturday: 10.00am - 5.00pm
Sunday: 10.00am - 5.00pm
Prices: £7.00 adult, child FOC
Contact: Andy Shaw
Tel: 01254 238187
Web: www.belmrs.org

Grantham Rail Show

Walton Girls High School, Kitty Briggs Lane, off Harlaxton Road (A607), Grantham, Lincs NG31 7JR
Saturday: 10.00am - 5.00pm
Sunday: 9.30am - 4.30pm
Prices: £4.00 adult, £2.00 child, £3.00 OAP, £10.00 family (2+2)
Contact: Phil Mason
Tel: 01476 407569
Email: phil.mason@trackprint.net

Inverness & District MRC

Mercure Inverness Hotel, 33 Church Street, Inverness IV1 1DX
Saturday: 10.00am - 5.00pm
Sunday: 10.00am - 4.00pm
Prices: £5.00 adult, £2.50 child
Contact: Bryan Bonser
Tel: 01748 812937
Email: member@blbonser.freemove.co.uk

The Medway Model Show

Fort Pitt Grammar School, Fort Pitt Hill, Chatham, Kent ME4 6TJ
Saturday: 10.00am - 5.00pm
Sunday: 10.00am - 4.00pm
Prices: £5.00 adult, £3.00 child (5-15yrs), £4.00 OAP, £14.00 family)
Contact: George Marcar
Tel: 07821 254232

Email:

medwaymodelshow@yahoo.co.uk

International N Gauge Show

Warwickshire Exhibition Centre, Nr. Leamington Spa CV31 1XN
Saturday: 10.00am - 5.00pm
Sunday: 10.00am - 4.00pm
Prices: £9.50 adult, £4.50 child (5-14yrs), £8.50 OAP, £14.00 family (1+3)
Contact: Ann Hannan
Tel: 01926 614101
Email: ann@meridienneexhibitions.co.uk
Web: www.ngaugeshow.co.uk

Railway Exhibition

Woodgreen Village Hall Nr Fordingbridge, Hampshire
Saturday: 10.30am - 5.00pm
Sunday: 10.30am - 4.30pm
Prices: £3.00 adult, £1.00 child, £1.50 OAP
Contact: Mrs M B Hunt
Tel: 01725 511977

Sunday 8th September

Braintree & Halstead MRC

Yeldham Transport Museum Toppesfield Road, Gt. Yeldham, Essex CO9 4HD
Sunday: 10.00am - 4.00pm
Prices: £2.50 adult, Child FOC
Contact: Steve
Tel: 01787 474412
Email: kitmaster@fsmail.net
Web: www.braintreeandhalsteadmrc.co.uk

Saturday 14th September

Bury St. Edmunds MRC Village Hall, Risby, Bury St Edmunds, Suffolk IP28 6RT
Saturday: 10.00am - 5.00pm
Prices: £4.50 adult, £2.50 child, £3.50 concessions
Contact: Paul Austin
Tel: 01359 250351
Email: showmanager@burystedmundsmrc.com
Web: www.burystedmundsmrc.com

Shaftesbury & Gillingham

Railway Society Exhibition Gillingham Primary School School Road, Gillingham, Dorset SP8 4QR
Saturday: 10.00am - 4.30pm
Prices: £4.00 adult, £2.00 child (5-15yrs), £10.00 family (2+2)
Contact: David Harrington
Tel: 01747 830615
Email: harringtonemail@gmail.com

Northolt MRC

Northolt Village Community Centre, Ealing Road, Northolt, Middlesex UB5 6AD
Saturday: 10.30am - 5.00pm
Prices: £3.00 adult, £2.00 child, £2.00 OAP, £7.00 family (2+2)
Contact: Colin Thompson
Tel: 07713 242756
Email: colin.thompson@talktalk.net
Web: www.northolt-mrc.org.uk



See the magnificent 82G together with its recent extension (see May 2013) at the Gauge O Guild's Guildex which will be held at the Telford International Exhibition Centre on September 7/8, 2013. Tony Wright

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Adult	£11.00	£13.00
Barrow Hill Member	£9.00	£11.00
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under 5s free entry		
Family	£30.00	£33.00
2 adults and 2 children		
Shuttle Rail Ticket (return)	£5.50pp	£6.00pp

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expoEM North
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Manchester M41 7FJ
Saturday: 10.30 am - 5.30 pm
Sunday: 10.00 am - 4.00 pm
Prices: £6.00 adult
Contact: Derek Evans
Tel: 0161 633 4227
Email: exponorth@emgs.org
Web: www.emgs.org

STEAM Museum - Swindon Railway Festival

Museum of the Great Western
Railway, Kemble Drive, Swindon
SN2 2TA
Saturday: 10.00 am - 5.00 pm
Sunday: 10.00 am - 5.00 pm
Prices: £8.00 adult, £6.00 child
(under 3 free), £6.50 seniors, £6.00
students, £25 family (2+2)
Contact: STEAM Museum
Tel: 01793 466637
Email: adminsteam@swindon.gov.uk
Web: www.steam-museum.org.uk

Group of Ellesmere Modellers

Ellesmere Town Hall,
Willow Street, Ellesmere,
Shropshire SY12 0AL
Saturday: 10.30 - 4.00
Sunday: 10.30 - 4.00
Prices: £3.00 adult, £1.50 child
(8 - 16yrs), £1.50 OAP, £1.50
concessions, £7.50 family (2+2)
Contact: David Saunders
Tel: 01691 623102
Email: themodeller@hotmail.co.uk
Web: www.groupofellesmeremodeller
s.weebly.com

Glossop & District MRC

Bradbury Community House
Market Street, Glossop, Derbyshire
SK13 8AR
Saturday: 10.00am - 5.00pm

Sunday: 10.00am - 4.00pm
Prices: £3.00 adult, £2.00 child,
£2.00 concessions, £8.00 family
Contact: Erik Watson
Tel: 01457 863309
Email: waterikson724@talktalk.net

Railway Enthusiasts'

Club Woking Leisure Centre,
Kingfield Road, Woking, Surrey
GU22 9BA
Saturday: 10.30am - 5.30pm
Sunday: 10.00am - 5.00pm
Prices: £7.00 adult, £3.00 child
Contact: Dave
Tel: 01252 542574
Email:
dave@rec-farnborough.org.uk
Web: www.rec-farnborough.org.uk

Saturday 21st September

Cleveland MRC

Unit 2, The B-Hive, Skelton Ind
Estate, Skelton, Cleveland TS12 2LQ
Saturday: 10.00am - 4.00pm
Prices: £1.00 adult, 50p child
Contact: Exhibition Manager
Tel: 07864 880242
Email:
enquiries@cleveland-mrc.org.uk
Web: www.cleveland-mrc.org.uk

Culm Valley MRC

Willand Village Hall, Willand,
Cullompton, Devon EX15 2PL
Saturday: 10.00am - 4.30pm
Prices: £3.50 adult, £1.50 child
Contact: Peter Fosberry
Tel: 01884 821811
Email: cvmrc@hotmail.co.uk
Web: www.cvmrc.co.uk

Mid Essex MRC

Shenfield High School, Oliver Road,
Shenfield, Essex CM15 8RY
Saturday: 10.00am - 5.00pm
Prices: £5.00 adult, £3.00 child,
£4.00 OAP
Contact: Ken Wilkinson

Tel: 01277 216098
Email:
ken.wilkinson1@btinternet.com
Web: www.midessexmrc.org

Oxford MRC

The United Reformed Church,
Collinwood Road, Risinghurst,
Oxford OX3 8HH
Saturday: 10.30am - 5.00pm
Prices: £4.00 adult, £2.00 child
Contact: Ron Alcock
Tel: 01865 450775

Saturday 21st September to Sunday 22nd September

Ayr Model Railway Group

The Citadel Leisure Centre
South Harbour, Ayr KA7 1JB
Saturday: 10.00am - 5.00pm
Sunday: 10.00am - 4.00pm
Contact: Ayr MRG
Web: www.ayrmrg.co.uk

Blackpool & North Fylde MRC

Fleetwood High School,
Broadway, Fleetwood,
Lancashire FY7 8HE
Saturday: 10.00am - 5.00pm
Sunday: 10.00am - 4.00pm
Prices: £5.00 adult, £3.00 child,
£4.50 OAP, £13.00 family (2+2)
Contact: Show Manager
Tel: 01253 823951
Email: donkin959@btinternet.com
Web: www.nwmrca.org.uk/links

Bexleyheath MRX

Huxtable & Scout Halls, St Martin's
Church, Erith Road, Bexleyheath,
Kent DA7 6LE
Saturday: 10.00am - 5.00pm
Sunday: 10.00am - 4.30pm
Prices: £3.50 adult, £2.00 child
(5-16yrs), £3.00 OAP, £3.00
concessions, £8.00 family (2+2)
Contact: Paul Plummer
Tel: 07736 560956
Email: erithmrs@gmail.com
Web:
www.erithmrs.ukmodelshops.co.uk

ShIPLEY 2013

Baildon Recreation Centre, Green
Lane, Shipley, West Yorks BD17 5JH
Saturday: 10.00am - 5.00pm
Sunday: 10.00am - 5.00pm
Prices: £5.50 adult, £2.40 child,
£11.00 family (2+3)
Contact: Shipley MRS
Tel: 01274 593031
Email: derekshore@talktalk.net
Web: www.shipleymrs.org.uk

Blandford Museum Rail Club

The Blandford School, Milldown
Road, Blandford Forum, Blandford,
Dorset DT11 7SN
Saturday: 10.30am - 5.00pm
Sunday: 10.00am - 4.30pm
Prices: £4.00 adult, £2.00 child,
£10.00 family (2+2)
Contact: David Cash
Tel: 01258 450388
Email:
blandfordtownmuseum@uwclub.net

Web: www.blandfordtownmuseum.
org/railway_club.html

Saturday 28th September

Erne MRC

Cathedral Hall, Enniskillen,
County Fermanagh Ireland
Saturday: 10.00am - 5.00pm
Prices: £4.00 adult, £3.00 child,
£3.00 OAP, £10.00 family
Contact: Raymond Wilson
Tel: 028 66 329050
Email: hdwilson@btinternet.com

Telford Railway Modellers

Blessed Robert Johnson Catholic
College, Apley Avenue, Wellington,
Telford TF1 3DY
Saturday: 10.00am - 4.00pm
Prices: £4.00 adult, £2.00 child,
£10.00 family (2+2)
Contact: John Waite
Tel: 01952 271625
Email: jandl.waite@virginmedia.com

Leechpool Vintage Model Railway

Show with Horsham MRC
Leechpool Primary School
Leechpool Lane, Horsham, West
Sussex RH13 6AG
Saturday: 10.30am - 4.30pm
Prices: £2.50 adult, 50p child,
£2.00 concessions
Contact: John Boorn
Tel: 01403 217125
Email: john@boorn.fslife.co.uk
Web: www.horshammrc.org.uk

Loddon Vale MRC

St Peters Church Hall,
Church Road, Earley, Reading,
Berkshire RG6 1EY
Saturday: 10.00am - 4.30pm
Prices: £3.00 adult, £2.00 child
(5 - 11yrs), £3.00 OAP, £3.00
concessions, £7.00 family (2+2)
Contact: Jerry Norris
Tel: 0118 988 2035
Email: Cullcullian@aol.com
Web: www.lvmrc.co.uk

Saturday 28th September to Sunday 29th September

Forest Modeller's Exhibition

Whitecross School, Lydney,
Gloucestershire GL15 5DZ
Saturday: 11.00am - 5.00pm
Sunday: 10.00am - 4.00pm
Prices: £4.50 adult, £3.00 child
(Under 16yrs), £4.00 concessions,
£12.00 family
Contact: Forest Modellers
Tel: 01594 837473
Web: www.fodmrc.co.uk

Halifax MRC

North Bridge Leisure Centre,
North Bridge, Halifax,
West Yorks HX3 6TE
Saturday: 10.00am - 5.00pm
Sunday: 10.00am - 5.00pm
Prices: £5.00 adult, £3.00 child,
£14.00 family (2+2)
Contact: Geoff Bridge
Tel: 01422 371489
Email: bridgegeoff@aol.com
Web: www.halifaxmrc.co.uk



The spectacular Calderwood, an essay in L&Y modelling will be at Shipley Model Railway Society's show on September 21/22, 2013 at Baildon Recreation Centre. Tony Wright.

Book Law Publications

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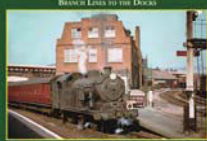
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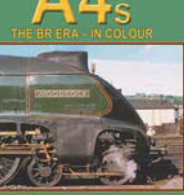
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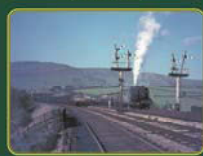
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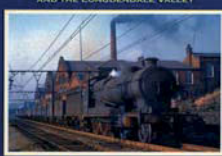
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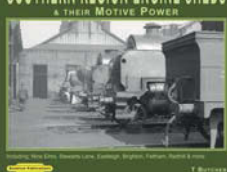


WOODHEAD

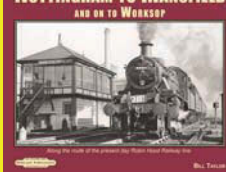
MANCHESTER LONDON ROAD
GORTON, CLAYTON BRIDGE, CLOSBOP
AND THE LONGDENDALE VALLEY



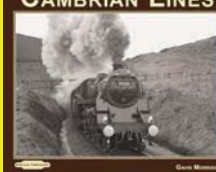
STEAM MEMORIES ON SHED: 1950's - 1960's SOUTHERN REGION ENGINE SHEDS



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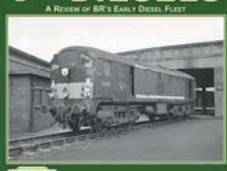
STEAM & DIESEL MEMORIES: 1950's - 1960's CAMBRIAN LINES



STEAM MEMORIES ON SHED: 1950's - 1960's GLASGOW ENGINE SHEDS: 2



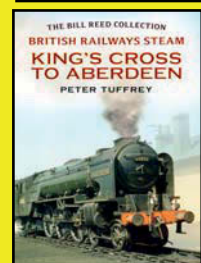
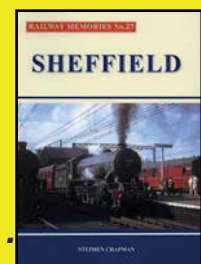
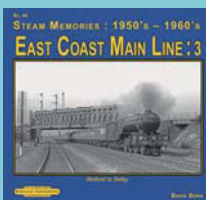
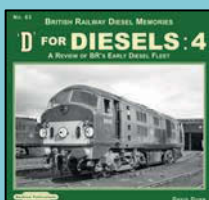
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Barrow Hill Live!

Barrow Hill Roundhouse and Railway Centre, Campbell Drive, Barrow Hill, Chesterfield, Derbyshire S43 2PR
Saturday: 10.00am - 5.00pm
Sunday: 10.00am - 5.00pm
Prices: £13.00 adult (£11.00 Barrow Hill member), £7.00 child, £33.00 family (2+2)
Advance ticket prices: £11.00 adult (£9.00 Barrow Hill member), £6.00 child, £30.00 family (2+2)
 Advance tickets available though: www.theticketfactory.com, Tel: 0844 3388000
Contact: Barrow Hill
Tel: 01246 472450
Web: www.barrowhill.org

Heart of the Midlands,

Loughborough MRX
 Charnwood College (formerly Garendon High School), Thorpe Hill, Loughborough, Leics LE11 4SQ
Saturday: 10.30am - 5.00pm
Sunday: 10.30am - 4.00pm
Prices: £6.00 adult, £1.50 child, £5.00 concessions, £12.00 family (2+3)
Contact: Adrian Lambourne
Tel: 01509 815923
Email: truangtat@aol.com
Web: www.svmrc.co.uk

Worthing MRC

Durrington High School, The Boulevard, Worthing, West Sussex BN13 1LA
Saturday: 10.00am - 5.00pm
Sunday: 10.00am - 4.00pm
Prices: £4.00 adult, £2.00 child, £11.00 family (2+2)
Contact: Worthing MRC
Email: exhibitions@worthingmrc.co.uk
Web: www.worthingmrc.co.uk

Sunday 29th September

Bentley MRG Chippenham Show
 Sheldon School Sports Hall, Hardenhuish Lane, Chippenham SN14 6HJ
Sunday: 10.30am - 5.00pm
Prices: £4.00 adult, £2.00 child, £3.00 OAP
Contact: Tim Hitch
Web: www.chippenhammrs.org.uk

MEETINGS AND TALKS

Tuesday 3rd September

East Anglian Railway Museum
 North London (Enfield Branch), First Floor Meeting Room, The Drill Hall Spor, Enfield, Middx EN2 6PJ
Tuesday: 8.00pm - 10.30pm
Prices: £2.50 adult
Contact: Roger Elkin

Tel: 020 8363 0697

Email: rogerelkin@btinternet.com

Web: www.earm.co.uk

Wednesday 4th September

Mirfield REC

The Navigation Tavern
 Station Road, Mirfield, West Yorkshire WF14 8LG
Wednesday: 7.30 pm
Contact: Pete Whitworth / Barry Laycock
Tel: 01924 498451 (Pete) or 01924 521931 (Barry)

Thursday 5th September

Lutterworth Railway Society

The United Reformed Church, George Street, Lutterworth, Leicestershire LE17 4EF
Thursday: 7.30pm
Contact: Dave Hanger
Tel: 01455 2023307
 Midland Counties Railway.

Friday 6th September

North London Railway Historical Society

Keen House, 4 Calshot Street, London N1 9DA
Friday: 7.00pm
Prices: £3.00 adult
Contact: Trish Connor
Tel: 07790 142327
Email: nlrhs.sec@hotmail.co.uk
 London steam sheds in the 1950s and '60s by Peter Groom.

Thursday 19th September

Lutterworth Railway Society

The United Reformed Church
 George Street, Lutterworth, Leicestershire LE17 4EF
Thursday: 7.30pm
Contact: Dave Hanger
Tel: 01455 203307
 The Japanese Way.

OPEN DAYS

Saturday 31st August

March & District MRC

St Peter's Church Hall, March, Cambridgeshire PE15 9JR
Saturday: 10.00am - 4.30pm
Prices: £1.00
Contact: John Lygo
Email: secretary@mdmrc.co.uk
Web: www.mdmrc.co.uk

Sunday 1st September

Bognor Regis MRC

BRMRC Clubroom, Aldingbourne Community Centre, Olivers Meadow, West Sussex PO20 3YA
Sunday: 10.30am - 4.30pm
Prices: £1.00 adult (Under 5yrs), £4.00 family
Contact: Bognor Regis MRC
Tel: 01243 544351
Email: sixvillagesmrc@live.co.uk
Web: www.brmrc.co.uk

Saturday 14th September

Cumbernauld MRG

The Link Community Education Centre, (adjacent to Tryst Sports Centre), Bron Way, North Lanarkshire G67 1EW
Saturday: 10.00am - 4.00pm
Prices: £1.00 adult, £0.00 child
Contact: Cumbernauld Model Railway Group
Tel: 01236 612099
Email: enquiries@cumbernauldmrg.org.uk
Web: www.cumbernauldmrg.org.uk

Ipswich RMA

40a Norfolk Road, Ipswich, Suffolk IP4 2HB
Saturday: 10.00am - 1.00pm
Contact: Dave Freeborn
Tel: 01473 251017
Email: events@irma.org.uk
Web: www.irma.org.uk

Sunday 29th September

Hurley O Gauge Group
 St Dunstan's Catholic Church Hall Wakeman Road, Bourne End, Buckinghamshire SL8 5SX
Sunday: 10.30am - 4.30pm
Prices: £3.00 adult, £3.00 family
Contact: Peter Harris
Tel: 07505 412021
Email: crococorocco@gmail.com

OTHER EVENTS

Saturday 7th September to Sunday 8th September

Grantham Festival of Speed
 Grantham Railway Station, Station Road, Grantham NG31 6BT Sunday: 10.30 am - 2.00 pm
Prices: Free
Web: www.visitlincolnshire.com/events/Mallard.aspx
 Mallard returns to Grantham after a 50 year absence. The famous locomotive will be joined by other historic exhibits as part of a free east coast 'Festival of Speed'. Also on display will be a 'Deltic' and streamlined racing cars of the 1930s inspired by the Mallard design and examples of Grantham's engineering heritage.

TRAIN & TOY FAIRS

Sunday 25th August

SRP Toy Fairs - Orpington, Kent
 Station Road, Orpington BR6 8PR
Sunday: 10.30 am - 2.00 pm
Prices: £2.00 adult
Contact: SRP Toy Fairs
Tel: 07739 998012 / 01322 662729
Email: srptoys1@hotmail.co.uk
Web: www.srptoysfairs1.co.uk

Monday 26th August

Tony Oakes (Fairs) - Bridgnorth
 Bridgnorth Leisure Centre, High Town, Bridgnorth WV16 4ER
Monday: 10.30 am - 3.00 pm
Prices: £2.00 adult



Another chance to see Mallard after the 'Great Gathering' at the NRM, near the location where it achieved the world speed record for steam, when the loco visits Grantham Festival of Speed at Grantham rail station on September 7/8, 2013.
 Richard Wilson

Contact: Tony Oakes
Tel: 01270 652773 / 07825 631323

Wednesday 28h August

South Croydon - Toy & Train Fair

St John's Community Hall,
Upper Selsdon Road, Selsdon,
South Croydon CR2 8DD

Wednesday: 6.30 pm - 8.30 pm

Prices: £1.00 adult

Contact: Joseph Lock

Tel: 01992 467967 or

07866 641215

Email:

joseph.lock105@btinternet.com

Sunday 1st September

SRP Toy Fairs - Welling, Kent

Harris Academy, Falcon Wood,
The Green, Welling,
Kent DA16 2PR

Sunday: 10.30 am - 2.00 pm

Prices: £2.00 adult

Contact: SRP Toy Fairs

Tel: 07739 998012 / 01322 662729

Email: srptoys1@hotmail.co.uk

Web: www.srptoysfairs1.co.uk

Wednesday 4th September

Hoddesdon

Sheredes School, Cock Lane,
Hoddesdon, Herts EN11 9JY
Wednesday: 7.00 pm - 9.00 pm

Prices: £1.00 adult

Contact: Joe Lock

Tel: 01992 467967 / 07866 641215

Email:

joseph.lock105@btinternet.com

Saturday 7th September

Malcolm Townsend - Nottingham Bluecoat

Bluecoat Academy, Aspley Lane,
Nottingham NG8 5GY

Saturday: 10.00 am - 2.00 pm

Prices: £2.00 adult

Contact: Malcolm Townsend

Tel: 07951 072790

Email: malctow@hotmail.co.uk

Web: www.ashfieldtoysfairs.kk5.org

Sunday 8th September

SRP Toy Fairs - Brighton Racecourse

Grandstand and Paddock Hall
Brighton Racecourse,
Freshfield Road, Brighton,
E Sussex BN2 9XZ

Sunday: 10.30 am - 2.00 pm

Prices: £2.00 adult

Contact: SRP Toy Fairs

Tel: 07739 998012 / 01322 662729

Email: srptoys1@hotmail.co.uk

Web: www.srptoysfairs1.co.uk

Wednesday 11th September

Malcolm Townsend - Burton

The Town Hall, Burton Upon
Trent, Staffordshire DE14 2EB
Wednesday: 6.30 pm - 8.30 pm

Prices: £1.50 adult

Contact: Malcolm Townsend

Tel: 07951 072790

Email: malctow@hotmail.co.uk

Web: www.ashfieldtoysfairs.kk5.org

Sunday 15th September

Barry Stockton - Haydock Park

Exhibition Centre, Haydock Park
Racecourse), Newton-le-Willows,
Merseyside WA12 0HQ

Sunday: 10.30 am - 3.00 pm

Prices: £2.00 adult, £0.50 child

Contact: Barry Stockton

Tel: 0151 334 3362

Email: Brystcktn@aol.com

Web: www.barrystocktonfairs.co.uk

Malcolm Townsend - Ashfield

Festival Hall, Kirkby-in-Ashfield,
Nottinghamshire NG17 7DJ

Sunday: 10.00 am - 3.00 pm

Prices: £1.50 adult

Contact: Malcolm Townsend

Tel: 07951 072790

Email: malctow@hotmail.co.uk

Web: www.ashfieldtoysfairs.kk5.org

SRP Toy Fairs - Rayleigh

Sweyne Park School, Sir Walter
Raleigh Drive, Rayleigh SS6 9BZ

Sunday: 10.00 am - 2.00 pm

Prices: £2.00 adult

Contact: SRP Toys

Tel: 07739 998012 / 01322 662729

Email: srptoys1@hotmail.co.uk

Web: www.srptoysfairs1.co.uk

Friday 27th September

Malcolm Townsend - Alfreton

The Leisure Centre, Church Street,
Alfreton, Derbyshire DE55 7BD

Friday: 7.00 pm - 9.00 pm

Prices: £2.00 adult

Contact: Malcolm Townsend

Tel: 07951 072790

Email: malctow@hotmail.co.uk

Web: www.ashfieldtoysfairs.kk5.org

Saturday 28th September

Tony Oakes (Fairs) - Derby (Trains)

Mickleover Community Centre
Uttoxeter Road, Mickleover,
Derbyshire DE3 0DA

Saturday: 10.30 am - 1.30 pm

Prices: £1.00 adult

Contact: Tony Oakes

Tel: 01270 652773 / 07825 631323

■ While every care has been taken with the compilation of 'Diary Dates', entries are published in good faith - from information supplied by the organisers - and British Railway Modelling does not accept responsibility for any cancellations or errors. It may be advisable to check with the club or venue before travelling. 'Diary Dates' entries are published free of charge to bona-fide model railway clubs and societies.

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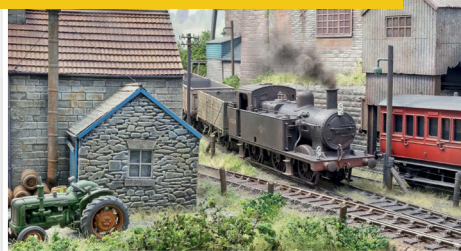
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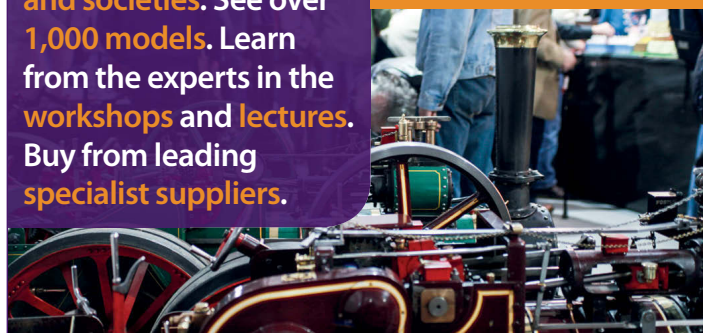
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31-129A	GWR 3000 Class (ROD) #3028 GWR Green	£114.71
31-136DC	LNER Class D11/2 #62677 'Edie Ochiltree' BR Black L/C	£111.95
31-137	Class D11/2 'Allan-Bane' #6399 LNER Green	£106.21
31-138	Class D11/2 'Haystack of Bucklaw' #62682 BR Black Early Emblem	£71.36
31-165	L&YR 2-4-2 Tank #10695 LMS Black	£71.36
31-166	L&YR 2-4-2 Tank #50795 BR Lined Black Early Emblem	£98.13
31-167DC	L&YR 2-4-2 Tank #50764 BR Lined Black E/E - Weathered	£110.46
31-187	Jubilee Class 'Nelson' #5664 LMS Crimson with Stanier Tender	£118.96
31-188	Jubilee Class 'Victoria' #45565 BR Lined Green L/C - Weathered	£118.96
31-189	Jubilee Class 'Falkland Islands' #45606 BR Green E/E - Weathered	£214.50
31-213DS	Patriot #45504 'Royal Signals' BR Lined Green L/C *SOUND*	£110.46
31-214	Patriot Class 'Giggleswick' #45538 BR Green Early Emblem	£72.21
31-268	Class 419 MLY Network South East	£72.21
31-269	Class 419 MLY BR 'Jaffa Cake Livey'	£67.46
31-318	Robinson Class J11 (GCR 91) #45317 LNER Black	£91.76
31-320DC	Robinson Class J11 (GCR 91) #46325 BR Black Late Crest	£66.86
31-344	Class 04 #D2332 'Lloyd' NCB Industrial Yellow - Weathered	£63.71
31-365	Class 03 #03170 BR Blue Vasep Stripes & Air Tanks - Weathered	£144.80
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31-430	Midland Class 1F #1725 LMS Black	£67.79
31-431	Midland Class 1F #41708 BR Black Early Emblem (Preserved)	£66.26
31-432	Midland Class 1F #41661 BR Black Late Crest	£81.13
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31-464	C Class 0-6-0 #593 Southern Railway Black Green Lining	£76.46
31-465	C Class 0-6-0 #31579 BR Black Late Crest	£233.71
31-517DS	Class 158 2 Car DMU #158849 Regional Railways *SOUND*	£110.46
31-518	Class 158 2 Car DMU #158773 East Midlands Trains	£118.95
31-575	Windhoff MPV Network Rail	£104.55
31-588	Class 70 Power-Haul #70005 Freightliner - Weathered	£76.46
31-614	Class V3 Tank #67609 BR Lined Black Late Crest Cranked Pipes	£76.46
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31-690	LMS Stanier Mogul Class #2955 LMS Lined Black	£101.11
31-691	LMS Stanier Mogul Class #42969 BR Lined Black Early Emblem	£101.11
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31-880	Midland Class 4F #3851 LMS Black Johnson/Deeley Tender	£76.46
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32-037	Class 20 #20901 GBRF	£195.46
32-038DS	Class 20 #20124 BR Blue Indicator Disks - Weathered *SOUND*	£80.71
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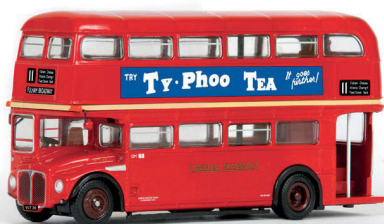
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OO Class 05 Hunslet Shunter

**NEW
2013**



2500 111xx in BR black
2501 D25xx in BR black
2502 D25xx in BR green
2503 D2554 in BR blue

OO Class 02/2 Tango 2-8-0

**NEW
2013**



3900 in LNER livery
3901 in LNER livery
3902 in BR black with early crest
3903 in BR black with late crest
3904 in BR black with early emblem - weathered £138

HELJAN 2013 OO & O Gauge New Announcements

OO Class 128 DPUs

**NEW
2013**



Midland Region

8990 BR green with speed whiskers
8991 BR green with small yellow panels
8992 BR blue with small yellow panels
8993 BR blue with full yellow ends

Western Region

8940 Blue with full yellow ends & flush fronts
8941 Royal Mail red with full yellow ends & flush fronts
8942 Royal Mail red with full yellow ends & flush fronts

OO Park Royal Railbus

8750 Early BR DMU in dark green with speed whiskers
8751 Dark green with small yellow warning panels
8752 Green with speed whiskers
8753 4-wheel in green with small yellow panel

OO Class 26/0 diesel

**NEW
2013**



2660-2665 Liveries To Be Confirmed

OO Railcars



8800 W79975 BR light green with speed whiskers gloss
8801 W79976 BR light green with speed whiskers matt
8802 W79977 BR dark green with SYP & white cab roofs
8803 W79978 BR dark green with speed whiskers

Class 5P4F Stanier Mogul 2-6-0

**NEW
2013**



31-690 2955 LMS lined black
31-691 42969 BR black with early emblem
31-692 42968 BR black with late crest
www.ehattons.com/mogul

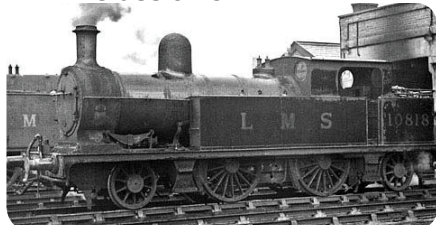
Class E4 Brighton 0-6-2

**NEW
2013**



35-075 579 LB&SCR umber
35-076 473 Southern green
35-077 32556 BR black with early emblem
35-078 32470 BR black with late crest
www.ehattons.com/e4

Class 5 L&YR 2-4-2T



31-165 10818 in LMS black £71.36
31-166 50795 in BR lined black early emblem £71.36
31-167DC 50764 in BR lined black early emblem - weathered (DCC Fitted) £98.13
DUE OCT/NOV



2013/14 New OO items - See the entire

Class 1F Midland 0-6-0

**NEW
2013**



31-430 1725 LMS black
31-431 41708 BR black with early emblem
31-432 41661 BR black with late crest
www.ehattons.com/1f

Class 64xx Pannier 0-6-0

**NEW
2013**



31-635 6407 GWR green
31-636 6403 BR black with early emblem
31-637 6400 BR black with late crest
www.ehattons.com/64xx

Class J11 Robinson (GCR 9J)



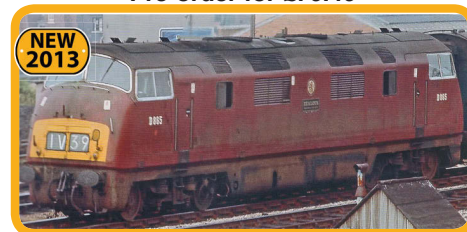
31-318 5317 LNER black £76.46
31-319 64311 BR black with early emblem £76.46
31-320DC 64325 BR black with late crest (DCC Fitted) £91.76
DUE OCT/NOV

Class 3200 Earl 4-4-0



31-087DC 9003 in GWR green (DCC fitted) £118
31-085 9022 in BR black with early emblem - weathered £109
31-086 9017 in BR black with early emblem (as preserved) £104
DUE DEC/JAN

Class 43 Warship



32-065 D865 'Zealous' BR maroon small yellow panels
32-066 D835 'Pegasus' BR green small yellow panels
32-067 824 'Royal Oak' BR blue
www.ehattons.com/warship

Class 419 Motor Luggage Van



31-269 BR 'Jaffa Cake' 2-tone grey & orange
31-268 Revised NSE

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O Gauge 33xx Class B Tank Wagons Pre-order for £55

- 1001 in Esso black
- 1002 in Waste Oil black
- 1003 in Regent black
- 1004 in Mobil Charrington red
- 1005 in Mobil Charrington red
- 1006 in United Molasses livery

O Gauge 200xx VAA Sliding Door Vans Pre-order for £55

- 1040 in BR bauxite - early
- 1041 in BR bauxite - late
- 1042 in Railfreight red & grey
- 1043 in EWS livery

O Gauge

OAA Open Wagons

Pre-order for £55

- 1050 in BR bauxite - early
- 1051 in BR bauxite - late
- 1052 in Railfreight red & grey
- 1053 in Railfreight red & grey
- 1054 ZDA (ex-OAA) in Civil Engineers Dutch livery

O Gauge Mk1 57' BG & GUV coaches Pre-order for £250

NEW 2013



- 4950 BG Full brake in carmine & cream
- 4952 BG Full brake in BR blue & grey
- 4953 BG Full brake in BR chocolate & cream
- 4954 BG Full brake in BR Southern Region green
- 4955 BG Full brake in BR blue with Newspapers branding
- 4956 BG Full brake in Royal Mail red
- 4990 GUV Full brake in Parcels red
- 4992 GUV Full brake in BR blue Express Parcels branding
- 4993 GUV Full brake in BR blue with Newspapers branding

4994 GUV Full brake in Southern Region green O Gauge AC Cars Railbus Pre-order for £400

NEW 2013



- 8880 W79975 BR light green with speed whiskers
- 8881 W79975 BR dark green with small yellow panels
- 8882 W79975 BR dark green with speed whiskers

O Gauge Class 40 1Co-Co1 diesel Pre-order for £500

NEW 2013



4050 BR green with small yellow panels

View all future Heljan releases at www.ehattons.com/heljanpreorders

range at www.ehattons.com/bachmann2013

Wickham Type 27 trolley & trailer Pre-order for £39.06

NEW 2013



- 32-991 BR Maroon
- 32-992 BR Engineers yellow
- 32-993 BR Engineers yellow with wasp stripes

www.ehattons.com/wickham

BR Mk2F coaches

NEW 2013



TSO - FO - BSO - RFM

Pre-orderable in BR blue & grey and Intercity, with & without DCC lighting

DBSO Available in BR blue & grey and Scotrail

www.ehattons.com/mk2f

for full details & prices

Plasser Tamper track maintenance machine



- 36-165A Motorised £39
- 36-160A Non-motorised £17

SR Birdcage coaches

NEW 2013



Brake composite, Composite & Brake 3rd
Pre-orderable in SECR Dark lake, SR olive green and BR Vermillion

www.ehattons.com/birdcage
for full details & prices

Thompson Coaches

Pre-order for £25.80

NEW 2013



Composite Corridor, Composite Brake, 2nd Class Brake
Corridor, 1st Class Corridor
Pre-orderable in LNER Teak or BR Crimson & Cream

www.ehattons.com/thompson

TTA Class B

NEW 2013



- 37-560 Unbranded
- 37-561 Unbranded - weathered
- 37-562 BP Black
- 37-563 BP Black - weathered

www.ehattons.com/ttab

GWR Shunters Truck Pre-order for £10.58

NEW 2013



- 38-675 GWR Grey 'Canons Marsh Bristol'
- 38-676 GWR Grey 'Newton Abbott'
- 38-677 GWR Grey 'Old Oak Common'
- 38-678 BR Black 'Loco Depot'
- 38-679 BR Black 'Margam Jn' - weathered (£11.69)

www.ehattons.com/shunterstruck
DUE JUL/AUG

Grain Hoppers

Pre-order for £14.54

NEW 2013



- 38-600 BR Grey
- 38-601 BR Bauxite (Early)
- 38-602 BR Bauxite (Late)

www.ehattons.com/grain

Luggage vans

Pre-order for £16.11



- 39-525 Southern PLV in SR green
- 39-526 Ex-Southern PMV in BR crimson
- 39-527 Ex-Southern PMV in BR green
- 39-528 Ex-Southern CCT in BR blue - weathered

www.ehattons.com/preorder

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DCR-8pin-01 Single £10
DCR-8pin-ValuePack05 Pack of 5 £48
DCR-8pin-ValuePack10 Pack of 10 £94

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Fit 1 8/21 pin decoder to DCC ready item £12

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Fit 2 8/21 pin decoders to DCC ready item £17

SrvDCCFitReady03

Fit 3 8/21 pin decoders to DCC ready item £21

N Gauge

Steam locos



ND095F Britannia Pacific 4-6-2 70030 'William Wordsworth' in British Railways Green late crest (Dap) £96



2S-010-000 Class 49xx Hall steam loco 4937 'Lanelay Hall' in GWR lined green (Dap) £95
2S-010-001 Class 49xx Hall steam loco 4951 'Pendeford Hall' in BR lined green late crest (Dap) £95



372-137 Class 5 Stanier 4-6-0 45110 BR lined black late crest (Gra) £98



372-154 Class 8F 2-8-0 48750 & tender in BR black early emblem (Gra) £88



372-802 Class A1 4-6-2 60147 'North Eastern' in BR green early emblem (Gra) (list £144.40) BARGAIN £89



372-801 Class A1 4-6-2 60156 'Grand Central' in BR green late crest (Gra) (list £144.40) BARGAIN £89
ND129GD Class A3 steam loco 2744 'Grand Parade' in LNER apple green. DCC fitted (Dap) NEW £115



ND129C Class A3 steam loco 60079 'Bayardo' BR Lined Green Early Crest (Dap) £105
ND129HD Class A3 steam loco 60094 'Colorado' in BR lined green early crest. DCC fitted (Dap) £115
ND129AD Class A3 steam loco 60045 'Lemberg' in BR lined green late crest. DCC fitted (Dap) NEW £115



ND128H Class A4 steam loco 'Dwight D. Eisenhower' in LNER garter blue (Dap) £99
ND128HD Class A4 steam loco 'Dwight D. Eisenhower' in LNER garter blue. DCC fitted (Dap) £115



ND128G Class A4 steam loco 60005 'Sir Charles Newton' in BR lined green late crest (Dap) £99
ND128F Class A4 steam loco 60016 'Silver King' BR lined green early crest (Dap) £99



ND079f Class B17 4-6-0 2863 'Everton' LNER Apple Green (Dap) £85



ND207A Class Q1 0-6-0 33005 in BR late crest (Dap) £83
ND207B Class Q1 0-6-0 33011 in BR black early crest (Dap) £83
ND207BD Class Q1 0-6-0 33011 in BR black early crest. DCC fitted (Dap) £106



372-427 Class WD Austerity 2-8-0 90201 in BR black late crest - weathered (Gra) £111
372-426 Class WD Austerity 2-8-0 90566 in BR black late crest (Gra) £106
372-425 Class WD Austerity 2-8-0 90732 'Vulcan' BR black early emblem (Gra) £106



372-727 Standard Class 5MT 4-6-0 73082 'Camelot' in BR lined black early emblem BR1B tender (Gra) £99
372-726 Standard Class 5MT 4-6-0 73158 BR lined black late crest BR1B tender (Gra) £99

Diesel locos



371-062 Class 03 diesel Shunter 03066 BR blue wasp stripes & air tanks (Gra) £46
371-060 Class 03 diesel Shunter D2011 BR green (Gra) £46
371-061 Class 03 diesel Shunter D2086 BR green wasp stripes (Gra) £46



371-020 Class 08 diesel shunter 13029 in BR black early emblem (Gra) £56
371-021 Class 08 diesel shunter 13365 in BR green late crest (Gra) £56
371-022 Class 08 diesel shunter D3729 BR green wasp stripes - weathered (Gra) £59



372-952 Class 14 diesel 14029 in BR blue (Gra) £62
371-032 Class 20 diesel 20063 in BR blue indicator discs - weathered (Gra) £80
371-031 Class 20 diesel 20192 in BR blue indicator box (Gra) £76



371-030 Class 20 diesel D8000 in BR green indicator discs (Gra) £76



2D-012-000 Class 22 diesel loco 6326 in BR blue full yellow ends (Dap) £111
2D-012-001 Class 22 diesel loco D6318 BR blue full yellow ends (Dap) NEW £111
2D-012-002 Class 22 diesel loco D6320 BR green small yellow panels (Dap) NEW £111



372-978 Class 24 diesel 24081 BR blue yellow ends (Gra) £82.45
372-979 Class 24 diesel D5085 BR two-tone green (Gra) £82.45



ND145G Class 26 diesel 26040 in BR blue discs, snowploughs & stag emblem (Dap) £78
ND145H Class 26 diesel D5307 in BR green headcode discs (Dap) £78
ND205C Class 27 diesel 27008 in BR blue plated gangway doors (Dap) £86



ND205B Class 27 diesel D5381 in BR green small yellow warning panels and gangway doors (Dap) £86
371-469 Class 37/0 diesel 37174 in EWS (Gra) £83.86



371-468 Class 37/0 diesel 97302 (Ex-37170) in Network Rail yellow (Gra) £83.86
371-177A Class 40 diesel D382 BR green four character headcode box (Gra) £88



371-603 Class 42 Warship diesel D815 'Druid' in BR maroon (Gra) (list £106.05) BARGAIN £67
371-603A Class 42 Warship Diesel D829 'Magpie' BR maroon (with 6-pin DCC socket) (Gra) (list £106.05) BARGAIN £73



371-202 Class 44 diesel D7 'Ingleborough' BR green (Gra) (list £98.20) BARGAIN £67
371-587 Class 46 diesel D186 in BR blue (Gra) (list £98.20) BARGAIN £59
371-828A Class 47 diesel 47403 'The George' BR blue full yellow ends (Gra) £83
372-240 Class 47 diesel 47535 'University of Leicester' BR blue large logo (Gra) £75
372-241 Class 47 diesel 47612 'Titan' BR Intercity (Gra) (list £105.90) BARGAIN £75



371-825A Class 47 diesel D1745 in BR two-tone green small yellow panel (Gra) £83
371-404 Class 52 diesel D1015 'Western Champion' BR maroon (Gra) £81.14
ND203A Class 58 diesel 58005 in Railfreight grey (Dap) £83
ND103J Class 58 Diesel in EWS (Dap) £89
371-355 Class 60 diesel 60011 in DB Schenker (Gra) £90.49
2D-007-000 Class 66 diesel 66708 in MSC/GBRF 'Sorrento' ship (Dap) £70



371-392 Class 66 diesel 66725 'Sunderland AFC' in GBRf (Gra) (list £101.80) BARGAIN £59
ND201D Class 66 diesel 66729 in GBRf Europorte 'Derby County' (Dap) £69



371-393 Class 66 diesel in Fastline Freight (Gra) (list £101.80) BARGAIN £62



ND101h Class 67 Diesel 67002 EWS Livery (Dap) £83
ND101j Class 67 Diesel 67030 EWS Livery (Dap) £83



371-636 Class 70 PowerHaul diesel 70003 Freightliner (Gra) £101.11
371-635 Class 70 PowerHaul diesel 70006 Freightliner (Gra) £101.11

Electric locos



ND099a Class 86 Bo-Bo Electric 86229 in Virgin Trains 'Sir John Betjeman' (Dap) (list £104.95) BARGAIN £67
ND099d Class 86 Bo-Bo Electric 86425 in Rail Express Systems Livery (Dap) (list £104.95) BARGAIN £67
371-751 Class 87 electric 87019 'Sir Winston Churchill' Virgin trains (Gra) (list £100) BARGAIN £49



371-777 Class 90 electric 90046 electric Freightliner (Gra) (list £100) BARGAIN £60
371-802 Class 91 electric 91201 'Archbishop Thomas Cranmer' DVT GNER (Gra) (list £114.40) BARGAIN £54

HSTs



ND122H Class 43 HST Book Set in blue/grey (Dap) £128
ND122G Class 43 HST Book Set in Cross Country trains Livery (Dap) £128
ND122e Class 43 HST Book Set in Grand Central Livery (new version one dummy power car) (Dap) £128



ND122J Class 43 HST Book Set in Virgin Trains 43094 & 43104 (Dap) £128

DMUs

371-501 Class 101 2-car DMU in Regional Railways (Gra) £72
371-502 Class 101 2-car DMU BR blue (Gra) (list £116.70) BARGAIN £66



371-503 Class 101 2-car DMU BR blue & grey 'Express Parcels' (motor in each car) (Gra) (list £127.35) BARGAIN £79
371-510 Class 101 3-car DMU in BR blue (Gra) (list £127.35) BARGAIN £85
371-511 Class 101 3-car DMU BR blue & grey (Gra) £89
371-878 Class 108 2-car DMU BR blue - E53931 - E51562. New tooling (Gra) (list £116.70) BARGAIN £69



371-877 Class 108 2-car DMU in BR blue & grey (Gra) (list £116.70) BARGAIN £76



371-885 Class 108 3-car DMU in BR blue (Gra) (list £127.35) BARGAIN £79
ND209BD Class 122 Gloucester RCW 'Bubblecar' single car DMU 55000 (122100) in Regional Railways - DCC fitted (Dap) NEW £103



ND209A Class 122 Gloucester RCW 'Bubblecar' single car DMU 55005 in BR blue/grey (Dap) £86
ND209C Class 122 Gloucester RCW 'Bubblecar' single car DMU Route Learning Car in BR blue TD8975023/55001 (Dap) NEW £86



ND112A Class 156 2-car DMU 156468 Northern Rail (Dap) £87



371-557 Class 158 2-car DMU 158783 in East Midlands Trains (Gra) (list £121.95) BARGAIN £74



371-433 Class 170/4 3 Car DMU 170434 in First ScotRail (Gra) NEW £110.46



371-432 Class 170/5 2-car DMU 170504 in London Midland (Gra) (list £121.25) BARGAIN £78
371-741 Class 251 Blue Pullman 6-car Midland set in Nanking blue full yellow ends (Gra) (list £269.95) BARGAIN £195



371-740 Class 251 Blue Pullman 6-car Midland set in Nanking blue (Gra) £210

EMUs

371-702 Class 350/1 Desiro 4-car EMU 350 101 in London Midland (Gra) £122
371-701 Class 350/2 Desiro 4-car EMU 350 238 in London Midland (Gra) £122



372-677 Class 411 4 CEP 4-car EMU in BR blue & grey (Gra) £124
372-676 Class 411 4 CEP 4-car EMU in BR green (Southern Region) yellow warning panels (Gra) £129

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Coaches



2P-004-001 Autocoach 189 in GWR (Dap) £13
2P-004-002 Autocoach 195 in GWR (Dap) £13
NC209e Gresley LNER Teak 3rd Class # 60648. Light bar ready (Dap) £19
NC209d Gresley LNER Teak 3rd Class # 60651. Light bar ready (Dap) £19



374-803A Mk1 RFO Restaurant Car (SR) Green. (Gra) (list £17.40)..... £11

NEW



374-804A Mk1 RFO Restaurant Car Chocolate & Cream. (Gra) (list £17.40) NEW..... £11
374-117A Mk1 RU restaurant car in chocolate & cream. (Gra)..... £13
374-160 Mk1 FK first corridor in crimson & cream (Gra)..... £16.75
NC209a Gresley Corridor & Cream 1st Class Coach LIGHT BAR READY (Dap) £19
374-120 Mk1 RU restaurant car in crimson & cream (Gra)..... £16.75
374-310B Mk1 57ft suburban brake second in maroon (Gra) NEW..... £17.81
374-808 BR Mk1 RFO Restaurant Car Maroon (Gra)..... £17.81
374-257B Mk1 CK composite corridor in maroon (Gra)..... £16.75
374-801A Mk1 RFO Restaurant Car Maroon. (Gra) (list £17.40) BARGAIN..... £11
374-107 Mk1 RMB mini buffet car in maroon (Gra) (Blue Riband). (Gra)..... £16
374-121 Mk1 RU restaurant car in maroon (Gra)..... £16.75
374-240 Mk1 BSP Pullman second bar car "The Hadrian Bar" umber & cream (Gra)..... £16
374-211A Mk1 SP Pullman second parlour car in grey & blue (Gra) (list £23.95)..... £14
374-680 BR MK2A BSO Brake Second Open Blue & Grey (Gra)..... £17.81



374-950 BR MK2A FK First Corridor Blue & Grey (Gra)..... £17.81
374-902 Mk1 TPO BR Blue & Grey (Gra)..... £16.75
374-188B Mk1 BSK brake second corridor in blue & grey (Gra)..... £16.75



374-258B Mk1 CK composite corridor in blue & grey (Gra)..... £16.75
374-164 Mk1 FK first corridor in blue & grey (Gra)..... £16.75
374-819 Mk1 FO First Open Blue & Grey (Blue Riband). (Gra)..... £16
374-110 Mk1 RMB mini buffet car in blue & grey (Blue Riband). (Gra)..... £16
374-122 Mk1 RU restaurant car in blue & grey (Gra)..... £16.75
374-477 Mk3 SLEEP 75ft Sleeper Car. BR Blue & Grey. (Gra)..... £14



374-900 Mk1 TPO Coach Royal Mail Travelling Post Office Red (Gra)..... £16
374-903 Mk1 TPO Royal Mail Letters Red (Gra)..... £16
374-901A BR Mk1 TPO Post Office red (with side lights) (Gra)..... £23.51
NC226C Mk2 2nd class coach 'Intercity 125 Executive' (Dap) NEW..... £17
374-476A BR Mk3 SLEEP Sleeper Car ScotRail (Gra)..... £15.26
2P-005-002 Mk3 coach twin pack - buffet & Mk3 2nd class 'Wrexham & Shropshire' (Dap)..... £30
2P-005-003 Mk3 coach twin pack - buffet & Mk3 2nd class 'Pretendolino' (Dap)..... £30



374-400A Mk3 TGS guard 2nd in "Midland Mainline" "Pullman" (Gra)..... £12

Wagons

377-676A 100 Tonne JPA Cement Wagon 'VTG Castle Cement' grey (Gra) NEW..... £17.81
377-675A 100 Tonne JPA Cement Wagon 'VTG Lafarge Cement' Silver (Gra)..... £17.81
377-571A 102 Tonne glw HYA Bulk Coal Hopper Wagon GBRF 'Coal' (Gra) £21.08
377-975 12 Ton Eastem Ventilated Van Planked Ends LNER Oxide (Gra)..... £28
377-975 Pack of 4 (Gra) (list £38)..... BARGAIN..... £28
377-826A 20 Ton Presflo Bulk Powder Wagon 'Crown Cement' Bauxite (Gra) NEW..... £10.84
2P-034-011 21 Ton hopper wagon 'BPI' (ex-NB119) (Dap)..... £36
373-217 24 Ton ore hopper wagon "Richard Thomas" (Gra) NEW..... £9.31

NEW



373-216 24 Ton ore hopper wagon BR Brown (Gra) NEW..... £9.31
373-215 24 Ton ore hopper wagon BR Grey Iron Ore (Gra) NEW..... £9.31



377-002A 40 Tonne Seacow (Ex Sealion) YGA Bogie Hopper Wagon EWS (Gra)..... £16
377-000A 40 Tonne Sealion YGH Bogie Hopper Wagon Olive Green. (Gra)..... £16
373-979A 46 tonne POA box mineral wagon plain ends 'Tiger' grey. (Gra) (list £11.40)..... BARGAIN..... £7
2F-031-004 6 wheel milk tanker "United Creameries" (Dap)..... £17

377-2252 6 X BR grey 16 Ton weathered steel mineral wagons end door & different run no. Ltd ed of 500 (Gra)..... £37.50

373-457A 63ft bogie wagon 20ft & 40ft container 'Cosco & Maersk' (Gra)..... £6
377-079A 7 Plank End Door Wagon 'Firestone Tyres' (Gra)..... £11
377-602A 80 Tonne BDA Bogie Bolster Wagon EWS. (Gra) (list £22.20)..... BARGAIN..... £14
377-100A 90 tonne JGA Bogie Hopper RMC. (Gra)..... £23



377-902 BZA Steel Carrier Wagon Coils EWS (Gra)..... £18



2F-047-003 CCT parcel van in BR Blue (ex-NB080C) (Dap)..... £12
2F-047-002 CCT parcel van in BR Maroon (ex-NB080B) (Dap)..... £12
2F-014-001 Fruit D wagon #2881 GWR Shrubton in GWR brown (Dap)..... £12
2F-014-002 Fruit D wagon #2886 G.W. lettering in GWR brown (Dap)..... £12
2F-014-004 Fruit D wagon #W2023 BR maroon straw lettering & grey roof (Dap) NEW..... £12
2F-014-003 Fruit D wagon #W38107 in BR blue dark grey roof (Dap)..... £12

NEW



2F-060-004 Grampus wagon DB981487 in Engineers grey & yellow 'Dutch' (Dap) NEW..... £11
2F-060-007 Grampus wagon DB986703 'Taunton Concrete' Olive green (Dap) NEW..... £11
2F-060-003 Grampus wagon DB988546 Engineers grey & yellow 'Dutch' (Dap) NEW..... £11
2F-060-001 Grampus wagon DB990641 in Indian red (Dap)..... £11
2F-060-002 Grampus wagon DB990648 in Indian red (Dap)..... £11

NEW



2F-060-008 Grampus wagon DB991391 in BR black (Dap) NEW..... £11
2F-060-006 Grampus wagon DB991570 Engineers grey & yellow 'Dutch' (Dap) NEW..... £11
2F-060-009 Grampus wagon DB991601 in BR black (Dap) NEW..... £11
2F-060-005 Grampus wagon DB991643 Engineers grey & yellow 'Dutch' (Dap) NEW..... £11
2F-013-006 Gunpowder van "North East" - weathered (Dap) NEW..... £8



373-801C HHA 100 tonne bogie hopper wagon hinged end doors in Freightliner Heavy Haul (Gra)..... £22.02



373-850C HTA 104 tonne bulk coal hopper wagon in EWS (Gra)..... £21.64



377-700 JJA Mk2 Auto-Ballaster Generator Unit Railtrack (Gra)..... £23
377-702 JJA Mk2 Auto-Ballaster Non-Generator Unit (Curved Top Profile) Railtrack (Gra)..... £23
377-701 JJA Mk2 Auto-Ballaster Non-Generator Unit (Flat Top Profile) Railtrack (Gra)..... £23
377-650 MBA "Monsterbox" EWS buffers (Gra)..... £16



377-651 Pack of 4 MBA "Monsterbox" EWS without buffers (Gra) (list £89)..... £86
377-651 Single (Gra) (list £178)..... BARGAIN..... £128
377-651 Megapack of 8 (Gra) (list £178)..... BARGAIN..... £128



373-360 Mk1 horse box in maroon (Gra)..... £15.26
373-361 Mk1 horse box in maroon (Gra)..... £15.26
373-362 Mk1 horse box in SR green (Gra)..... £15.26
377-652 MGA "Mini Monsterbox" EWS buffers (Gra)..... £18
377-652 Pack of 4 (Gra) (list £89)..... BARGAIN..... £36
377-652 Megapack of 8 (Gra) (list £178)..... BARGAIN..... £128
377-926 PCA Metalair Bulk Powder Wagon Grey. (Gra) (list £10.30)..... BARGAIN..... £6
373-976A POA 46 tonne box mineral wagon reinforced ends in 'ARC' (Tiger) Yellow. (Gra) (list £11.40)..... BARGAIN..... £7



373-978A POA 46 tonne box mineral wagon reinforced ends in 'Yeoman (Tiger)' grey. (Gra) (list £11.40) BARGAIN..... £7
377-727 SPA Wagon Steel Coils EWS. (Gra)..... £12
377-727 Pack of 4 (Gra) (list £63.40)..... BARGAIN..... £46
377-726 SPA Wagon Steel Coils Railfreight Metal Sector. (Gra) (list £15.85)..... BARGAIN..... £9
377-726 Pack of 4 (Gra) (list £63.40)..... BARGAIN..... £33
373-666 Triple pack 14 Ton tank wagons "Esso" - weathered (Gra)..... £24.31

NEW



377-841 Triple Pack 22 Ton Presflo Wagons 'Blue Circle' Yellow (Gra) NEW..... £32.52
377-840 Triple pack 22 Ton presflo wagons BR bauxite early - weathered (Gra)..... £30.98
377-336 Triple Pack Conflat Wagons BR Bauxite BD Container-Weathered (Gra)..... £26.78
377-835 Triple pack PCA metalair bulk powder wagon grey - weathered (Gra)..... £27.58
373-785 Triple pack TTA 45 tonne tank wagon - weathered (Gra)..... £28.35

Train sets - analogue



NTEAM1 Train set Class 14xx steam loco in BR late green, Autocoach in maroon, Gaugemaster Combi controller and oval of track (Dap)..... £104
NDIESEL1 Train set Class 73 JB electro-diesel in BR blue, 2 x VTG ferrywagons, Gaugemaster Combi and oval of track (Dap)..... £104

Train sets - DCC



NDIESEL2 DCC train set Class 56 in LoadHaul, 3 x Telescopic steel wagons, Gaugemaster DCC23 decoder fitted (Dap)..... £232
NTEAM2 Flying Scotsman DCC train set with Class A3 Pacific 60163 in BR Green, 3 x Gresley coaches, Gaugemaster DCC23 decoder (Dap)..... £232

DCC Accessory Decoders

DCC-AD58 Solenoid accessory decoder (8 way) (DCC)..... £41

DCC decoders



DCC23 6-pin 2 Function 1A (2A peak) decoder (suitable for N gauge) (Gau)..... £24

36-558A 6-pin 2 Function decoder (suitable for OO & N gauge locos and use on analogue track) (Bac)..... £15.26
DCC22 8-pin 2 Function 1A (2A peak) very small decoder (Gau)..... £25
36-552 8-pin 2 Function 1A decoder (ideal for smaller OO and a small number of N gauge locos) (Bac)..... £12



36-553 8-pin 3 Function 1A decoder back EMF (Bac)..... £12

Lighting equipment

NC040a Light bar coach lighting unit for modern coaches/multiple units (Class 156/Mk1) Plug&Play). (Dap)..... £6
NC040b Light bar coach lighting unit for older coaches (Collett coaches Plug&Play) (Dap)..... £6

Cables & Wires

PL-82 Power feed joiners - Code 55/80 (x4 pairs) (Pec)..... £6

Spares

NSPARE7A 1 pair of coupling magnets (Dap)..... £5
NSPARE8 5 pairs of magnetic NEM couplers (Dap)..... £17
SL-311 Insulated Rail Joiners/Fishplates for N & 009 gauge (12 per pack) (Pec)..... £1.50
NSPARE9 Magnetic coupling conversion kit for non-NEM couplings (Dap)..... £8
2A000111 Magnetic couplings - short arm multipack - 5 pairs (Dap)..... £18
2A-000-014 Pockets for NEM magnetic couplings x 20 (Dap)..... £12
SL-310 Rail Joiners/Fishplates for N & 009 gauge (24 per pack) (Pec)..... £1.50

Buildings - railways



42-066 Art Deco Station Building (Gra)..... £37



42-050 Four Road Engine Shed (Gra)..... £60



42-129 Fuel Storage Tank (Gra)..... £19.51



42-128 Fuelling Point Pump House (Gra) NEW..... £16.96

42-119 Great Central High Level Station Entrance (Gra)..... £49



42-121 Great Central Single Track Blue Brick Bridge (Gra)..... £21

42-117 Great Central Station Booking office and Canopy (Gra)..... £28

42-126 Single Road Servicing Shed (Gra)..... £28

42-095 Wash Plant (Gra)..... £18.66



42-113 Wooden Goods Shed (Gra)..... £25.46

Signals

NSIGN1 Signal - Motorised, GWR home lower quadrant (Dap)..... £22

NSIGN4 Signal - Motorised, LMS distant upper quadrant (Dap)..... £22

NSIGN5 Signal - Motorised, LMS home upper quadrant (Dap)..... £22

Buildings - general

42-103 Farm House (Gra)..... £24

42-076 Garage (Gra)..... £21



42-043 Lineside Transformer Site (Gra) (list £29.95)..... BARGAIN..... £18



42-212 Low Relief Block of Flats (Gra)..... £24.61

42-214 Low Relief Railway Hotel (Gra)..... £22.91



42-081 Portable Offices (Gra)..... £16

Track - Code 80 Setrack

ST-11 Double straight track (Pec)..... £1.10
ST-17 N Setrack No3 radius double curve (B form a circle). 288.5mm/11.75" radius (Pec)..... £1.75
ST-15 No.2 radius double curve (Pec)..... £1.25
ST-10 Right hand crossing (Pec)..... £8
ST-6 Setrack left hand point insulffrog (Pec)..... £8
ST-5 Setrack right hand point insulffrog (Pec)..... £8
ST-1 Standard straight track (Pec)..... £1
ST-300 Starter Trackmat Set (Pec)..... £42

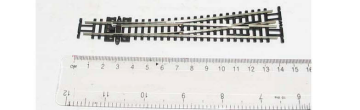
Track - Code 80 Streamline



SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec)..... £52
SL-300 Single (Pec)..... £2.60
SL-396 Left hand medium point electrofrog (Pec)..... £8
SL-396 Left hand medium point insulffrog (Pec)..... £8
SL-386 Right hand curved point insulffrog (Pec)..... £9
SL-395 Right hand medium point electrofrog (Pec)..... £8
SL-395 Right hand medium point insulffrog (Pec)..... £8

Track - Code 55 Finescale Streamline

SL-300F 1 yard (91.5cm) length of Finescale Nickel Silver flexible track (Pec)..... £28
SL-300F Pack of 30 (Pec)..... £90
SL-302F 1 Yard of Nickel Silver Flexible Track Concrete Sleepers (Pec)..... £3
SL-302F Pack of 30 (Pec)..... £78
SL-E399F 3-way finescale turnout (Pec)..... £26
SL-E387F Finescale curved double radius left hand point electrofrog (Pec)..... £9.50
SL-E386F Finescale curved double radius right hand point electrofrog (Pec)..... £9.50
SL-E390F Finescale double slip electrofrog (Pec)..... £31
SL-3901F Finescale double slip insulffrog (finescale only) (Pec)..... £31
SL-E389F Finescale left hand large point electrofrog (Pec)..... £9.50



SL-E396F Finescale left hand medium point electrofrog (Pec)..... £8.50
SL-E392F Finescale left hand small point electrofrog (Pec)..... £8
SL-E388F Finescale right hand large point electrofrog (Pec)..... £9.50
SL-E395F Finescale right hand medium point electrofrog (Pec)..... £8.50
SL-E391F Finescale right hand small point electrofrog (Pec)..... £8
SL-E383F Finescale scissors crossover electrofrog (Pec)..... £52
SL-E380F Finescale single slip electrofrog (Pec)..... £30

Track underlay

GM201 Flexible grey ballasted underlay real granite stone. (Gau)..... £18

Railway publications



379-013 Graham Farish 2013 Catalogue (Gra)..... £5.32

Prices valid until 11/09/13

Orders received after this date for products that have increased in price will be given a refund

Buses



NPE001 Plaxton Elite "National Express" (Oxf) £5

Cars

NEW



NCT001 Citroen 2CV Charleston - Maroon & Black (Oxf) £3
NEW

NEW



NVW003 VW Minibus Fjord Blue/Arcona White (Oxf) **NEW** £3

NVW002 VW Pick Up Light Grey (Oxf) **NEW** £3

Commercial vehicles

N034 Albion Caledonian tanker 'National Benzole' (circa 1958-1968) (Bas) £5.50

NEW



NBP001 Bedford Pantechicon "Bloomfields Felixstowe" (Oxf) **NEW** £4

TSV320 Container Lorry 'NYK Logistics' (Tra) £6.50

Farming & Construction

NTEA001 Ferguson TEA 20 tractor in grey (Oxf) £3

NTRAC001 Fordson tractor in black (Oxf) £3

**OO Gauge
Steam locos**



R3211 0-4-0 steam loco in "Gildenlow Salt Co" (Hor) £23



R2672 Caledonian Railway 0-4-0 steam loco in blue. Railroad range (Hor) £21



31-931 Class 1000 Midland Compound 4-4-0 1189 in LMS Black (Bac) £112.88

31-932DC Class 1000 Midland Compound 4-4-0 40934 in BR lined black early emblem. DCC On Board (Bac) £127.76

31-933 Class 1000 Midland Compound 4-4-0 41157 BR lined black late crest (Bac) £112.88



32-311 Class 2251 Collett Goods 0-6-0 2259 & ROD tender in BR black early emblem (Bac) £55



R3005 Class 2800 2-8-0 2845 in BR black late crest - weathered (Hor) £106



32-828A Class 2MT Ivatt 2-6-0 46526 in BR lined green late crest - weathered (Bac) £89.21



31-128 Class 3000 GWR ROD 2-8-0 3036 in BR black early emblem - weathered (Bac) (list £139.95) **BARGAIN** £99



31-726 Class 3700 City GWR 4-4-0 3433 "City Of Bath" in GWR Green Garter Crest (Bac) (list £123.50) **BARGAIN** £88

31-727 Class 3700 City GWR 4-4-0 3439 'City Of London' GWR Green Monogram (Bac) £104.98



R3006 Class 3800 2-8-0 3864 in BR weathered black early emblem. (Hor) £106

R3006X Class 3800 2-8-0 3864 BR weathered black early emblem. DCC Fitted (Hor) £120

31-627A Class 3F 0-6-0 3709 in LMS black (Bac) £71.23



31-628DC Class 3F 0-6-0 43620 in BR black late crest - weathered. DCC On Board (Bac) £93.16



32-581 Class 4 Ivatt 2-6-0 43018 in BR lined black early emblem and double chimney (Bac) (list £123.40) ... **BARGAIN** £64



R2994XS Class 4073 Castle 4-6-0 7029 'Clun Castle' in BR green late crest DCC Sound (Hor) £214



32-140 Class 4575 Prairie tank 2-6-2 4585 in BR lined green early emblem (Bac) £68.30

32-139 Class 4575 Prairie tank 2-6-2 5513 in GWR green (Bac) £68.30



32-005 Class 4900 Hall 4-6-0 4962 'Ragley Hall' in BR green early emblem & Collett tender (Bac) £82

32-006 Class 4900 Hall 4-6-0 6922 'Burton Hall' BR lined green late crest (Bac) £93.46



R2995XS Class 5 Black 5 4-6-0 45010 in BR weathered black late crest DCC sound (Hor) £214

32-219 Class 57XX 0-6-0 7717 BR black early emblem - weathered (Bac) **DUE AUG** £68.64



32-218 Class 57XX 0-6-0 8709 in GWR Green (Bac) **NEW** £62.86



R3109 Class 61XX Prairie 2-6-2T 5154 in GWR green (Hor) £80

R3110 Class 61XX Prairie steam loco 2-6-2T "6129" in BR black (Hor) £80



31-213DS Class 6P Patriot 4-6-0 45504 "Royal Signals" in BR green late crest. DCC Sound Fitted (Bac) (list £268) **BARGAIN** £189

R3017 Class 6P Patriot 4-6-0 45535 'Sir Herbert Walker K.C.B.' in BR green early crest (Hor) £112

R3017X Class 6P Patriot 4-6-0 45535 'Sir Herbert Walker K.C.B.' in BR green early crest. DCC fitted (Hor) £126



31-965 Class A4 4-6-2 60021 "Wild Swan" in BR lined green early emblem (Bac) (list £129.40) **NEW** **BARGAIN** £89



31-013 Class 7F S&DJR 2-8-0 53808 in BR black late crest & Deeley tender (Bac) £110.46



32-203A Class 8750 0-6-0 4680 in BR black late crest - weathered (Bac) **NEW** £68.64



32-208A Class 8750 0-6-0 9635 in GWR Green (Bac) **NEW** £62.86



32-859 Class 9F standard 2-10-0 92233 BR black late crest - weathered (Bac) £124.02



R3086 Class A1 "Flying Scotsman" in LNER Apple Green. Upgraded to 3-pole motor flywheel for Railroad range (Hor) £64



32-551DS Class A1 4-6-2 60139 "Sea Eagle" in BR green early emblem. DCC Sound (Bac) £207



32-550A Class A1 4-6-2 60163 "Tornado" in BR apple green (Bac) (list £133.45) **BARGAIN** £92



32-550C Class A1 4-6-2 60163 "Tornado" BR Express blue (Bac) **NEW** £128.01



R3206 Class A1 4-6-2 60163 "Tornado" in BR blue early emblem. Includes Etched Nameplates & extra enhancements (Hor) **NEW** £99

32-550C Class A1 4-6-2 60163 "Tornado" BR Express blue (Bac) **NEW** £128.01



32-550B Class A1 4-6-2 60163 "Tornado" in BR lined Brunswick green (Bac) (list £150.60) ... **BARGAIN** £106

R3060 Class A1 4-6-2 60163 "Tornado" in British Railways Apple Green - Railroad Range (Hor) £62



31-530 Class A2 4-6-2 526 "Sugar Palm" in LNER lined apple green. (Bac) (list £149.95) **BARGAIN** £102

31-527 Class A2 4-6-2 60528 'Tudor Minstrel' BR apple green single chimney. (Bac) £104

31-528 Class A2 4-6-2 60533 'Happy Knight' in BR lined green late crest and double chimney & multi-valve regulator (Bac) £113



31-529 Class A2 4-6-2 60534 "Irish Elegance" in BR lined green early emblem (Bac) (list £149.95) ... **BARGAIN** £92

31-966 Class A4 4-6-2 60008 'Dwight D. Eisenhower' BR green late crest (Bac) £109.99

31-967 Class A4 4-6-2 60010 'Dominion of Canada' BR green late crest (Bac) £109.99



31-965 Class A4 4-6-2 60021 "Wild Swan" in BR lined green early emblem (Bac) (list £129.40) **NEW** **BARGAIN** £89



31-715 Class B1 1123 in LNER lined green (Bac) £76

31-716 Class B1 61180 in BR lined black late crest - weathered (Bac) £81



31-714 Class B1 61250 "A. Harold Bibby" in BR lined black early emblem (Bac) £74



31-146 Class D11/1 4-4-0 62663 "Prince Albert" in BR black early emblem (Bac) £100.22

31-136DC Class D11/2 4-4-0 62677 'Edie Ochiltree' in BR black late crest. DCC Fitted (Bac) £115.90



31-476A Class G2A Super D 0-8-0 49402 in BR black early emblem (Bac) (list £101.30) ... **BARGAIN** £69



32-280 Class K3 2-6-0 steam loco 61869 stepped tender in BR lined black late crest - weathered (Bac) £82



R3007 Class L1 Thompson 2-6-4T 67759 in BR weathered black late crest. (Hor) £87



32-154A Class N 2-6-0 31404 in BR lined black late crest weathered (Bac) £99.07

31-002 Class O4 Robinson ROD 2-8-0 63635 in BR black early emblem. (Bac) (list £129.95) **BARGAIN** £89



31-001Z Class O4 Robinson ROD 2-8-0 63743 (shed 9G) in BR black late crest - weathered. Ltd Edition of 512 (Bac) (list £148.72) **BARGAIN** £99



R3172 Class V Schools 4-4-0 925 "Cheltenham" in SR Malachite green (Hor) £56



31-564 Class V2 Gresley 2-6-2 60860 "Durham School" in BR lined black early emblem (Bac) £90

31-565 Class V2 Gresley 2-6-2 60862 in BR lined green late crest and double chimney (Bac) £90

32-261 Class WD Austerity 2-8-0 90441 BR black early emblem (Bac) £110.42



32-260DC Class WD Austerity 2-8-0 90448 in BR black with late crest. DCC On Board (Bac) £125.29



R9687 James the Red Engine - British Stamp Collection. Ltd Ed of 1000 (Hor) (list £126.25) **BARGAIN** £76



30-921 Junior 0-6-0 Saddle Tank in BR lined black (Bac) £26

Opening Hours

Shop 8am to 6pm Mon to Sat
10am to 4pm Sun



Phones 7am to 9pm Mon to Thu
8am to 6pm Fri & Sat
10am to 4pm Sun

Train packs



R3074 King Class 4-6-0 "King William IV" GWR - The Royal Mail Great British Railways Collection. Limited edition (Hor) £143



R3073 LNER Class A1 4-6-2 "Royal Lancer" - The Royal Mail Great British Railways Collection. Limited edition (Hor) (list £154.25) BARGAIN ... £129



R3154 Patriot Class steam loco 4-6-0 45539 "E.C.Trench" in BR late green tender (Hor) NEW £56



R3098 Peppercorn Class steam loco 4-6-2 60163 "Tornado" in late BR etched nameplates & tender - Special Edition (Hor) £96



R3085 Royal Scot Class 4-6-0 "Welsh Guardsman" in BR (Late) (Hor) £97



R9749 Spencer (Ltd Production) (Hor) NEW £80



32-955 Standard class 4MT 2-6-0 76109 in BR lined black late crest (Bac) £87.51



32-360 Standard Class 4MT 2-6-4 tank 80121 in BR lined black late crest (Bac) NEW £84.96



R3016 Standard Class 4MT 4-6-0 75072 in BR black early emblem (Hor) £105



R3016X Standard Class 4MT 4-6-0 75072 in BR black early emblem DCC Fitted (Hor) £119



32-508 Standard class 5MT 73049 in BR lined green late crest and BR1 tender (Bac) £104.55
32-509 Standard class 5MT 73109 in BR lined black early emblem and BR1B tender (Bac) £104.55



R9750 Thomas the Tank Engine Range "Stepney" 0-6-0 tank loco (Ltd Production) (Hor) £56



R2986 'A Date With The Duchy' train pack - B J Freeman Collection - Castle Class 4-6-0 7036 'Taunton Castle' & 3 Mk1 coaches in BR (Hor) (list £230.75) BARGAIN £152



R2669 Class 08 diesel shunter in BR red, 2 x open wagons and 1 x box van (Hor) £35



R3092 Coronation Scot train pack LMS Princess Coronation Class 4-6-2 steam loco 6220 (LMS 175th Anniversary) tender (Hor) £165



R3094 Diamond Jubilee train pack BR Britannia Class 4-6-2 steam loco & 3 Royal carriages - Special Edition (Hor) £168



R2980 London 1908 train pack GWR 4-4-0 County Class 'County of Radnor' and 2 GWR Clerestory Coaches. Olympics Limited edition (Hor) (list £163.99) BARGAIN ... £126



R3059 Tornado Express Trainpack "Tornado" in BR Brunswick Green Early BR Totem & 3x Mk1 Coaches in maroon (Hor) £132



R3093 Tornado Pullman Pack Special Edition (modified Railroad) Class A1 4-6-2 60163 "Tornado" & 3 x R223 style Pullman coaches (Hor) £120



R2979 West Coast Railways Pullman 4-6-0 Black 5 44932 and 3 pullman cars "Bassenthwaite", "Buttermere", "Rydal Water" (Hor) (list £204.99) BARGAIN ... £140

Diesel locos



10001HAP 10001 BR Brunswick green orange, black & orange lining. Aug 1956 - Oct 1957. (Dap) (list £124) BARGAIN ... £99



R3065 Class 06 diesel shunter in BR Blue (Hor) £20



R3049 Class 08 0-6-0 Diesel Shunter 08417 in Serco Livery (Hor) £70



R3036X Class 08 0-6-0 Diesel Shunter 08661 "Europa" in Railfreight Distribution European Grey DCC Sound (Hor) £164
R3037X Class 08 0-6-0 Diesel Shunter in BR Green DCC Sound (Hor) £195



32-117 Class 08 D3963 BR Green Wasp Stripes - Weathered (Bac) £63.58



R3151X Class 08 diesel shunter BR Blue 08129. DCC Fitted. Railroad range (Hor) NEW £43
1405 Class 14 "Teddy Bear" (ex British Rail Green) Blue Circle Cement (ex D9526) (Weathered). (Hel) (list £115) BARGAIN ... £89
1407 Class 14 "Teddy Bear" 14701 Loadhaul Livery. Ltd Ed of 200 certificate. (Hel) £115
1406 Class 14 "Teddy Bear" British Steel '45' (Ex British Rail) Green (Weathered) wasp ends. (Hel) (list £115) BARGAIN ... £89



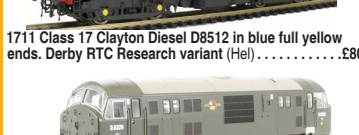
1404 Class 14 "Teddy Bear" D9521 BR Green (pristine) (Hel) (list £105) BARGAIN ... £89
1403 Class 14 "Teddy Bear" D9535 BR Green (weathered) (Hel) (list £115) BARGAIN ... £89



1503 Class 15 D8233 in BR Green small yellow panels as preserved. Limited edition of 1000 (Hel) (list £109) BARGAIN ... £69



1711 Class 17 Clayton Diesel D8512 in blue full yellow ends. Derby RTC Research variant (Hel) £80



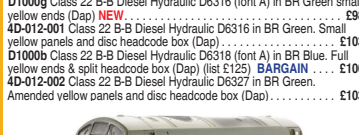
4D-012-000 Class 22 B-B Diesel Hydraulic 6326 in BR Green. No yellow warning panels & disc headcode box (Dap) £103



4D-012-001 Class 22 B-B Diesel Hydraulic 6316 in BR Green. Small yellow panels and disc headcode box (Dap) £103



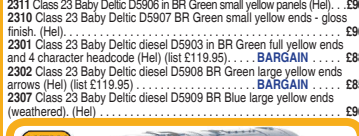
4D-012-002 Class 22 B-B Diesel Hydraulic 6318 (font A) in BR Blue. Full yellow ends & split headcode box (Dap) (list £125) BARGAIN £100
4D-012-002 Class 22 B-B Diesel Hydraulic 6327 in BR Green. Amended yellow panels and disc headcode box (Dap) £103



2309 Class 23 Baby Deltic D5905 in BR Green small yellow ends - weathered (Hel) £104
2311 Class 23 Baby Deltic D5906 in BR Green small yellow panels (Hel) £96
2310 Class 23 Baby Deltic D5907 BR Green small yellow ends - gloss finish. (Hel) £96
2301 Class 23 Baby Deltic diesel D5903 in BR Green full yellow ends and 4 character headcode (Hel) (list £119.95) BARGAIN ... £88
2302 Class 23 Baby Deltic diesel D5908 BR Green large yellow ends arrows (Hel) (list £119.95) BARGAIN ... £85
2307 Class 23 Baby Deltic diesel D5909 BR Blue large yellow ends (weathered). (Hel) £96



32-431C DCC Class 24 24077 in BR blue indicator discs. DCC On Board (Bac) NEW £76.46
32-329 Class 25/2 25231 in BR blue weathered. (Bac) £55



32-404DS Class 25/3 25276 in BR blue. DCC Sound (Bac) (list £214.95) BARGAIN ... £139



32-407 Class 25/3 25279 in BR blue - weathered (Bac) £56



2634 Class 26 BRCW Sulzer diesel 26032 in Railfreight Red Stripe (Hel) (list £79) BARGAIN ... £49
2635 Class 26 BRCW Sulzer diesel 26041 in Railfreight grey large logo (Hel) (list £79) BARGAIN ... £49



2707 Class 27 BRCW Sulzer diesel 27027 in BR blue full yellow ends (no boiler water tank) (Hel) £80
2710 Class 27 BRCW Sulzer diesel 27041 in BR blue full yellow ends. (Hel) £90



2722 Class 27 BRCW Sulzer diesel D5348 in BR blue full yellow ends (Hel) (list £79) BARGAIN ... £59
2724 Class 27 BRCW Sulzer diesel D5353 in BR green. (Hel) £80
2709 Class 27 BRCW Sulzer diesel D5389 BR blue small yellow panels. (Hel) £90
2800 Class 28 Co-Bo Diesel D5700 Full BR Green - modified windows. (Hel) (list £125) BARGAIN ... £99



2805 Class 28 Co-Bo Diesel D5701 BR Blue. (Hel) (list £125) BARGAIN ... £100



2811 Class 28 Co-Bo Diesel D5702 BR Green Small Yellow Panels. (Hel) (list £125) BARGAIN ... £100
2801 Class 28 Co-Bo Diesel D5705 BR Green Small Yellow Panels (as preserved). (Hel) £125



2802 Class 28 Co-Bo Diesel D5707 BR Green full yellow ends. (Hel) (list £125) BARGAIN ... £100
2809 Class 28 Co-Bo Diesel D5708 BR Green Full Yellow Ends. (Hel) (list £125) BARGAIN ... £104
2807 Class 28 Co-Bo Diesel D5711 Full BR Green modified windows. (Hel) £125
2808 Class 28 Co-Bo Diesel D5712 BR Green Small Yellow Panels. (Hel) (list £125) BARGAIN ... £100
2810 Class 28 Co-Bo Diesel D5714 Full BR Green - modified windows. (Hel) £125
2803 Class 28 Co-Bo Diesel D5718 BR Green Small Yellow Panels (Weathered). (Hel) £132



R3067 Class 31 Diesel Electric 31256 BR Blue. Railroad Range (Hor) £44
R2963 Class 31A 31439 diesel in Regional Railways "North Yorkshire Moors Railway" DCC Ready. (Hor) £109
3326 Class 33 Diesel 33202 BR blue full yellow ends (Hel) (list £89) BARGAIN ... £62



3371 Class 33/0 33029 "Glen Loy" in West Coast Railways (Hel) £69
3370 Class 33/0 diesel 33025 "Glen Falloch" in West Coast Railways (Hel) £69



3383 Class 33/0 Diesel 33045 in BR Blue full yellow ends (Hel) £72



3515 Class 35 Hymek D7006 in BR green (Hel) (list £99.95) BARGAIN ... £74
3517 Class 35 Hymek D7026 in BR green small yellow panels (Hel) £80



V2103 Class 37 Diesel 37178 in Railfreight Distribution Livery (Vi) (list £84.35) BARGAIN ... £52
V2113 Class 37 diesel 37212 in BR blue yellow ends (Vi) £70
V2112 Class 37 diesel 37426 Intercity Mainline "Y Lein Fach Vale of Rheidol" (Vi) £70
32-781A Class 37/0 37034 BR Blue Split Head Code - Weathered (Bac) £89.90



V2113 Class 37 diesel 37212 in BR blue yellow ends (Vi) £70
V2112 Class 37 diesel 37426 Intercity Mainline "Y Lein Fach Vale of Rheidol" (Vi) £70
32-781A Class 37/0 37034 BR Blue Split Head Code - Weathered (Bac) £89.90



V2103 Class 37 Diesel 37178 in Railfreight Distribution Livery (Vi) (list £84.35) BARGAIN ... £52
V2113 Class 37 diesel 37212 in BR blue yellow ends (Vi) £70
V2112 Class 37 diesel 37426 Intercity Mainline "Y Lein Fach Vale of Rheidol" (Vi) £70
32-781A Class 37/0 37034 BR Blue Split Head Code - Weathered (Bac) £89.90



V2113 Class 37 diesel 37212 in BR blue yellow ends (Vi) £70
V2112 Class 37 diesel 37426 Intercity Mainline "Y Lein Fach Vale of Rheidol" (Vi) £70
32-781A Class 37/0 37034 BR Blue Split Head Code - Weathered (Bac) £89.90



V2103 Class 37 Diesel 37178 in Railfreight Distribution Livery (Vi) (list £84.35) BARGAIN ... £52
V2113 Class 37 diesel 37212 in BR blue yellow ends (Vi) £70
V2112 Class 37 diesel 37426 Intercity Mainline "Y Lein Fach Vale of Rheidol" (Vi) £70
32-781A Class 37/0 37034 BR Blue Split Head Code - Weathered (Bac) £89.90

for new releases



32-783DS Class 37/0 37049 in BR blue split head code. DCC Sound (Bac) (list £234.65) **BARGAIN** ... £154



32-782A Class 37/0 D6984 BR Green Centre Head Code - Weathered (Bac) £83.90
32-388 Class 37/4 37427 'Bont Y Berno' BR Large logo blue - weathered (Bac) £77



32-052A Class 42 Warship D823 'Hermes' in BR plain green late crest (Bac) £59
V2104 Class 47 Diesel 47197 in Railfreight Petroleum Sector Livery (Vi) (list £90) **BARGAIN** ... £49



4793 Class 47 diesel 47555 'The Commonwealth Spirit' in BR blue (weathered). (Hel) (list £79) **BARGAIN** ... £49
R3153 Class 47 diesel 47862 Northern Belle Pullman - Railroad range (Hor) £48



4790 Class 47 diesel D1501 in BR 2 tone green small yellow panel (as preserved at East Lancashire Railway) (Hel) (list £74) **BARGAIN** ... £54
4792 Class 47 diesel D1916 (47812) in Riviera Trains 'heritage' BR Green full yellow ends. (Hel) (list £74) **BARGAIN** ... £47



V2105 Class 47 diesel Railfreight Metals 47347. (Vi) (list £90) **BARGAIN** ... £49
4747 Class 47 un-numbered BR Blue full yellow ends (Hel) £65
4746 Class 47 un-numbered BR Green Small yellow panels. (Hel) £65



4749 Class 47 Un-numbered in BR Large Logo Livery (Hel) (list £89) **BARGAIN** ... £55



31-658DS Class 47/0 47190 'Pectinidae' in BR Petroleum Sector sound (Bac) **NEW** £212.46



31-658 Class 47/0 47190 'Pectinidae' in BR Petroleum Sector - weathered (Bac) £97.71



32-804 Class 47/0 D1572 in BR two tone green (Bac) £71



31-656DC Class 47/0 D1677 'Thor' in BR green full yellow ends. DCC On Board (Bac) £101.24
31-655 Class 47/3 47301 'Centurion' BR Railfreight grey red stripe (Bac) £86.36
32-816 Class 47/3 47365 'Diamond Jubilee' BR Railfreight Distribution (Bac) **DUE AUG** £89.21



31-652 Class 47/4 47474 'Sir Rowland Hill' in Parcels red & grey (Bac) £76



32-817 Class 47/7 47745 'Royal London Society For The Blind' in RES red & grey (Bac) **NEW** £89.21



32-815 Class 47/8 47834 'Fire Fly' BR Intercity Swallow (Bac) **NEW** £89.21



5219 Class 52 diesel D1030 'Western Musketeer' in early blue small yellow warning panels (Hel) £79



5306 Class 53 diesel D0280 'Falcon' in BR two tone green small yellow panels. Weathered. (Hel) (list £99) **BARGAIN** ... £76



32-526DS Class 55 Deltic 55018 'Ballymoss' in BR blue. DCC Sound (Bac) £180
32-531DC Class 55 Deltic 9005 'The Prince of Wales's own Regiment of Yorkshire' in BR blue. DCC On Board (Bac) (list £114.95) **BARGAIN** ... £89



32-529B Class 55 Deltic D9011 in BR two-tone green Weathered (advertised earlier as 'pristine') (Bac) **NEW** £82.88
R2962 Class 55 diesel 55040 'Oystermouth' in Railfreight grey DCC Ready (Hor) (list £131.99) **BARGAIN** ... £87



32-761 Class 57/0 57312 in Network Rail yellow (Bac) £86.36



32-728DS Class 66 diesel 66546 in Freightliner - DCC Sound (Bac) £190



32-736 Class 66 diesel 66846 in Colas Rail (Bac) £86.45



32-980 Class 66/9 66731 'InterhubGB' in GBRf Europorte (Bac) £86.41
R3038 Class 67 Bo-Bo Diesel 67012 'A Shropshire Lad' in Wrexham & Shropshire (Etched Nameplates). (Hor) £96



31-587DC Class 70 PowerHaul diesel 70004 in Freightliner - DCC On Board (Bac) £119.43
31-588 Class 70 PowerHaul diesel 70005 Freightliner - weathered (Bac) £115.01



R3136 Class 73 Bo-Bo Electro Diesel 73138 in Network Rail (Hor) £54



MM0085 Irish Class 071/111 diesel loco in IE (weathered) (Mur) **NEW** £125
MM0078 Irish Class 071/111 diesel loco in IE small logo (Mur) £125
MM0073 Irish Class 071/111 diesel loco IR orange & black (weathered) (Mur) £125



MM0080 Irish Class 071/111 diesel loco in NR orange & black (Mur) £125



MM0220 Irish Class 201 diesel "River Blackwater" original, single orange band on front of loco (Mur) £129
MM0203 Irish Class 201 diesel 203 in CIE orange (Mur) £126



4005 Lion Diesel loco D0260 in white 5 gold stripes (Hel) (list £129.95) **BARGAIN** ... £79



31-678 Class 85 (AL5) Bo-Bo Electric 85026 in BR Blue single pantograph (Bac) £86



31-677 Class 85 (AL5) Bo-Bo Electric E3056 in BR Blue single pantograph. (Bac) (list £112.45) **BARGAIN** £80



R3135 Class 92 electric loco 92032 in GBRf (Hor) £62



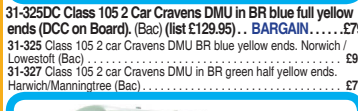
R2705 Class 43 HST Power & Dummy-car pack - Grand Central (DCC Ready) (Hor) £106



R3047 Class 101 2 Car DMU in Strathclyde PTE orange (Hor) **NEW** £80



R3147 Class 101 3 Car Set in BR Green (with whiskers) (Hor) £80
R3146 Class 101 BR Blue/Grey 3 Car Set (Hor) **NEW** £85



31-325DC Class 105 2 Car Cravens DMU in BR blue full yellow ends (DCC On Board). (Bac) (list £129.95) **BARGAIN** ... £79
31-325 Class 105 2 Car Cravens DMU BR blue yellow ends. Norwich / Lowestoft (Bac) £92
31-327 Class 105 2 Car Cravens DMU in BR green half yellow ends. Harwich/Manningtree (Bac) £79



31-326A Class 105 2 Car Cravens DMU in BR green speed whiskers. (Bac) (list £114.95) **BARGAIN** ... £70



31-537 Class 105 Cravens 2 Car DMU in BR green half yellow ends (Power Twin Unit). (Bac) £89



32-903 Class 108 2 car DMU in BR Greater Manchester PTE white & blue. Chester/Manchester (Bac) **BARGAIN** ... £58
32-912 Class 108 3 Car DMU in BR blue full yellow ends (Bac) £114.67



8903 Class 128 DPU M55994 in BR rail blue full yellow ends. (Hel) £94



8902 Class 128 DPU W55991 in early BR blue white cab roof domes and yellow gangway door covers. (Hel) £94
8901 Class 128 DPU W55992 in BR green white cab roof domes and yellow gangway door covers (Hel) £94



8900 Class 128 DPU W55993 in BR green speed whiskers. (Hel) £94



R3140 Class 142 (Pacer) DMU 55567 in Northern Rail (Hor) £80



32-926 Class 150/1 2 car DMU in Centro. Dorridge/Snow Hill (Bac) (list £105) **BARGAIN** ... £62



32-925 Class 150/1 2-car DMU in First North Western. Preston/Blackpool (Bac) (list £105) **BARGAIN** ... £55



32-935Z Class 150/2 2 car DMU in Merseyrail. Hatton's Limited edition of 512. Manchester Vic/ Liverpool (Bac) (list £95.35) **BARGAIN** ... £74



32-517 Derby Lightweight 2 Car DMU in BR blue (Bac) £79



32-516A Derby Lightweight 2 Car DMU in BR green speed whiskers (Bac) £93.97



R4529 1967 Brighton Belle Car (Pullman Trailer 1st W/Kitchen) No 2 (Hor) £37
R4528 1967 Brighton Belle Car (Pullman Trailer 1st W/Kitchen) No 1 (Hor) £37
R4527 1967 Brighton Belle Car (Pullman Trailer 3rd) (Hor) £37



31-030 Class 350/1 Desiro 4 Car EMU 350 111 'Apollo' in Silver Link (unbranded) (Bac) (list £189.95) **BARGAIN** ... £125
31-032 Class 350/1 Desiro 4-Car EMU 350 102 in London Midland (Bac) £149



31-031 Class 350/2 Desiro 4 Car EMU 350 238 in London Midland (Bac) £149
31-426 Class 411 4 car CEP EMU 7126 in BR green yellow warning panels (Bac) (list £129.50) **BARGAIN** ... £104



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BARGAIN
31-427A Class 411 4-car CEP EMU in BR blue & grey (Bac) (list £170.35) £89



BARGAIN
31-375 Class 416 2 car EPB EMU in BR blue (Bac) (list £119.50) £69



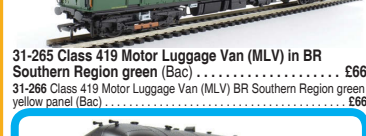
BARGAIN
31-377 Class 416 2 car EPB EMU in BR blue & grey (Bac) (list £119.50) £69



31-376 Class 416 2-car EPB EMU in BR green (Bac) £84



31-267 Class 419 Motor Luggage Van (MLV) in BR blue & grey (Bac) £66



31-265 Class 419 Motor Luggage Van (MLV) in BR Southern Region green (Bac) £66



31-266 Class 419 Motor Luggage Van (MLV) BR Southern Region green yellow panel (Bac) £66



BARGAIN
R2988 Class 5BEL Pullman Brighton Belle 1967 2 Car Pack (2 X Drive MTR. Brake 3rd) (Hor) (list £184.49) £119



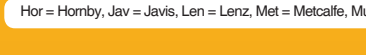
B859NRBG MRA side-tipping ballast train. 5 car unit generator vehicle. Network Rail blue/grey. Pristine (Dap) £100



B800BRGreen Non-motorised OO Track Cleaner motorised cleaning heads and vacuum. (Dap) £52



B800BRBlue Non-motorised OO Track Cleaner motorised cleaning heads and vacuum. (Dap) £52



BARGAIN
31-577 Windhoff MPV Multi-Purpose master and slave units in 'Railtrack' (Bac) (list £148.95) £89

Track cleaning fluid
B805 100ml of track cleaning fluid for the B800 Track cleaner (Dap) £7

BARGAIN
R4516 Gresley (Non Vestibuled) Suburban 3rd Class in LNER teal (Hor) £36



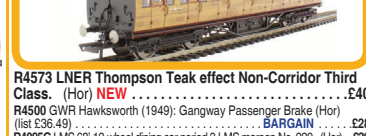
BARGAIN
R4517 Gresley (Non Vestibuled) Suburban Composite in LNER teal (Hor) £36



BARGAIN
R4173D Gresley 61ft 6in Corridor Composite Buffet Car in LNER teal (Hor) £47



BARGAIN
R4530A Gresley Full Brake in LNER teal (Hor) £36



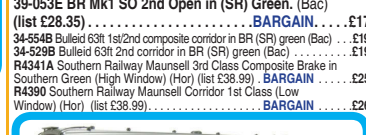
BARGAIN
R4515 Gresley (Non Vestibuled) Suburban 1st Class in LNER teal (Hor) £36



BARGAIN
R4572 LNER Thompson Teak effect Non-Corridor Composite (Lavatory) (Hor) £40



BARGAIN
R4573 LNER Thompson Teak effect Non-Corridor Third Class. (Hor) £40



BARGAIN
R4500 GWR Hawksworth (1949): Gangway Passenger Brake (Hor) (list £36.49) £28



BARGAIN
R4095G LMS 68' 12-wheel dining car period 3 LMS maroon No. 229. (Hor) £36



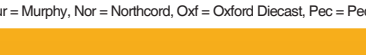
34-252D Period I 57ft Corridor 1st/3rd composite in LMS crimson (Bac) £18



BARGAIN
4P-010-016 RTR 57ft Stanier non-corridor brake 3rd in LMS maroon lined 25270 (Dap) £14



BARGAIN
39-078E BR Mk1 BSK Brake 2nd Corridor in (SR) Green. (Bac) (list £28.35) £21



BARGAIN
39-228C BR Mk1 BCK Brake Composite Corridor (SR) Green. (Bac) (list £28.35) £22

BARGAIN
39-178C BR Mk1 BG Full Brake (SR) Green. (Bac) (list £28.35) £18

BARGAIN
39-128C BR Mk1 CK Composite Corridor in (SR) Green. (Bac) £22

BARGAIN
39-153C BR Mk1 FK First Corridor (SR) Green. (Bac) (list £28.35) £17

BARGAIN
39-053E BR Mk1 SO 2nd open in (SR) Green. (Bac) (list £28.35) £17

BARGAIN
34-554B Bulleid 63ft 1st/2nd composite corridor in BR (SR) green (Bac) £19

BARGAIN
34-529B Bulleid 63ft 2nd corridor in BR (SR) green (Bac) £19

BARGAIN
R4341A Southern Railway Maunsell 3rd Class Composite Brake in Southern Green (High Window) (Hor) (list £38.99) £25

BARGAIN
R4390 Southern Railway Maunsell Corridor 1st Class (Low Window) (Hor) (list £38.99) £26

BARGAIN
R4476 Pullman 12-wheel 1st Class Kitchen car 'Portia' (Hor) (list £50.49) £29

BARGAIN
R4475 Pullman 12-wheel 3rd Class Parlour Car 'Car No. 97' (Hor) (list £50.49) £29

BARGAIN
R4485 Pullman 1st Class Kitchen Car 'Adrian' - Flush Sided (Hor) £38

BARGAIN
R4480 Pullman 1st Class Kitchen Car 'Minerva' - Matchboard type (Hor) (list £49.99) £25

BARGAIN
R4478 Pullman 1st Class Parlour Car 'Leona' - Matchboard type (Hor) (list £49.99) £25

BARGAIN
R4482 Pullman 3rd Class Brake 'Car No. 65' Matchboard type (Hor) (list £49.99) £25

BARGAIN
R4483 Pullman 1st Class Parlour Car 'Onyx' - Flush Sided (Hor) (list £49.99) £25

BARGAIN
R4484 Pullman 2nd Class Parlour Car 'Car No. 64' - Flush Sided (Hor) £38

BARGAIN
R4482 Pullman 3rd Class Brake 'Car No. 65' Matchboard type (Hor) (list £49.99) £25



BARGAIN
R4487 Pullman 3rd Class Brake Car 'Car No. 63' - Flush Sided. (Hor) (list £49.99) £25



BARGAIN
R4481 Pullman 3rd Class Kitchen Car No. 60 - Matchboard type (Hor) (list £49.99) £25



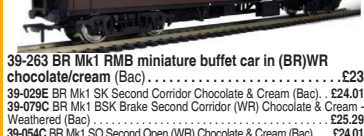
BARGAIN
R4486 Pullman 3rd Class Kitchen Car No. 61 - Flush Sided (Hor) (list £49.99) £25



BARGAIN
R4429 Pullman 3rd Class Kitchen car No 171 - steel sided (Hor) (list £49.99) £25



BARGAIN
R4479 Pullman 3rd Class Parlour Car 'Car No. 34' - Matchboard type (Hor) (list £49.99) £25



BARGAIN
R4437 Pullman Devon Belle Observation Car 'Pullman Observation Car' (Hor) £48



BARGAIN
R4455 West Coast Railways Pullman Car Pack Mk2 Pullman Cars 'Crummock Water' 'Ennerdale' 'Grassmere' (Hor) £66



BARGAIN
39-263 BR Mk1 RMB miniature buffet car in (BR)WR chocolate/cream (Bac) £23



BARGAIN
39-029E BR Mk1 SK Second Corridor Chocolate & Cream (Bac) £24.01



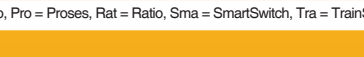
BARGAIN
39-079C BR Mk1 BSK Brake Second Corridor (WR) Chocolate & Cream - Weathered (Bac) £25.29



BARGAIN
39-054C BR Mk1 SO Second Open (WR) Chocolate & Cream (Bac) £24.01



BARGAIN
R4345A BR Blood and Custard Maunsell Corridor Composite (High Window) A (Hor) (list £38.99) £20



BARGAIN
R4408 BR crimson and cream Hawksworth composite brake - Pre 1953 (Hor) (list £36.49) £29

BARGAIN
R4405 BR crimson and cream Hawksworth Corridor 3rd - Pre 1953 (Hor) £30

BARGAIN
R4493 BR Hawksworth (Pre 1953) First Class BR Carmine & Cream (Hor) £30

BARGAIN
R4407A BR Hawksworth (Pre 1953) Composite BR Carmine & Cream (Hor) £30

BARGAIN
39-227D BR Mk1 BCK Brake Composite Corridor in Crimson & Cream. (Bac) (list £28.35) £22

BARGAIN
39-177D BR Mk1 BG Full Brake Crimson & Cream. (Bac) (list £28.35) £18

BARGAIN
4P-010-011 RTR 60ft Stanier corridor composite BR carmine & cream (Dap) £12

BARGAIN
39-077E BR Mk1 BSK Brake 2nd Corridor in Crimson & Cream. (Bac) £22

BARGAIN
39-152D BR Mk1 FK First Corridor in Crimson & Cream. (Bac) £22

BARGAIN
39-105A BR Mk1 RU Restaurant Buffet Car in Crimson & Cream. (Bac) (list £28.35) £22

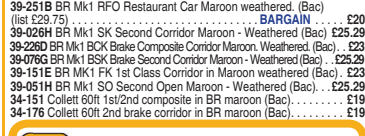
BARGAIN
39-027H BR Mk1 SK Second Corridor (WR) Crimson & Cream - Weathered (Bac) £25.29

BARGAIN
39-333A BR Mk2 FK First Corridor BR Green. (Bac) (list £28.95) £14

BARGAIN
34-253 Period I 57ft ex-LMS composite coach in BR departmental olive green 'Signals' (Bac) £19.89



BARGAIN
39-271C Pack of 4 BR Mk1 GUV in Maroon. Weathered (Bac) (list £119) £74



BARGAIN
39-271C Single (Bac) (list £29.75) £19



BARGAIN
39-271C Megapack of 8 (Bac) (list £238) £142



BARGAIN
39-026H BR Mk1 SK Second Corridor Maroon - Weathered (Bac) (list £29.75) £20



BARGAIN
39-260 BR Mk1 BCK Brake Composite Corridor Maroon. Weathered (Bac) (list £29.75) £23



BARGAIN
39-151E BR Mk1 FK 1st Class Corridor in Maroon weathered (Bac) (list £29.75) £23



BARGAIN
39-051H BR Mk1 SO Second Open Maroon - Weathered (Bac) £25.29



BARGAIN
34-151 Collett 60ft 1st/2nd composite in BR maroon (Bac) £19



BARGAIN
34-176 Collett 60ft 2nd brake corridor in BR maroon (Bac) £19



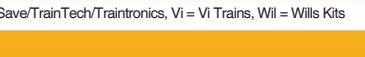
BARGAIN
R4521A Gresley (Non Vestibuled) suburban composite coach in BR maroon (Hor) £33



BARGAIN
34-631 Mk1 Suburban 2nd brake in BR crimson - weathered (Bac) £22.19



BARGAIN
34-703 Mk1 Suburban composite in BR crimson - weathered (Bac) £22.19



BARGAIN
34-325C Period III 50ft Parcels Van in BR maroon - weathered (Bac) £20.91

BARGAIN
4P-010-018 RTR 57ft Stanier brake non-corridor BR lined maroon M19190M (Dap) £14

BARGAIN
4P-010-009 RTR 60ft Stanier corridor composite in BR lined maroon (Dap) £12

BARGAIN
34-403A Thompson 59.5ft composite in BR maroon (Bac) £18

BARGAIN
34-478A Thompson 63ft 1st class in BR maroon (Bac) £18

BARGAIN
34-378A Thompson 63ft 2nd class corridor in BR maroon (Bac) £18

BARGAIN
34-453A Thompson 63ft brake 2nd in BR maroon (Bac) £18

BARGAIN
34-428A Thompson 63ft brake composite in BR maroon (Bac) £18

BARGAIN
39-500 BR Mk1 SLF Sleeper Car Maroon (Bac) £24



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DCC decoders



R8249 8-pin 4 Function 2 Sided 0.5A (1A peak) decoder (Hor) £14
R8249 Box of 6 (Hor) £76
DCC-MASAP 8-pin 4 Function M Series decoder Stay Alive (DCC) £21



R8245 Sapphire digital decoder 1A current 1.5A stall (21 & 8-pin adapter included) (Hor) £25

DCC controllers



R8214 DCC Elite unit digital controller (Hor) £169



R8213 DCC Select unit (boxed) (Hor) £76

NEW



R8312 e-LINK Module, Railmaster Software & 1 Amp Transformer (PC/Laptop Required) (Hor) NEW £68

DCC accessories

R8232 DCC Electro point clips (20 in a pack - 2 used per point) (Hor) £3
R8238 DCC Reverse Loop Module. (Hor) £29
R8241 Digital Power Track (Hor) £5



R8239 Power and Signal Booster - can be used any DCC controlled system. (Hor) £74

Point motors

R8015 Adaptor Base & Housing for R8014. (Hor) £3
DCP-CB60 Cobalt Digital Slow Action Point Motor (6 Pack) (DCC) £10
R8014 Mark 2 Point Motor (Hor) £7

Switches & Levers

R047 'On-Off' lever frame switch (Hor) £7
R044 Passing contact lever frame switch (Hor point motor) (Hor) £7

Electronic components

R8211 Rolling road for all types of steam loco (utilises live rollers) (Hor) £48

Lighting equipment

R8952 Bulbs for Skale Lighting system (x4) (Hor) £5
TSV203 Converted gas light (x4) 12v (Tra) £9.50



TSV202 Double ladder bar light (x4) 12v (Tra) £9.50
DML-GWRGVP GWR Gas Lamp Value Pack for OO & HO gauge (DCC) £69.95
DML-MLD5 Modern double head station lamps, 2 CCTV (5 pack) (DCC) £45
DML-SRBRSWVP SR/BR Swan Neck Lamp Value Pack (DCC) £69.95
AL1 Tail lamp (flashing) modern image (Tra) £13
AL2 Tail Light (Fllickering) Flame Effect (Tra) £13

Spares

36-025 10 x Mk2 Couplings mini type - short (Bac) £4
36-027 10 x Mk2 Couplings NEM Shaft (Cranked) pocket (Bac) £3.80
36-030 10 x Mk2 Couplings NEM shaft (straight) pocket. (Bac) £6
SL-111 Finescale insulated rail joiners/fishplates (Code 75) for OO & HO gauge - Pack of 12 (Pec) £1.60
SL-110 Finescale rail joiners/fishplates (for code 75 finescale) for OO & HO gauge - Pack of 24 (Pec) £1.60
SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) £1.60
SL-10 Metal rail joiners/fishplates (for code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) £1.60
R8212 Spare rollers for rolling road (for use R8211) (Hor) £14
B803 Track cleaner (B800) accessory pack (Dap) £9

Wheel sets

36-033 Brass turned coach disc wheels on 10 metal axles - Pack of 20 (Bac) £8
R8096 Metal disc wheels on axles (10 axles) (Hor) £5
R8098 Metal spoked wheels on axles (10 axles) (Hor) £5
DCG-14.5 OO/HO Back to Back Brass Gauge (DCC) £15.95
36-005A Pair of BR Mk1 coach bogies. Identical to 36-005. (Bac) £4

Buildings - railways



P0213 2 road red brick Engine shed and a workshop building (Card Kit) (Met) £13



89121 21.5 metre (90ft) Motorised turntable - ready for installation. Upgraded 89111. For HO/OO scales. DCC ready (Hor) £199
LK-55 76ft Well type turntable (Pec) £39
44-065 Art Deco Platform Centre Building (Bac) £17



44-066 Art Deco station building (Bac) (list £52.95) BARGAIN £29



44-086 Ash Plant (based on Carnforth, Lancashire) (Bac) (list £79.95) BARGAIN £57



44-087 Bluebell Waiting Room (Bac) (list £44.95) BARGAIN £29
44-133 BR Type 15 Signal Box (Bac) £33.96
547 Coaling Tower (Rat) £22
P0237 Country station (Card Kit) (Met) £10
44-097 Depot Water Tower (Bac) £52
R8006 Diesel maintenance depot (Hor) £22
LK-20X Double length overall arched station roof (Pec) £18
5046 Double track tunnel portal x1 (Pec) £4



R070 Electrically Operated Turntable (Hor) £59



44-050 Four Road Engine Shed - can be used back to back - not side-to-side. (Bac) £96



44-129 Fuel Storage Tank (Bac) £25.46
C003 Girder Bridge plastic kit (Dap) £6.65
P0232 Goods shed (Card Kit) (Met) £11



R9533 Goods Shed - Magna range (Hor) (list £35.99) BARGAIN £18

R8008 Grand suspension bridge (Hor) £39
44-121 Great Central Single Track Road Bridge (Bac) £31
44-117 Great Central Station Booking Office and Canopy (in plain white box) (Bac) £39
P0330 GWR Signal box (card kit) (Met) NEW £12
44-144 Highley Station Booking Hall (Bac) £59.46
44-146 Highley Station Yard Crane (Bac) £21.21
SSAM103 Interior for signal boxes. Use for Wills SS48 or Metcalfe P0233 (Wll) £15
LK-156 Loco inspection pit for finescale code 75 track (Pec) £6
LK-56 Loco inspection pit for normal code 100 track (Pec) £6



44-220 Low Relief Art Deco Station (Bac) £33.96
44-221 Low Relief Underground Station (Bac) £28.86
P0230 Mainline Station (Met) £11



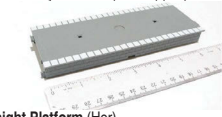
R8675 Modern lineside building & AWS box set - Skaledale 'Raiside' range (Hor) NEW £13
R9679 Modern Traction Shed (Hor) £44
R9739 Modern Eastern Railway Station Building. (Hor) £38
P0261 Pair of red brick terraced houses (Card Kit) (Met) £9
P0231 Parcel Office & Waiting Room (Met) £10
R514 Platform Canopy x2 (Hor) £12
R8641 Platform footbridge - Skaledale 'Raiside' range (Hor) £22
P0216 Platform kit in red brick - Makes up to 8ft (Card Kit) (Met) £9



R9732 Rail Over River Bridge (Hor) NEW £23
44-152 Railway Road Over Bridge (Bac) £38.21
M0054 Red brick card sheets. 4" thick, 4" thin. Plus 1 sheet of roofing slates (Met) £5



44-139 Shunters Mess Room (Bac) £31.24
P0233 Signal box inside hut & fuel store shed (Card Kit) (Met) £7
P0283 Small factory kit (Met) £12
P0235 Stone Platform Kit (Met) £8
P0238 Stone-built wayside station (Card Kit) (Met) £15



R460 Straight Platform (Hor) £3.50
LK-80 Train Shed Unit (Pec) £23
44-113 Wooden Goods Shed (Bac) £37
44-137 Wooden Station Waiting Room (Bac) £20.19

Man-made scenic structure, railway-related

R083 Buffer Stop (Hor) £1.40
R083 Box of 6 (Hor) £8
BF-HO-04 Buffer stop light DC, DCC, (Pro) £7.99
GM55 Buffer stop lights (Gau) £7
44-542 Concrete Platform Lamps (Bac) £8.46
R636 Double track level crossing (Hor) £18
44-042 Lifting Jacks x4 (Bac) £6



SL-43 Loco Lift and storage unit (Pec) £11
44-543 Metal Platform Lamps (Pack of 4) (Bac) £8.46
44-508 Motive Power Depot Accessories (Bac) £14
OCCAT1 Overhead Catenary Mk3 Single Mast (Pack of 10) - 5 long arm and 5 short arm easi-fix mounting system (Dap) £8
SL-40 Rail built buffer stop (Pec) £1

Signals

TT104 3-aspect red/yellow/green signal fading interface board (Tra) £16
R169 Home junction signal (Hor) £10
DS1 One Touch DCC Signal Home (R/G) (Tra) £22

Buildings - general

44-134 1930's Semi Detached Houses (Bac) £33.96
44-149 Ambulance Station (Bac) £33.96
R9728 Blinkbonny House (Hor) NEW £33.96
P0229 Brewing facility consisting of main brewhouse, malt store & ale store (Card Kit) (Met) £9
R8626 Country Fire Station - Skaledale. (Hor) £24



44-128 Fuelling Point Pump House (Bac) £25.46

R9715 Lite Bite Sandwich Bar (Hor) NEW £7
44-100 Loading Conveyor and Hopper (Bac) £22
44-230 Low Relief 'The Corner Cafe' (Bac) £14.41
44-231 Low Relief Fish & Chip Shop 'Ben's Place' (Bac) £14.41
44-222 Low Relief Newsagents (Bac) £14.41



44-227 Low Relief Rear of Victorian Tenements (Bac) £42.46

P0274 Low relief terrace house fronts - red brick (126w x 73d x 125h mm) (Met) £10
44-159 Pendon Little Chapel Cottage (Bac) £28.01
44-157 Pendon Wagon and Horses Pub (Bac) £40.76
44-104 Red Brick Hay Barn (Bac) £35
44-164 Shillingstone Station Building (Bac) £59.46
44-131 Static Caravan (Bac) £21.21



44-124 Village Pub 'Woolpack' (Bac) £33

Man-made scenic structure, non-railway

44-517 Brute trolleys (pack of 4) (Bac) REDUCED £8
44-540 Derelict Estate Gateway (Bac) (list £11.85) BARGAIN £8
LK-45 Flexible field fencing. Approx 1066mm (42in). 5 pieces (Pec) £2.50



44-225 Low Relief Retaining Walls (Bac) £14.41



44-514 Wooden Benches x4 (not modern red metal as previously announced) (Bac) £7



R660 Elevated sidewalls (Hor) £19



44-228 Low Relief Double Track Tunnel Portal (Bac) £13.60
537 Retaining Walls (350mm long) (Rat) £7



The UK's largest model railway and diecast retailer

NEW



76SP005 Pioneer Recovery Tractor "RAF Blue Scammell" (Oxf) **NEW** £9

Motorcycles & Scooters



76BSA001 BSA M20/WM20 Motorcycle & sidecar 'AA', early front forks (circa 1937-47) (Oxf) £4
76BSA002 BSA M20/WM20 Motorcycle & sidecar 'RAC', early front forks (circa 1937-47) (Oxf) £3
76BSA003 BSA M20/WM20 Motorcycle & sidecar 'Royal Mail', early front forks (circa 1937-47) (Oxf) £3

Public Service vehicles



76AM001 AEC Mercury TL fire engine "London Fire Brigade" (Oxf) £17



76F106001 Dennis F106 Side Pump "London Fire Brigade" (Oxf) £10
76F8001 Dennis F8 fire engine "London Fire Brigade" (Oxf) £11

NEW



76DN002 Dennis RS fire engine Dublin Civil (Oxf) **NEW** £10
76DN001 Dennis RS Fire Engine London FB (London's Burning) (Oxf) £10
76F8002 FB Dennis F8 Northern Ireland fire engine (Oxf) £11
76FT007 Ford Transit SWB Med "Garda" (Oxf) £7
DA62 Leyland FG Crewbus British Rail green (circa 1967-1977) (Bas) **NEW** £7

Trams

CE00609 Tram 69 Birkenhead Corporation tramways, Motorised (Bac) £57
CE00610 Tram 70 Birkenhead Corporation Tramways, Motorised (Bac) £57
CE00608 Tram car in red (Bac) £54

Tools

OOT10 254mm (10in) Straight Template Tracksetta (Pec) £5.76
BS-HO-01 HO/OO scale ballast spreader (Pro) £10

O Gauge

DCC Accessory Decoders

DCD-ADS8 Solenoid accessory decoder (8 way) (DCC) £41

Steam locos



175-2008 Pewter model (static) of Locomotive No. 1 by Robert Stephenson celebrating 175 years of Bachmann (Bac) (list £129.95) **BARGAIN** £39

Diesel locos



3100 Class 31 Brush diesel-electric in BR Green - Ltd Ed certificate (Hel) £445



3390 Class 33/0 diesel in BR green small yellow ends. No running number (Hel) £395

Wagons



7F-071-004 7-plank wagon "Ammanford Colliery" (Dap) £35



7F-080-005 8-plank wagon "BR" P308271 (Dap) £29

Track - Code 124 Bullhead Streamline



SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec) £60
SL-700BH Single (Pec) £6
SL-E792BH Left hand point bullhead rail and electrofrog (Pec) £36
SL-E791BH Right hand point bullhead rail and electrofrog (Pec) £36
SL-E797BH Y Point bullhead rail and electrofrog (Pec) £36

Cars

43AHT003 Austin Heavy Twelve in Cobalt blue (Oxf) £17
VA13301 Ford Capri Mk1 3000 GT, Lancashire County Constabulary NEW TOOLING (Cor) £20
43HPL001 Humber Pullman in black/burgundy (Roithchild) (Oxf) £17
43HPL002 Humber Pullman Limousine in black "King George VI" 971 (Oxf) £18
43HPL002 Humber Pullman Limousine in Black Pearl/Shell grey (Oxf) £17



CC56401 Lotus F1 Team, E20, Kimi Raikkonen 2012 Race Car NEW TOOLING SPECIAL EDITION (Cor) **NEW** £24

Commercial vehicles

VA10008 Ford Sierra Sapphire Cosworth - Isle of Man Police (Cor) (list £18.95) **BARGAIN** £9

G Scale Wagons

98006 Cargo car brown (open mineral-style wagon) (Thomas the Tank range) (Bac) (list £45.95) **BARGAIN** £28

Train sets - analogue

90069 Percy and the Troublesome trucks train set (Thomas the Tank range) (Bac) £199



90068 Thomas Annie & Clarabel train set (loco moving eyes) brass track (Thomas the Tank range) (Bac) £199

Analogue controllers



10LGB5F G scale analogue controller fan. Provides 5Amp supply (Gau) (list £159.95) **BARGAIN** £112

Track & Points



10610 Straight track 1200mm long (LGB) £23
10610 Box of 6 (LGB) £124

Any or multiple scales DCC Accessory Decoders



36-561 EZ Command Dymis 4-output point decoder (same as Hornby R8247) (Bac) (list £45.35) **BARGAIN** £22
DCD-ADS8 Solenoid accessory decoder (8 way) (DCC) £41

Analogue controllers



COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau) £30
DS Double power controller brake simulator (Gau) £19
DF Double power unit feedback (Gau) £69



D Double track power controller (Gau) £63
HH Hand held circuit controller feedback (Gau) £32



Q Quadruple 4 circuit power controller. (Gau) £125
W Walkabout circuit controller. (Gau) £29

Analogue power supplies

M1 Output 2*16v AC 1A. (Gau) £37
T1 Uncased 12 x 16v AC Transformer (Gau) £18

Analogue point control

A001Smart 4 Servo control & operation set complete switches, control board & digital readout for Analogue operation (A003Analogue (Sma) £69
A003Smart 4 Servo control & operation set complete switches, control board & digital readout for DCC operation (A003DCC) (Sma) **NEW** £79
CDU Capacitor Discharge Unit (Gau) £11
PL-35 Capacitor discharge unit (Pec) £12
DCU2 Cobalt Capacitor Discharge Unit (DCC) £37
PCU1 Electronic points control unit (Gau) £82
PCU2 Point Control Slave Unit for use PCU1 (Gau) £43
PL-15 Twin Microswitch (Pec) £6

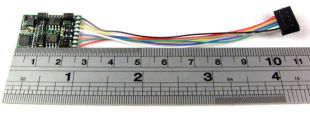
DCC decoders

L10311 2 Function 2 Sided 0.50/8A Silver mini decoder NEM651 plug (Len) £29
L10321 21-pin 4 Function 1 Sided 1.1A Silver decoder (Len) £25



36-557 21-pin E-Z Command 4 Function 1A decoder back EMF (Bac) £15

36-552 8-pin 2 Function 1A decoder (ideal for smaller OO and a small number of N gauge locos) (Bac) £12



L10231 8-pin 3 Function 1 Sided 1/1.8A decoder (Outputs A, B & C) (Len) £18



36-553 8-pin 3 Function 1A decoder back EMF (Bac) £12
L10331 8-pin 4 Function 1 Sided 1.1A Silver decoder (Len) £24



BDPCC25 8-pin 4 Function 1.2A (2A peak) OPTI decoder x5 (Gau) £52
DCC25 8-pin 4 Function 1.2A (2A peak) OPTI decoder (Gau) £11
36-559 DCC 21 pin to 8 pin adaptor/converter. For locos 21-pin sockets to use an 8 pin decoder in (Bac) £3.50

DCC controllers

DCP-AD1 Accessory decoder for Cobalt point motors (DCC) £11



36-508 EZ Command Dymis Pro Box to allow up to 4 36-507 wireless handsets (Bac) £145



36-507 EZ Command Dymis system - Additional handset (Bac) (list £75.45) **BARGAIN** £39

DCC02 Prodigy "Advance 2" starter DCC controller package (Gau) £199
DCC49 Prodigy 8 Amp booster unit (Gau) £144
DCC14 Prodigy Advance 2 Backlit Walkaround controller (Gau) £99
DCC01 Prodigy Express Package. Can be extended the DCC13 Walkaround or DCC51 Wireless (Gau) £124

DCC accessories

L11150 L11150 (LS150) Switch Module 6 AC Outputs (Len) £41
L23151 USB DCC computer interface and ethernet gateway software (Len) £124

Point motors

PL-9 5 Mounting Plates for use PL10E (Pec) £2.25
DCP-CB1 Cobalt Slow Action Analogue Point Motor (DCC) £15

NEW



DCP-CB1D Cobalt Slow Action Digital DCC Point Motor (DCC) **NEW** £21
PL-10WE High performance turnout point motor extended pin (Pec) £5



PL-10 Point Motor (Switch Machine) (Pec) £4.50
PL-10 Bag of 6 (Pec) £28
PL-10E Point Motor Extended Pin (use PL-9) (Pec) £4.50
PL-10E Bag of 6 (Pec) £25
PM-2 Seep point motor (Gau) £3.50
PM-1 Seep point motor accessory switch (Gau) £4



PL-11 Side mounted point motor (Pec) £7
PL-50 Turnout switch module (makes wiring points easy) (Pec) £14

Switches & Levers

GM510 A5H Single Pole Double Throw momentary contact mini-toggle for point motors (Gau) £2.50
PL-13 Accessory Switch for fitting to turnout motor PL10 (Pec) £2.50



DCP-CBS12 Cobalt S - Lever all accessories (pack of 12 - unpainted) (DCC) £165
DCP-CBS6 Cobalt S - Lever all accessories (pack of 6 - unpainted) (DCC) £90
DCP-CBS Cobalt S - Lever all accessories (single - unpainted) (DCC) £16
PL-26B Passing Contact Switch - Black Lever (Pec) £4.50
PL-26R Passing Contact Switch - Red Lever (Pec) £4.50
PL-26W Passing Contact Switch - White Lever (Pec) £4.50
PL-26Y Passing Contact Switch - Yellow Lever (Pec) £4.50
PL-27 Switch Console Unit (Pec) £3



PL-51 Turnout switch module add-on (makes wiring easy) (Pec) £5

Electronic components

HF-1 Electronic track cleaner. (Gau) £27
HF-2 Electronic twin track cleaner (Gau) £37
DCM-RR6 Rolling Road - Active Set - For N Gauge, OO Gauge & Others - See Description (ex DCP101) (DCC) £61

Accessories

SL-14 Track Fixing Pins (Pec) £1.25

Cables & Wires

PL-38 R Electrical connecting wire in red in 7m (approx 23ft) lengths (Pec) £2
PL-34 Pre-wired Wiring Loom for use PL-10 and PL-10E motors (Pec) £3.50

Track underlay

JCS18L Cork Sheet - 1/8" Thick - 24" x 36" (Jav) £8

Paint accessories

AB602 Complete Airbrush Starter Set (Exp) £109.95

Glues

AD-57 Raket Card Glue. Clean, Neat & Instant Card Modelling Glue (Ideal For Superquick & Metcalfe) - 50ml (Del) £5.20

Tools



XU2175B Flexible track cutters (XURON). (Gau) £15



PL-71 Loco servicing kit - servicing cradle, infills, Powerlube, brush & scraper (Pec) £16

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32-203A	Class 8750 BR Black.....	£68.65
32-218	Class 57XX Green.....	£62.85
R3126	Class 52XX BR Black.....	£94.99
R3186	Titfield Thunderbolt Set.....	£98.45
R3206	BR Blue Tornado.....	£98.45
32-815	Class 47 Intercity.....	£89.20

LIMITED EDITIONS

32-900Y	CL108 in Blue/Grey, black window surrounds, Welsh Dragon embellishment on front C970	£86.35
33-300F	20t Toad/Brake GWR Gry Merthyr.....	£11.35
37-557X	TTA Shell Black 5178	£10.85
37-557Y	TTA Shell Black 5169	£10.85
	<i>All Weathered</i>	
37-659Z	Benzole set of Three.....	£29.95
37-577W	TTA Shell Black 5172	£10.85
37-675U	Mobil set of Three.....	£29.95
37-711Y	Pack of 3 GWR Cattle wagons.....	£27.20
	<i>Non Weathered</i>	
37-711Z	Pack of 3 GWR Cattle wagons.....	£27.20
	<i>Weathered</i>	
37-730Z	GWR Vent Vans Weathered	£25.45
	<i>Set of Three</i>	

HORNBY

R2361	County of Bedford	£53.95
R2403	Derwent Grange BR Black.....	£73.95
R2551	Castle - Fairley Battle BR - 5077	£71.50
R2632	Sir Fred Harrison BR.....	£74.95
R2634	Patriot Class.....	£74.95
R2679	A1/A1X Terrier GWR.....	£40.00
R2742	Schools Charterhouse.....	£78.95
R2744	Schools Blundells BR.....	£84.95
R2827	Cheltenham Schools	£94.45
R2836	N15 Valence.....	£91.95
R2840	M7 SR.....	£79.25
R2843	Schools Dulwich SR.....	£94.45
R2855	J94 BR.....	£49.45
R2916	CL2800 GWR.....	£93.45
R2917	2800 Class BR.....	£103.99
R2917X	CL2800 BR.....	£106.45
R3005	BR 28XX.....	£102.95
R3007	L1 Late crest Weathered	£83.95
R3007X	Thompson L1 BR.....	£93.99
R3011X	Q1 BR.....	£96.45
R3015	Prince Arthur BR.....	£103.50
R3016A	Standard 4MT BR Black.....	£109.00
R3017	BR Patriot.....	£108.50
R3026	8F BR Late.....	£103.75
R3031	BR Fowler 4F.....	£78.95
R3088	LNER Class 01.....	£97.45
R3095	A4 Commonwealth Australia.....	£111.75
R3100	NRM Flying Scotsman Black.....	£111.99
R3025	J94 LNER.....	£55.45

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R2663	Scotrail Sleeper.....	£88.99
R2696	CL101 - 2 Car.....	£65.25
R2806	Dean Single LMS Pack.....	£124.75
R2815	Southern Suburban Ltd.....	£159.00
R2821X	CL395 Javelin.....	£123.95
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R2952	Imperial Airways.....	£159.50
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R2985	Duchess of Carlisle.....	£179.90
R2986	Date with the Duchy.....	£179.90
R3059	Tornado Train Pack.....	£128.45
R3093	Tornado Train Pack.....	£116.99
R3098	BR Tornado.....	£93.45

HORNBY DIESEL/ELECTRIC LOCOMOTIVES

R2428	CL50 - Illustrious BR - 50037.....	£70.75
R2429	CL50 - Superb NSE - 50002.....	£70.75
R2486	CL50 - Agincourt BR - 50013.....	£70.75
R2508	CL121.....	£47.50
R2508A	CL121.....	£47.95

R2519	CL59 - Foster Yeoman.....	£46.25
R2576	CL56 BR - 56063.....	£44.50
R2644	CL121 Choc/Cream.....	£47.50
R2646X	CL56 BR Grey.....	£83.95
R2647	CL56 BR Grey.....	£72.95
R2650	CL66.....	£51.95
R2652	CL66.....	£51.95
R2668	CL121.....	£45.75
R2755	CL86 BR Les Ross.....	£43.95
R2803XS	CL31 BR.....	£163.99
R2900XS	CL31 Railfreight.....	£179.45
R2934	CL08 EWS.....	£59.95
R2977XS	CL08 BR.....	£158.50
R3038	CL67 DB Schenker.....	£95.99
R3052	CL56 Richard Trevithick.....	£98.45
R3141	CL60 Tata Steel.....	£117.45
R3136	Network Rail Class 73.....	£53.45
R3137	Pullman Class 73.....	£52.75
R3135	GBRF Class 92.....	£61.25
R3144	BR Green Class 31.....	£117.45
R3144A	BR Green Class 31.....	£123.45

HORNBY TRACK

R070	Turntable.....	£49.95
R083	Buffer Stop.....	£1.20
R207	Track Fixing Pins.....	£1.75
R394	Hydraulic Buffer.....	£3.95
R600	Straight.....	£1.10
R601	Double Straight.....	£1.95
R604	Curve 1st Rad.....	£1.45
R605	Double Curve 1st Rad.....	£1.85
R606	Curve 2nd Rad.....	£1.45
R607	Double Curve 2nd Rad.....	£1.95
R608	Curve 3rd Rad.....	£1.70
R609	Double Curve 3rd Rad.....	£1.95
R610	Short Straight.....	£1.15
R614	LH Diamond Crossing.....	£8.50
R615	RH Diamond Crossing.....	£8.50
R617	Uncoupling Ramp.....	£2.30
R618	Double Isolating Rail.....	£5.95
R620	Railer Uncoupler.....	£3.95
R628	Half Curve 3rd Rad.....	£1.70
R643	Half Curve 2nd Rad.....	£1.40
R8026	Power Track.....	£3.75
R8072	LH Point.....	£7.25
R8073	RH Point.....	£7.25
R8074	LH Curved Point.....	£12.95
R8075	RH Curved Point.....	£12.95
R8076	Y Point.....	£9.45
R8077	LH Express Point.....	£12.95
R8078	RH Express Point.....	£12.95

HORNBY TRACK ACCESSORIES

R076	Footbridge.....	£11.85
R169	Junction Home Signal.....	£8.50
R170	Junction Distant Signal.....	£8.50
R171	Single Home Signal.....	£6.50
R172	Single Distant Signal.....	£6.50
R189	Single Brick Bridge.....	£6.30
R394	Hydraulic Buffer.....	£3.95
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R638	Track Underlay.....	£7.95
R645	Single Level Crossing.....	£8.95
R657	Girder Bridge.....	£11.45
R658	Inclined Pier Set.....	£8.50
R659	High Level Pier Set.....	£5.60
R660	Elevated Track Side Walls.....	£16.45
R909	Track Supports.....	£6.45

HORNBY CONTROL EQUIPMENT

R044	Point Switch.....	£5.95
R046	Two Way Switch.....	£5.95
R047	On/Off Switch.....	£5.95
R602	Power Connecting Clip.....	£1.50
R8014	Point Motor.....	£3.65
R8015	Point Motor Housing.....	£2.95

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20-2012	Class 7F SDJR Blue.....	£132.60
31-001	Robinson BR Late Crest.....	£94.99
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31-010	7F BR Black.....	£99.45
31-011	7F BR Late Crest.....	£99.45
31-012	7F BR Late Crest.....	£101.50
31-013	BR 7F.....	£110.45
31-117DC	4MT BR Black.....	£79.45
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31-127	CL3000 BR ROD.....	£118.45
31-128	BR ROD Weathered.....	£105.45
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31-462	C Class BR Black.....	£68.95
31-476A	G2A BR Early.....	£72.95
31-479	G2A BR Black.....	£80.95
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31-527	A4 Tudor Minstrel A/Green.....	£96.45
31-550B	V2 Green Arrow.....	£85.70
31-564	V2 Durham School.....	£85.70
31-565	V2 BR Green.....	£85.70
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31-627A	Class 3F LMS.....	£71.25
31-628DC	Class 3F BR weathered.....	£93.20
31-714	B1 Harold Bibby.....	£71.99
31-715	B1 LNER.....	£71.95
31-931	LMS Compound.....	£112.90
31-933	BR Compound Late Crest.....	£112.88
31-932DC	BR Compound.....	£127.75
31-952B	A4 Mallard LNER.....	£95.45
31-964	A4 W Whitelaw BR.....	£94.45
31-965	A4 Wild Swan BR.....	£94.45
31-979	Standard BR 3MT.....	£78.40
32-083	CL56XX BR Green.....	£53.00
32-130	Class 45xx BR Green Late.....	£59.75
32-139	CL4575 GWR Prairie.....	£68.30
32-140	CL4575 Prairie BR Green.....	£68.30
32-165DC	N Class BR Early.....	£86.95
32-181	Crab LMS.....	£78.45
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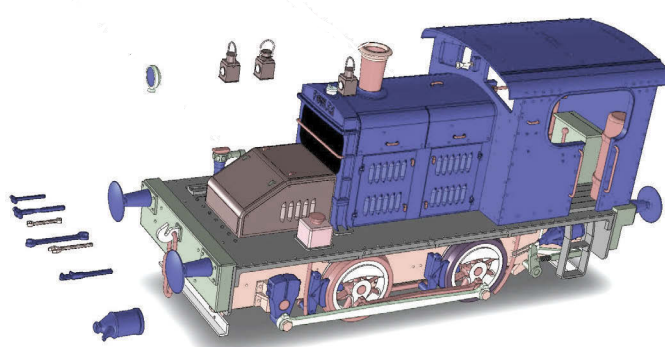
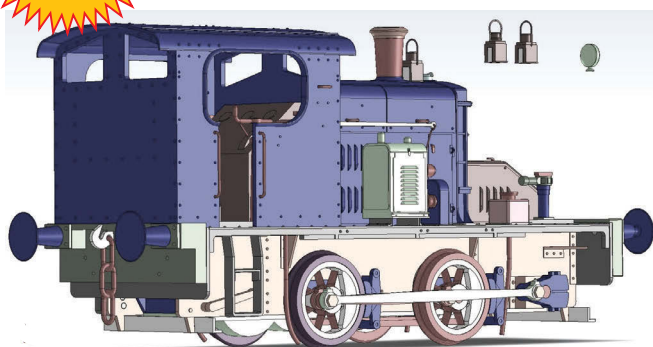


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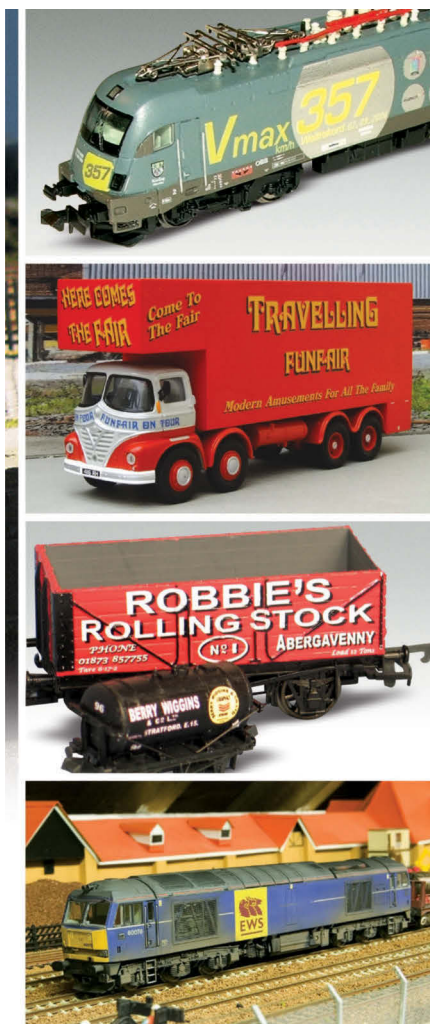


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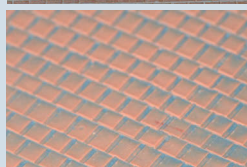
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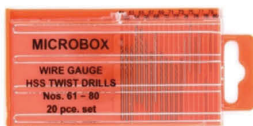
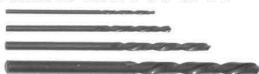
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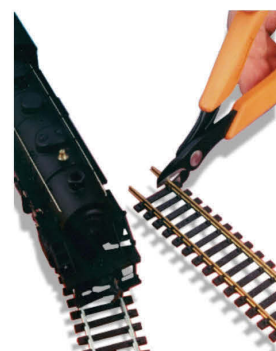


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'OO'



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IN 1:148
'N' SCALE



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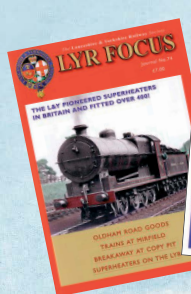
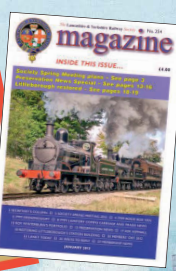
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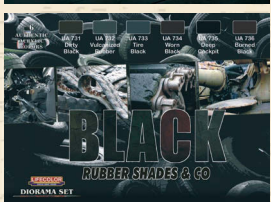
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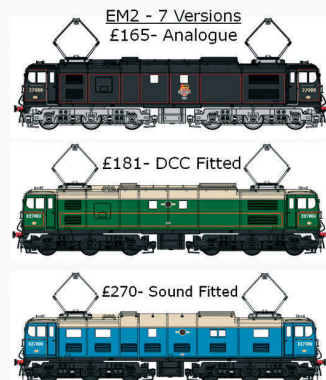
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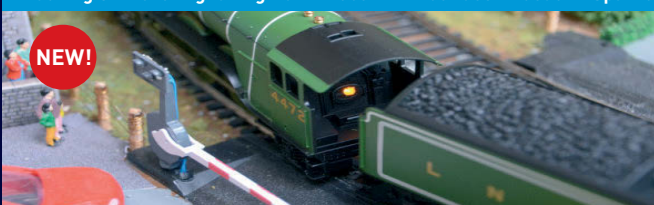


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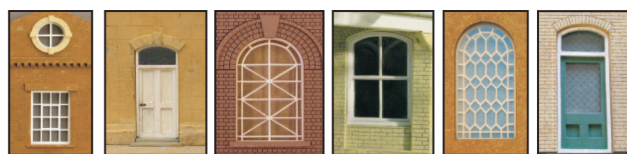


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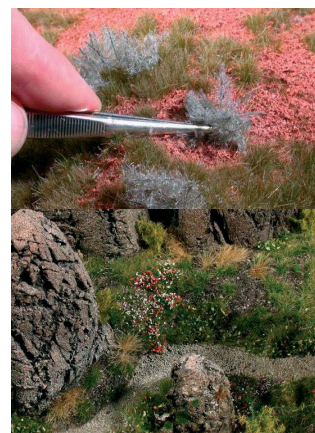
936-22 Summer Ivy



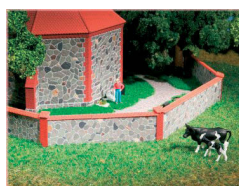
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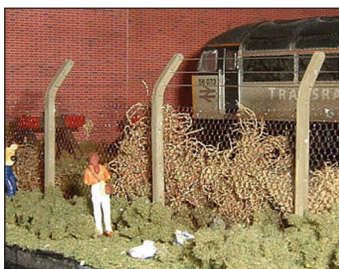
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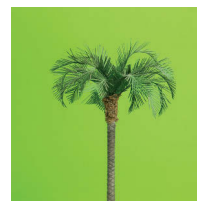
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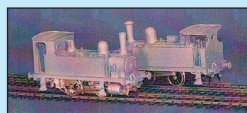
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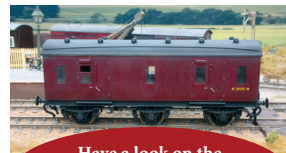
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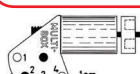
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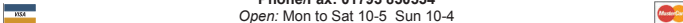
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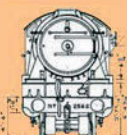
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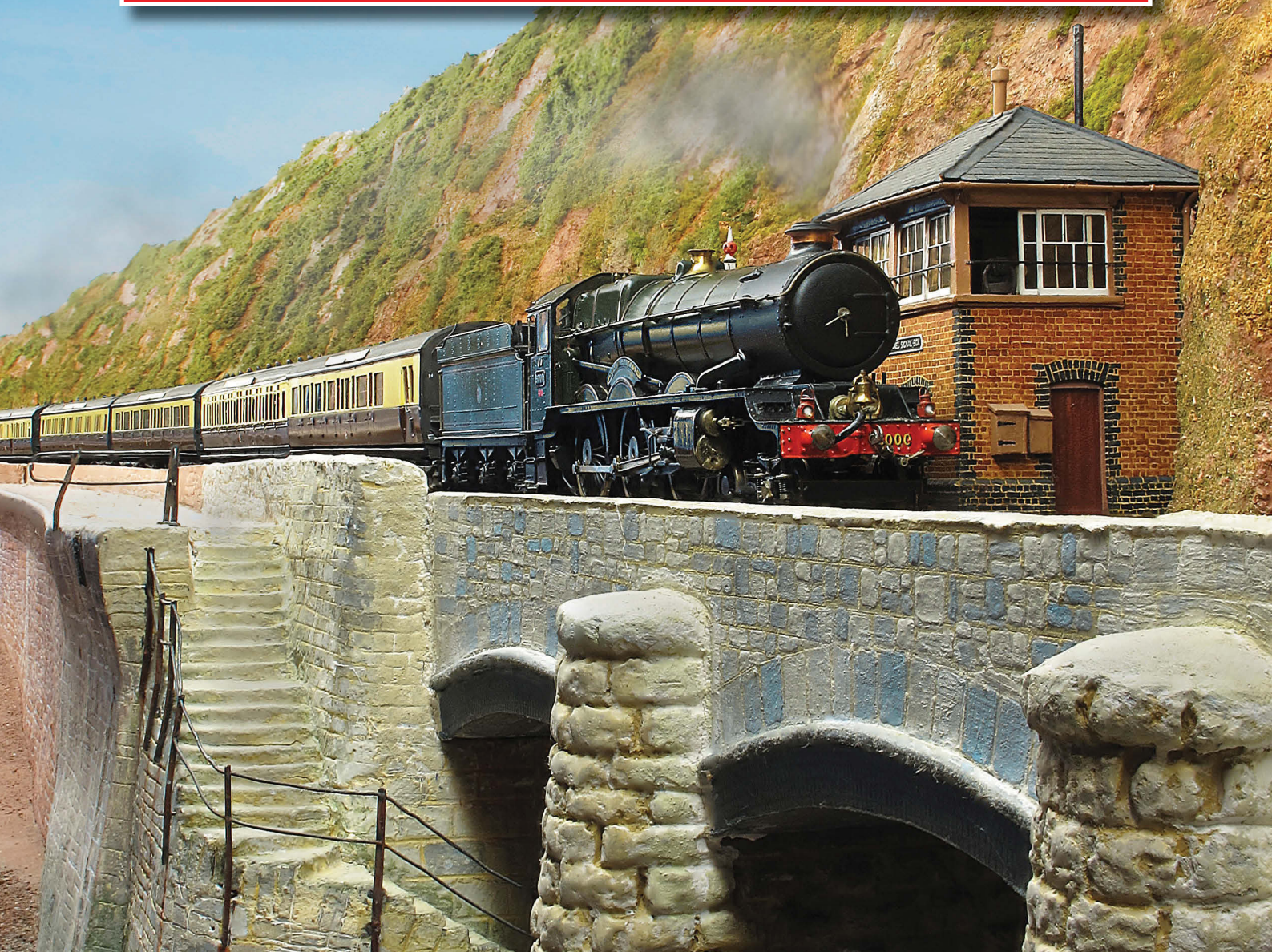
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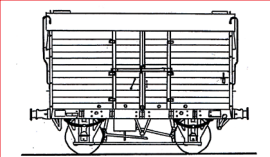
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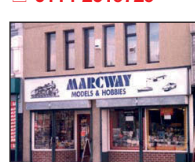
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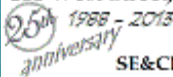
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British Railway Modelling is published by Warners Group Publications plc
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ISSN 0968-0764

SUBSCRIPTIONS

01778 392002

PRINTING

Warners (Midlands) plc, The Maltings,
West Street, Bourne, Lincolnshire PE10 9PH

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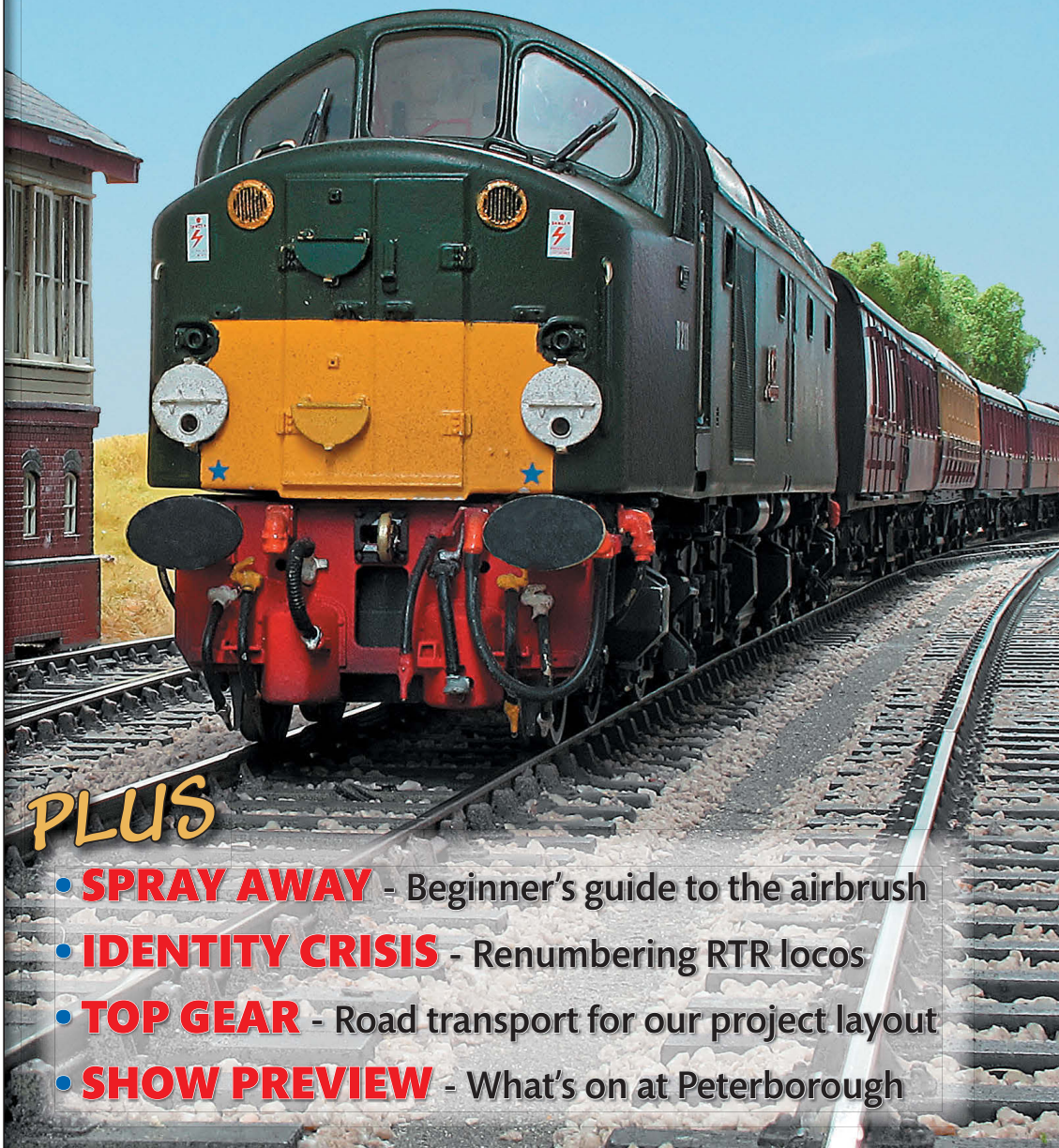
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2D-017-001 - DVT Network Rail Livery

2D-017-002 - DVT Intercity Livery

Also released this month include;

2D-004-006 - Class 56 (Doncaster Built) BR Blue 56070

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4F-012-004 - Ventilated Van -
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Also released this month include;

4F 014-007 - Fruit D BR Blue W38107

4F 014-008 - Fruit D BR Blue W38107 Weathered

4F 021-001 - Box Van GWR 144837

4F 021-002 - Box Van GWR 144837 Weathered

4F 036-005 - Grain Hopper GWR 2886

4F 036-006 - Grain Hopper GWR 2886 Weathered

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