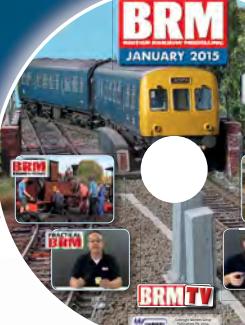


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27
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INTERVIEWS



WARLEY 2014: FULL REPORT

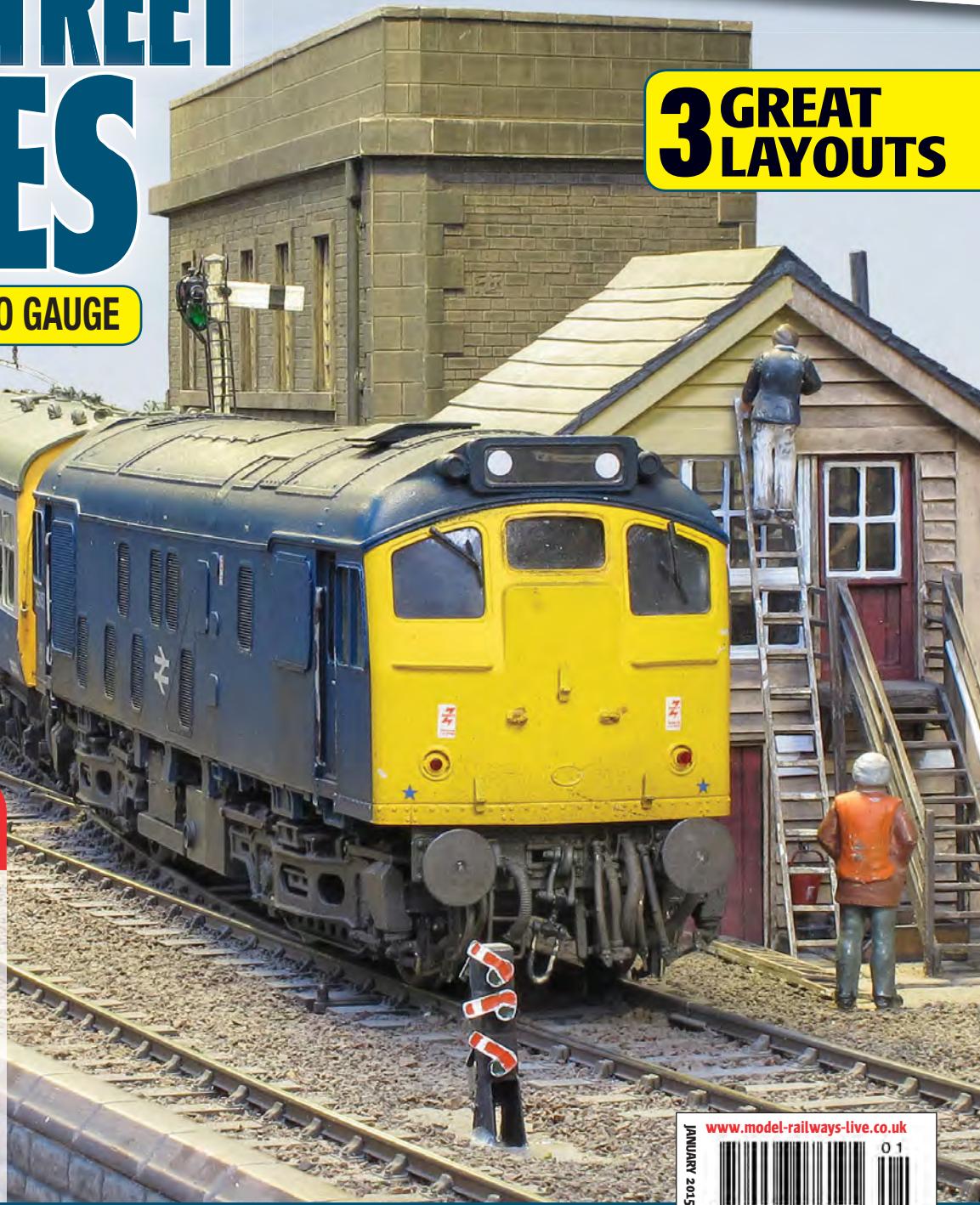
KING STREET BLUES

BR 1970s DIESELS IN 0 GAUGE

3 GREAT LAYOUTS

PRACTICAL BRM:
FIVE 'HOW TO' PROJECTS

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- PAINT & WEATHER A STATION BUILDING
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REVIEWED ▶ GRAHAM FARISH 'DUCHESS' ▶ HELJAN '40' ▶ HORNBY MK 2e

Class 150 DMU

OO Scale Multiple Unit



32-927 Class 150 2-Car Diesel Multiple Unit (DMU) First Great Western, No.150128



21
DCC

9

- All new drive mechanism
- Enhanced interior seating including driver's cab interior
- Optional non working buckeye couplings
- Comprehensive and detailed underfloor equipment
- Directional front and tail lights

- Interior lighting
- DCC 21 pin decoder socket
- Accessory snow ploughs
- Close coupling system
- Etched exhaust guards



32-928 Class 150 2-Car Diesel Multiple Unit (DMU)

Sprinter, No.150150



21
DCC

8



32-937 Class 150 2-Car Diesel Multiple Unit (DMU)

Centro, No.150202



21
DCC

9



32-938 Class 150 2-Car Diesel Multiple Unit (DMU)

Northern Rail, No.150204



21
DCC

9

Era 8 = 1982 - 1994, Era 9 = 1995 onwards.

 fitted with directional lighting.

 fitted with interior lighting.

 features 21Pin DCC socket .

 ready to accept sound decoder.

 with weathering effect applied.



AD-S8fx

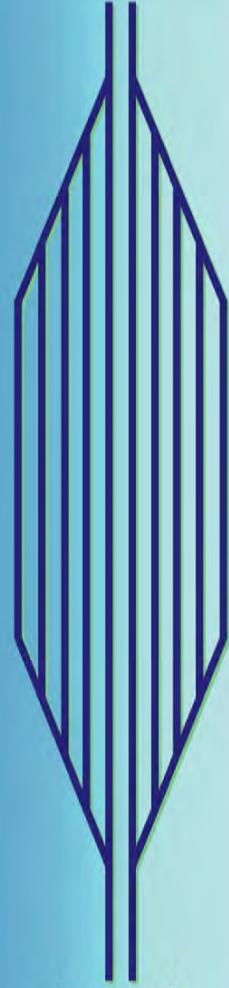
By DCCconcepts

Unique performance, real usability

Solenoid Accessory Decoder

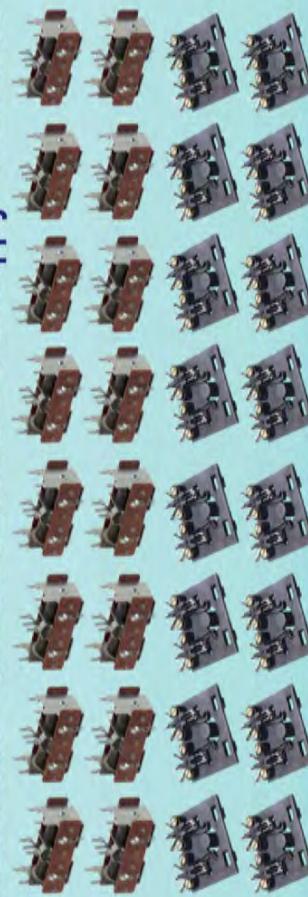
Only live frog point-work (AKA Electro-frog) gives reliable running.

But... if you want to add Hornby, Peco, Seep or any commonly use Solenoid point motor to the 16 Turnouts that are needed to build this 10 track fiddle-yard then you'll also need to switch the frogs, add control panel LEDs and of course find enough power to switch all of them reliably (and in pairs to make control easy).



You could of course buy, install and need to wire all these things...

For those who use DC Control: As well as switches and LEDs, add 16x Solenoids + 16x Micro-switches + Power supply + Reliable CDU.



... and if you use DCC Control: Add 4x 4-way Accessory Decoders.



Or you could simply use the new DCCconcepts AD-S8fx decoder... **Whether you power your layout with DC or DCC** AD-S Series decoders work perfectly, simplify wiring and lower costs

DC or DCC layout, the savings You will make in cash, installation time & complexity are very clear!

You will still need the 16 solenoids of course, but you will need just **ONE** AD-S8fx 8-way Accessory decoder to power them all!

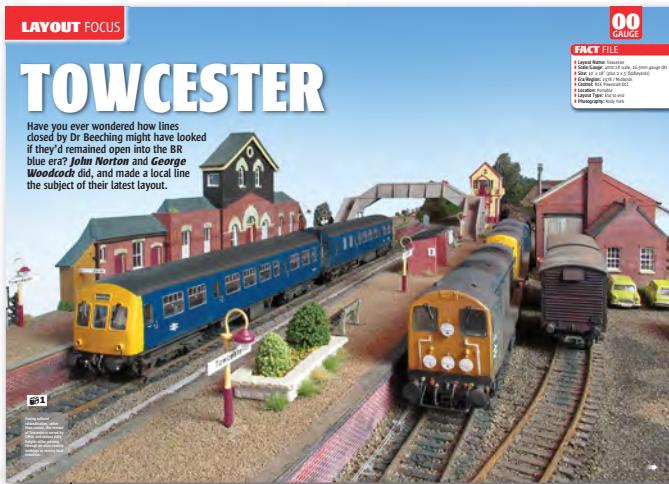
Even better - You will need **NO** added micro-switches because the AD-S8fx has frog polarity & LED switching control on board!

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24

John Norton and George Woodcock's 'might have been' layout depicts a local line if it hadn't succumbed to Beeching.



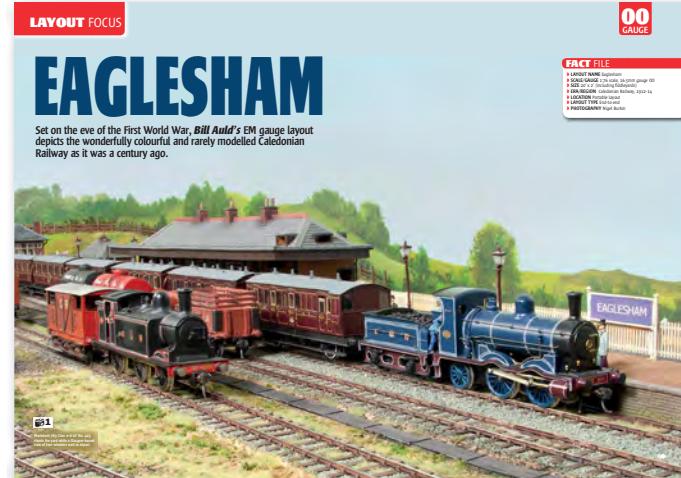
Howard Smith's Penmaenmawr project progresses as the station building gets a lick of paint and grime. Could it be time for a lesson in weathering?

38



34

Phil Parker is 'on the case' with this kit-build of a popular tramway locomotive - he's even nicknamed it 'Toby'!



42

Bill Auld's EM gauge Caledonian layout depicts a very different time, when railways were about to play an important role in the First World War.



80

34

38

44

68

56

74

24 LAYOUT: TOWCESTER

Some lines might have looked very different had they survived the Beeching closures. **John Norton** and **George Woodcock** made a local line the subject of their latest layout.

34 PRACTICAL BRM: SILVER FOX J70

In the first part of a short series on getting started in locomotive building, **Phil Parker** shows how to build a simple resin kit of a famous tramway engine.

38 PRACTICAL BRM: PAINT AND WEATHER BUILDINGS

Nothing in the real world stays clean for long. With this in mind, **Howard Smith** embarks on a project to paint and weather his model of Penmaenmawr station.

42 LAYOUT: EAGLESHAM

Set on the eve of the First World War, **Bill Auld's** EM gauge layout depicts the wonderfully colourful and rarely modelled Caledonian Railway.

44 PRACTICAL BRM: IMPROVE A FARISH MK 1 SLEEPER

Mick Simpson shows how you can improve the Graham Farish MK 1 sleeper with a few hours work.

56 PRACTICAL BRM: BUILD AN NR INSPECTION SALOON

Nigel Burkin demonstrates the construction of a unique Mk 1-based vehicle using a kit by Britannia Pacific Models.

62 LAYOUT PLANNING: MERSEYRAIL

Merseyrail's intensive operations in and around Liverpool have been largely overlooked by modellers. **Paul Lunn** offers four possible layout options.

68 PRACTICAL BRM: OWENS BRIDGE PART 3

Phil Parker adds ruined farm buildings, more scenery and a period army lorry to complete his WW1 layout project.

72 Q&A: KERNOW 02

We get a sneak preview of KMRC's William Adams tank locomotive, most famously used in Cornwall and on the Isle of Wight.

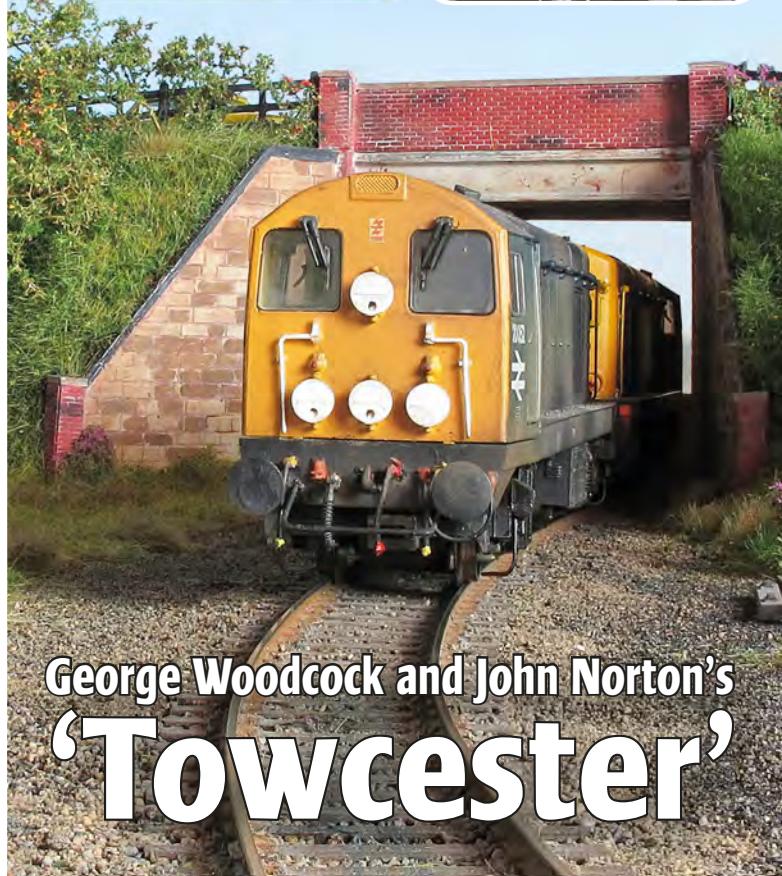
74 NEWS SPECIAL: WARLEY REPORT

This year's Warley show was a good chance to see how products from manufacturers are progressing. Here's a little photographic summary of what was on display at the UK's largest model railway event.

BRM TV

This month's video, presented from the Leighton Buzzard railway, looks at George Woodcock and John Norton's 'Towcester' layout. Plus, Howard Smith and Phil Parker share some handy practical modelling tips.

WHAT'S ON THE DVD



George Woodcock and John Norton's
'Towcester'

PRACTICAL BRM

Phil Parker's
guide to making
resin buildings



BRM BEHIND THE SCENES

A tour of
the Leighton
Buzzard railway



PRACTICAL BRM

Howard Smith's
introduction to
painting



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layouts from the
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Duplication. It's the word on everyone's mind after another month of frantic activity in the OO gauge ready-to-run world. Stung into action by the increasingly competitive 'land grab' of viable subjects by new entrants to the market and smaller suppliers, Hornby took the unprecedented step of unveiling a raft of new models ahead of its usual December announcements.

Going on the offensive with no fewer than five new products, and the promise of more to come soon, it was clear that Hornby's new team was seeking to restore some excitement around the range after three difficult years. But, on the locomotive front at least, the issue of duplication becomes more serious with each new announcement.

After weeks of rumours, it was no surprise to see the LSWR Adams 'Radial 4-4-2T (pictured) in the display case, and at an advanced state of development. With Oxford Rail also committed to producing the same locomotive (see p79), we'll soon have two to choose from, and possibly three if Austrains decides to pursue it. Not bad for a class that was reduced to three examples by the 1920s and used on a single branch line in Devon. Expect a glut of layouts based on Axminster, Combyne or Lyme Regis in the next few years.

Another relatively restricted class that will soon be the subject of two OO models is the Class 71 third-rail electric, with Hornby announcing it for 2016 release, in competition with DJModels. The latter confirmed to **BRM** immediately after the Warley show that it intends to continue with the project and hopes to beat Hornby by having its model out in late-2015. Is there room for both? Personally I doubt it, but Southern modellers will have the ultimate say.

Hornby also revealed several other models that look much closer to reaching the shops and are less contentious. The desperately needed LMS non-



gangwayed coaches should be a hit, as should the equally important all-new BR 21t hopper wagon.

An LMS horsebox brings further variety to this once neglected, now well-served, subject. You can see all the new items in our Warley Report on page 74. We'll also bring you the rest of Hornby's 2015 announcements next month, and on **RMweb** from December 17th.

The excitement wasn't restricted to the Hornby stand either, with Kernow Model Rail Centre adding the GWR Railmotor and Class 116-118 DMUs to its plans, and finally seeing some progress with its D600 'Warship'. Outside the NEC, Hatton's has now decided to challenge Hornby with another GWR locomotive in OO - the '14XX' 0-4-2T (see page 84). However, a new model of this subject is long overdue and should be welcomed with open arms by GWR modellers.

Bachmann had fewer new products than usual on

show, but there were factory-painted samples of the GWR '64XX' and LBSCR E4 0-6-2T, a first look at the OO Southern CCT van and the factory-finished Graham Farish A2 for N gauge modellers.

It's all exciting stuff, but talking to **BRM** readers at the NEC, I sensed an element of 'announcement fatigue' setting in, and a real desire to see these models starting to come through. Hopefully 2015 will be the year when we can start to concentrate on running our brand new models instead of speculating about them.

As this is our last issue of the year, I'd like to take the opportunity to thank all our readers, advertisers and contributors for your support in 2014, and wish you all a happy and peaceful Christmas on behalf of everyone at **BRM**.

BRM

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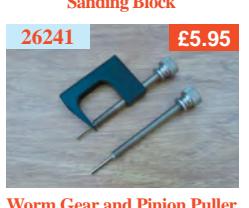
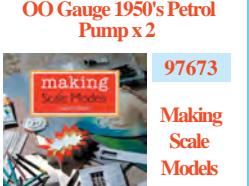
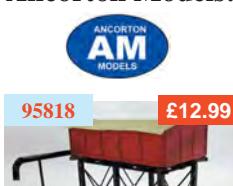
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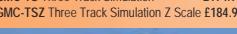
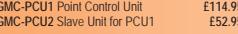
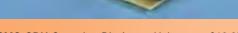
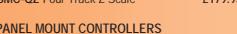
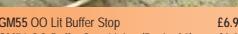
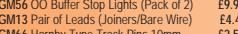
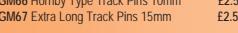
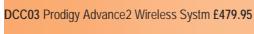
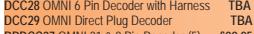
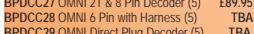
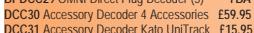
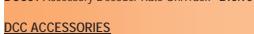
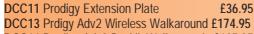
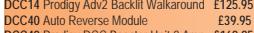
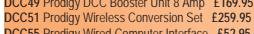
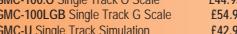
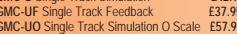
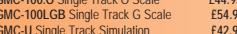
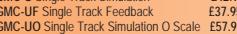
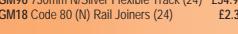
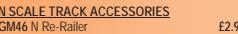
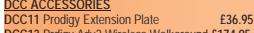
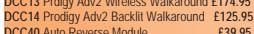
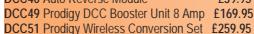
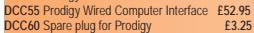
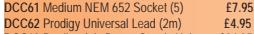
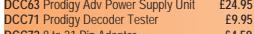
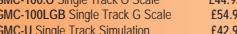
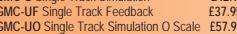
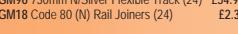
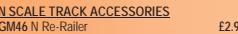
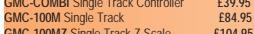
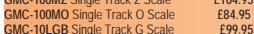
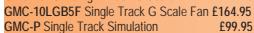
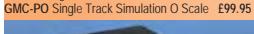
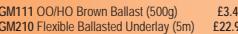
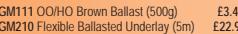
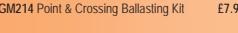
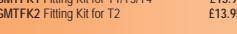
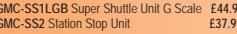
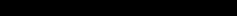
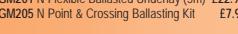
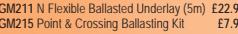
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DCC CONTROL		ANALOGUE CONTROL		POINT CONTROL		TRACK		SCENICS		SCENICS			
 DCC CONTROL		 ANALOGUE CONTROL		 POINT CONTROL		 TRACK		 SCENICS		 SCENICS			
DIGITAL CONTROL SYSTEMS		ANALOGUE		POINT		TRACK		SCENICS		SCENICS			
 DCC01 Prodigy Express System £149.95		 GMC-DO Twin Track O Scale £159.95  GMC-DF Twin Track Feedback £99.95		 POINT CONTROL STARTER SET GMC-PCSET Point Control Starter Set £49.95 Contains Mains Powered CDU, 3 x Point Motors, 3 x Reels of 10m Wire & 3 x Toggle Switches		 OO SCALE FLEXIBLE TRACK GM60 600mm Flexible Track (24) £59.95 GM90 900mm N/Silver Flexible Track (100) £299.95 GM91 900mm Steel Flexible Steel (100) £175.00 GM93 900mm N/Silver Blk Flexi Track (24) £79.95 GM94 900mm N/Silver Blk Flexi Track (24) £79.95 GM95 900mm Steel Flexible Track (24) £47.95 GM97 900mm N/Silver Blk Flexi Track (100) £299.95 GM19 Code 100 (OO) Rail Joiners (24) £2.45		 STARTER PACK  GM194 Scenic Starter Pack £26.95		 GM164 Light Green Lichen (80g) £4.75  GM165 Dark Green Lichen (80g) £4.75  GM166 Assorted Lichen (80g) £4.75			
DCC02 Prodigy Advance2 System £279.95		 GMC-Q Four Track £169.95  GMC-QZ Four Track Z Scale £179.95		 CAPACITOR DISCHARGE UNITS  GMC-CDU Capacitor Discharge Unit £13.95  GMC-MCU Mains Powered CDU £24.95		OO SCALE TRACK ACCESSORIES GM54 OO/HO Re-Railer £5.35 GM54 OO Buffer Stop £1.75 BPGM54 OO Buffer Stop (5 Pack) £8.25		 GENERAL SCENIC MODELLING PRODUCTS GM10 Mod Roc (2.75m) £4.45 GM119 Fine Plaster of Paris (1kg) £5.75		 GM185 Weeping Willow Trees (3) £6.95  GM186 Poplar Trees (3) £6.95  GM187 Pine Trees (3) £6.95  GM188 Apple Trees (3) £6.95  GM184 Birch Trees (3) £6.95			
DCC03 Prodigy Advance2 Wireless System £479.95		 PANEL MOUNT CONTROLLERS  GMC-100 Single Track £34.95  GMC-100-O Single Track O Scale £44.95  GMC-100LGB Single Track G Scale £44.95		 POINT MOTORS  GMC-PM1 Motor with Built-In Switch £5.25  GMC-PM2 Motor No Switch £4.95  GMC-PM4 Motor Latching Mechanism £6.25		 GM55 OO Lit Buffer Stop £6.95  GM56 OO Buffer Stop Lights (Pack of 2) £9.95  GM13 Pair of Leads (Joiners/Bare Wire) £4.45  GM66 Hornby Type Track Pins 10mm £2.50  GM67 Extra Long Track Pins 15mm £2.50		 GRASS & GRAVEL MATS GM20 Spring Grass Mat 100cm x 75cm £7.95 GM21 Summer Grass Mat 100cm x 75cm £7.95		 GM188 Beech Trees (2) £7.50			
DECODERS		MAIN POWERED TRANSFORMERS		UNCOUPLERS		OO SCALE FLEXIBLE TRACK		N SCALE FLEXIBLE TRACK		N SCALE TRACK ACCESSORIES			
 DCC22 CLASSIC 2 Function Micro £24.95  DCC23 CLASSIC 5 Pin Plug-In Decoder £24.95  DCC27 OMNI 21 & 8 Pin Decoder £18.95  DCC28 OMNI 6 Pin Decoder with Harness £18.95  DCC29 OMNI Direct Plug Decoder £18.95  BPDC27 OMNI 21 & 8 Pin Decoder (5) £89.95  BPDC28 OMNI 6 Pin with Harness (5) £89.95  BPDC29 OMNI Direct Plug Decoder (5) £89.95  DCC30 Accessory Decoder £18.95  DCC31 Accessory Decoder Kato Unitrack £18.95		 GMC-100 Single Track £34.95  GMC-100-O Single Track O Scale £44.95  GMC-100LGB Single Track G Scale £44.95		 GMC-100 Single Track Simulation £42.95  GMC-UF Single Track Feedback £37.95		 GM92 730mm N/Silver Flexible Track (100) £199.95  GM93 730mm N/Silver Flexible Track (24) £54.95  GM18 Code 80 (OO) Rail Joiners (24) £2.35		 GM46 N Re-Railer £2.95  GM53 N Scale Buffer Stop TBA  BPGM53 N Scale Buffer Stop (Pack of 5) TBA		 GM22 Autumn Grass Mat 100cm x 75cm £7.95  GM23 Gravel Mat 100cm x 75cm £5.95  GM38 Spring Grass Mat 240cm x 120cm £32.95			
DCC ACCESSORIES		HANDHELD CONTROLLERS		UNCOUPLERS		OO SCALE FLEXIBLE TRACK		N SCALE FLEXIBLE TRACK		Meadow Mats		MAKE YOUR OWN TREES	
 DCC11 Prodigy Extension Plate £36.95  DCC13 Prodigy Adv2 Wireless Walkaround £174.95  DCC14 Prodigy Adv2 Backlit Walkaround £125.95  DCC40 Auto Reverse Module £39.95  DCC49 Prodigy DCC Booster Unit 8 Amp £169.95  DCC51 Prodigy Wireless Conversion Set £259.95  DCC55 Prodigy Wired Computer Interface £52.95  DCC60 Spare plug for Prodigy £3.25  DCC61 Medium NEM 652 Socket (5) £7.95  DCC62 Prodigy Universal Lead (2m) £4.95  DCC63 Prodigy Adv Power Supply Unit £24.95  DCC71 Prodigy Decoder Tester £9.95  DCC72 8 in 21 Pin Adaptor £4.50  DCC73 25mm JST 9 Pin Short Harness (2) £4.25		 GMC-EM1 N Electro Magnetic Uncoupler £8.95  GMC-EM2 Coupling Adaptor Fret (20) £4.95  GMC-TLU OO Tension Lock Uncoupler £10.95		 GM57 N Lit Buffer Stop on Track £8.95  GM58 N Buffer Stop Lights (Pack of 2) £9.95  GM17 Pair of Leads (N Joiner/Bare Wire) £3.25		 GM141 Meadow Mat - Meadow 6mm Grass £8.75  GM142 Meadow Mat - Spring 12mm Grass £11.75  GM143 Meadow Mat - Meadow 12mm Grass £11.75  GM147 Meadow Mat - Beige 6mm Grass £8.75  GM148 Meadow Mat - Beige 12mm Grass £11.75		 GM129 Summer Tree Assortment (10) £9.95					
MAIN POWERED CONTROLLERS		WALL MOUNTED TRANSFORMERS		OPEN TRANSFORMERS		TRACK		ELECTRONIC HIGH FREQUENCY TRACK CLEANERS FOR DC (ANALOGUE) USE ONLY		OO GREY BALLASTED UNDERLAY SYSTEM		STATIC GRASS SYSTEM	
 GMC-COM1 Single Track Controller £39.95  GMC-100M Single Track £84.95  GMC-100MZ Single Track Z Scale £104.95  GMC-100MO Single Track O Scale £84.95  GMC-10LGB Single Track G Scale £99.95  GMC-10LGBF Single Track G Scale Fan £164.95  GMC-P Single Track Simulation £99.95  GMC-PO Single Track Simulation O Scale £99.95		 GMC-WM1 Output 1x16v AC or 12v DC £18.95  GMC-WM2 Output 1x 9v DC (0.6a) £18.95		 GMC-HF1 Single Track Unit £38.95  GMC-HF2 Double Track Unit £48.95		 GM37 OO/HO Track Cleaning Pads (3) £5.50  GM39 N Track Cleaning Pads (3) £5.50		 GM117 OO/HO Granite Ballast (200g) £2.25  GM200 Flexible Ballasted Underlay (5m) £22.95  GM204 Point & Crossing Ballasting Kit £7.95		 GM196 Static Grass Starter Set £9.95  GM193 Puffer Bottle £4.65  GM169 Static Grass Glue (250ml) £6.95		 GM175 00/HO Garden Flowers £9.25  GM176 00/HO Water Plants £9.25  GM177 00/HO Garden Plants £9.25  GM178 00/HO Wild Flowers £9.25	
MODULES		TRACK TESTER		N GREY BALLASTED UNDERLAY SYSTEM		N BROWN BALLASTED UNDERLAY SYSTEM		BUDGET SCATTERS		BRICKWORK			
 GMC-T1 Output 2 x 16v AC (1a) £20.95  GMC-T1DC Output 2 x 12v DC (1a) £25.95  GMC-T2 Output 1 x 16v AC (2.5a) £20.95  GMC-T3 Output 1 x 24v AC (1.25a) £20.95  GMC-T4 Output 2 x 12v AC (1a) £20.95  GMC-T5 Output 1 x 12v AC (5a) £29.95  GMC-T6 Output 1 x 24v AC (2.5a) £27.95  GMC-T7 Fitting Kit for T1/T3/T4 £13.95 GMC-T8 Fitting Kit for T2 £13.95		 GM111 OO/HO Brown Ballast (500g) £3.45  GM118 N Granite Ballast (200g) £2.25  GM201 N Flexible Ballasted Underlay (5m) £22.95  GM205 N Point & Crossing Ballasting Kit £7.95		 GM101 Meadow Scatter (50g) £1.80  GM102 Mid Green Scatter (50g) £1.80  GM103 Dark Green Scatter (50g) £1.80  GM105 Spring Green Scatter (50g) £1.80  GM108 Earth Brown Scatter (50g) £1.80  GM110 Black Scatter (50g) £1.80  GM112 Red/Brown Scatter (50g) £1.80  GM116 Grey Tarmac Scatter (50g) £1.80		 GM310 Plain Stone Wall Grey £9.25  GM311 Grey Stone Wall 8 Arches £9.25  GM323 Grey Stone Wall 4 Arches £9.25  GM197 Stone Tunnel Wall £7.75  GM198 Single Tunnel Mouth & Walls £14.95  GM199 Double Tunnel Mouth & Walls £19.95							
THOUSANDS OF ITEMS ARE IN STOCK NOW. E & OE.		WE CAN DELIVER POST FREE TO MOST UK ADDRESSES		SCENICS		SCENICS		LICHENS & HEDGES		FLOWERS			
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Single Track Engine Shed

Available in 00 and N scale in either red brick or stone styles. A detailed kit both inside and out with fine laser cut components.

00 Red Brick / PO331 / £15.99
N Red Brick / PN931 / £10.99
00 Stone / PO332 / £15.99
N Stone / PN932 / £10.99

RAILWAY



Stone Wayside Station

One for Great Western fans, but will sit well in any small town or rural location.

00 / PO238 / £16.99
N / PN138 / £9.50

RAILWAY



Wayside Station Shelter

Designed to sit alongside PO238
Wayside Station
00 / PO239 / £11.99
N / PN139 / £9.50

RAILWAY



GWR Signal Box

Die cut card kit featuring fine laser cut components. Can be built either brick or stone.
00 / PO330 / £14.99

POSTAGE
up to £19.99 - £2.50
£20 and over - £4.50
We are now only taking UK orders.



TOWN & COUNTRY



Semi-Detached Houses

A pair of inter-war Voysey style houses. This version only in 00, see online for N Scale version.
00 / PO266 / £12.50

TOWN & COUNTRY

TOWN & COUNTRY



Low Relief Cinema

Cinema and two shops. Ideal for high street backdrop scene.
00 / PO206 / £9.20
N / PN170 / £6.50



Service Station

Small garage facility with showroom, service bays and petrol pumps. Features plastic components. Cars not included.

00 / PO281 / £13.99

RAILWAY



Platform Kit

Can be built to any shape: curved, straight, islands, bays.

00 Red Brick / PO216 / £10.75
N Red Brick / PN110 / £8.25
00 Stone / PO235 / £10.75
N Stone / PN135 / £8.25

MINI KIT



Platform Underpass

Two stairways that disappear in to an imaginary subway. Only available in N Gauge.

N / PN816 / £5.50

RAILWAY



N Scale version (4 bays)



00 Scale version
platform not included

Two-Bay Platform Canopy

A detailed laser cut canopy, ideal for all platforms. Add more kits to extend the length or width. **Important:** Requires use of Ultra Fine Glue Applicators.

00 / PO340 / £14.99
N / PN940 / £16.50

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READY CUT CARD KITS



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See our NEW kit below

RAILWAY



Tapered Retaining Walls

Part of our NEW modular kit range. This is ideal for running on to the PN144 walls or can be made into a ramp for use with the PN147 Bridge

N Stone / PN149 / £8.99
N Brick / PN148 / £8.99

RAILWAY



Mainline Station

A superb mainline station kit with lots of features and scope for expansion. With the addition of other Mainline kits, this can be created as a through-station or terminus.

00 / PO230 / £13.99
N / PN130 / £10.25



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RAILWAY

Pictured above



00 VERSION DUE SEPT

RAILWAY

Bridge

Bridge designed to stand with retaining wall and tapered retaining wall. See left.

N Stone / PN147 / £11.99
N Brick / PN146 / £11.99



TOOLS

Glue Applicators

Ultra fine applicators for precise flow of liquid glue. Do not use with solvents. Pack of 3.
MT907 / £3.50



RAILWAY



Parcels Office & Waiting Rooms

Two sets of buildings with platforms and canopies.
00 / PO231 / £12.99
N / PN131 / £9.99

MINI KIT



GWR Benches

Pack contains four fine-detailed laser cut benches with GWR logo. Only in 00.
00 / PO501 / £5.75

RAILWAY



Island Platform Buildings

A set of waiting rooms for central platform
00 / PO234 / £10.25
N / PN134 / £9.25

MINI KIT



Picnic Tables

Pack contains three table with umbrellas. Note: Umbrella poles not included. Made from paper clips. Only in 00.
00 / PO510 / £5.50

RAILWAY



Footbridge

A platform to platform bridge which can be extended with the addition of extra kits.
00 / PO236 / £10.35
N / PN136 / £9.50

Class 3200 Earl "Dukedog" 4-4-0
Pre-order for £105.02



31-088 9028 in BR black early emblem
31-089 3214 in GWR green with shirtbutton monogram

Patriot Class 4-6-0
Pre-order for £114.71



31-204 5530 "Sir Frank Ree" in LMS crimson

Class A2 4-6-2
Pre-order for £110.50



31-528A 60529 "Pearl Driver" in BR lined green with late crest
31-531 60536 "Tribmbush" in BR lined green with early emblem
(Prices estimated - we will notify you if price rises & offer option to cancel)

Class 6959 Modified Hall
Pre-order for £110.46



31-780 6988 'Swithland Hall' in BR lined green with late crest & Hawksworth tender

31-781 7903 'Foremarke Hall' in BR lined black with early emblem and Hawksworth tender

31-782 6965 'Thirlstaine Hall' BR green with late crest - weathered

31-783 7904 "Fountains Hall" BR black early emblem - weathered

Princess Coronation Class 4-6-2
Pre-order for £127.46



372-185 46236 "City of Bradford" BR black with early emblem
372-186 46226 "Duchess of Norfolk" in BR Express Passenger blue with early emblem

Class 3F Fowler Jinty 0-6-0 tank
Pre-order for £63.71



371-210 7524 in LMS black
372-210A 7309 in LMS black

372-211A 47314 in BR black with early emblem
372-212A 47500 in BR black with late crest

N Class 2-6-0
Pre-order for £110.46



372-933 810 in SECR grey

Standard class 3MT tank
Pre-order for £84.96



31-981 82021 in BR lined black with early emblem

Class 3F Fowler Jinty 0-6-0 tank



Class 5 L&YR 2-4-2T
Pre-order for £73.91



31-168 10713 in LMS crimson

31-169 50795 in BR lined black with early emblem

Pre-order the entire 2014 range

Class 45xx Prairie 2-6-2 tank
Pre-order for £72.21



32-131 Prairie tank 4539 in Great Western green

Class 4MT Fairburn 2-6-4 tank



32-880 2278 in LMS black - weathered £93.50

32-881 42105 BR lined black early emblem - weathered £93.50

32-882 42062 BR lined black late crest £85.00

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Class 08 Diesel Shunter
Pre-order for £63.71



32-115B 08818 in BR blue with wasp stripes - weathered £72.21

32-119 08907 in DB Schenker red

32-120 13287 in BR plain green early emblem



www.ehattons.com/grahamfarish2014

Class 20 Diesel



371-033 D8011 in BR green with small yellow panel - weathered £93.46

371-034 20132 in BR Railfreight Red Stripe £84.96

Class 03 Diesel
Pre-order for £70.13



371-063 D23863 in BR green with wasp stripes weathered

371-064 03170 in BR blue with wasp stripes & air tanks - weathered

Class 171/7 2-car DMU
Pre-order for £110.46



371-430A 171727 Southern

GWR Railcar
Pre-order for £93.50



371-628 W22W in BR Brunswick green with speed whiskers

371-629 20 in GWR chocolate & cream with shirt button emblem

(Prices estimated - we will notify you if price rises & offer option to cancel)

Class 47/0 Diesel
Pre-order £93.46



371-825B D1572 in BR green with small yellow panel

371-828B 47096 in BR blue

at www.ehattons.com/bachmann2014

Class 20 Diesel
Pre-order for £72.21



32-045 20118 in BR Railfreight red stripe "Saltburn-by-the-Sea"

Class 47 Diesel



31-659 47001 in BR blue - weathered £101.96
31-659DS 47001 in BR blue pristine - DCC sound £212.46

Class 90 Electric
Pre-order for £119.00



32-610 90023 in Intercity Swallow with 21-pin socket
32-611 90037 in Railfreight Distribution with 21-pin socket
32-612 90042 in Freightliner Powerhaul with 21-pin socket
(Prices estimated - we will notify you if price rises & offer option to cancel)

Limited Edition J94's & Austerity's, Class 14xx & King's from Hatton's, being produced by DJ Models

Class 14xx
Pre-order for £99



H1401 48xx 4825 in GWR unlined green Great Western
H1404 58xx 5808 in GWR unlined green Shirtbutton
H1406 14xx 1420 in GWR unlined green G W R
H1408 58xx 5816 in BR lined black BRITISH RAILWAYS
H1409 14xx 1470 in BR lined black early emblem
H1410 58xx 5819 in BR unlined black early emblem
H1413 14xx 1444 in BR lined green early emblem
H1414 14xx 1450 BR lined green late crest
H1416 14xx 1409 BR unlined green late crest

Lightly Weathered

H1402 58xx 5814 in GWR unlined green Great Western
H1403 48xx 4871 in GWR unlined green Shirtbutton
H1405 48xx 4807 in GWR wartime black G W R
H1407 58xx 5802 in GWR unlined green G W R
H1411 58xx 5801 in BR unlined green G W R

Heavily Weathered

H1412 14xx 1474 in BR unlined black early emblem
H1415 14xx 1432 BR lined green late crest
Due Q4 2015 - Q1 2016
www.ehattons.com/194

Austerity's & J94 Limited Editions of 200
Pre-order for £99



J9401 "Robert" in NCB Bold Colliery lined green
J9402 71515 in Mech Navvies maroon
J9407 4 in NCB Backworth Colliery lined black
J9408 98 "Royal Engineer" in Army green
J9410 15 in Wemyss Private Railway lined brown

Lightly Weathered

J9403 J94 68012 in BR black late crest
J9405 "Hurricane" in NCB Bickershaw Colliery lined green
IJ9409 7 in NCB Littleton Colliery lined blue

Very Heavily Weathered



J9404 1763 NCB Peckfield Colliery lined maroon with chevrons

J9406 8 in NCB Mountain Ash Colliery lined green

Due Q1 2015

www.ehattons.com/14xx

57ft Coaches



34-227 Corridor brakend in LMS crimson £23.76
34-254 ex-LMS composite in BR departmental olive green - weathered £24.61
34-255 1st/3rd composite in LMS crimson £23.76
(Running numbers TBA)

BR MK1 Coaches
Pre-order for £28.01



39-025G SK 2nd corridor blue & grey
39-026J SK 2nd corridor maroon
39-050G SO 2nd open blue & grey
39-051J SO 2nd open maroon
39-100C RU restaurant car blue & grey
39-103C RU restaurant car maroon
39-150D FK 1st corridor blue & grey
39-151F FK 1st corridor maroon

39-231 BCK brake composite corridor departmental yellow
39-186 BG full brake departmental olive green - weathered £29.71
(Running numbers TBA)

FFA/FGA Freightliner Wagons



38-625 "Outer" FGA flats (x2) with 3* 20' & 2* 30' ISO containers £51
38-626 "Inner" FFA flat with 2* 30' ISO containers £25.50
38-627 "Outer" FGA flats (x2) with 3* 20' & 1* 40' maritime container & 1* 20' tanktainer £51
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HK03 6021 "King Richard II" in GWR lined green with shirtbutton

HK04 6029 "King Edward VII" in GWR un-lined wartime green
HK05 6018 "King Henry VI" in GWR lined green
HK06 6025 "King Henry III" in BR ultramarine blue
HK07 6027 "King Richard I" in BR/GWR lined green
HK08 6028 "King George VI" in BR lined blue with early crest



HK09 6023 "King Edward II" in BR lined blue with early crest
HK10 6009 "King Charles II" in BR lined green with early crest
HK11 6017 "King Edward IV" in BR lined green with late crest
HK12 6026 "King John" in BR lined green with late crest
HK13 6005 "King George II" in BR lined green with late crest
HK14 6024 "King Edward I" in BR lined green with late crest
HK15 6000 "King George V" in BR lined green with early emblem

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Steam locos

266206 Beyer Garratt 2-6-0 0-6-2 47972 LMS lettering on cabsides & block-style numbers on tanks 1948-50. Pristine (Hel) £199



266209 Beyer Garratt 2-6-0 0-6-2 47975 BR "Lion on wheel" emblems on cabsides & standard numbers on tanks 1949-55. Pristine (Hel) £199



266211 Beyer Garratt 2-6-0 0-6-2 47981 BR "Lion on wheel" emblems on cabsides & standard numbers on tanks 1949-56. Heavily weathered (Hel) £199



266212 Beyer Garratt 2-6-0 0-6-2 47992 BR "Lion on wheel" emblems on cabsides & standard numbers on tanks 1948-56. Pristine (Hel) £199



266207 Beyer Garratt 2-6-0 0-6-2 47995 BR number on cab, plain tanks, revolving coal bunker 1949-50. Lightly weathered (Hel) £199



266208 Beyer Garratt 2-6-0 0-6-2 47996 BR early emblems on cabsides & numbers on tanks 1949-56. Heavily weathered (Hel) £199



266203 Beyer Garratt 2-6-0 0-6-2 4994 LMS revolving coal bunker 1932-39. Pristine (Hel) £199



266204 Beyer Garratt 2-6-0 0-6-2 7983 LMS revolving coal bunker 1938-48. Pristine (Hel) £199



31-932DC Class 1000 Midland Compound 4-4-0 40934 in BR lined black early emblem. DCC On Board (Bac) £135.96



31-933 Class 1000 Midland Compound 4-4-0 41157 in BR lined black late crest (Bac) £118.96



32-828A Class 2MT Ivatt 2-6-0 46526 in BR lined green late crest - weathered (Bac) £93.46



31-128A Class 30xx 2-8-0 ROD 3036 in BR black early emblem - weathered (Bac) £139.95 BARGAIN... £82



31-727 Class 3700 City 4-4-0 3439 "City of London" GWR Green Monogram (Bac) £106.21



31-626A Class 3F 0-6-0 43257 in BR black early emblem (Bac) £76.46



31-167 Class 4000 4-6-0 Star 4061 "Glastonbury Abbey" in BR green early emblem & 4000 gallon tender. DCC Ready (Hor) £108



32-129A Class 45xx Prairie tank 2-6-2 4545 in BR black early emblem (Bac) £72.21



31-880 Class 4F 0-6-0 3851 in LMS black Johnson/Deeley tender (Bac) £76.46



31-881 Class 4F 0-6-0 43875 in BR black early emblem and Johnson/Deeley tender (Bac) £76.46



31-167DC Class 5 L&YR 2-4-2T 50795 in BR lined black early emblem (weathered). DCC Fitted (Bac) £115.45 BARGAIN... £89



R3019 Class 6800 Grange 4-6-0 6845 "Paviland Grange" in BR green late crest - heavily weathered (Hor) £123



31-213DS Class 6P Patriot 4-6-0 45504 "Royal Signals" in BR green late crest. DCC Sound Fitted (Bac) £189



R3245TTS Class A1 Peppercorn 4-6-2 "Tornado" in BR Blue (as running on mainline) - TTS Sound (Hor) £143.70



31-530 Class A2 4-6-2 526 "Sugar Palm" in LNER lined apple green. (Bac) £149.95 BARGAIN... £89



31-529 Class A2 4-6-2 60534 "Irish Elegance" in BR lined green early emblem (Bac) £149.95 BARGAIN... £92



31-964 Class A4 4-6-2 60004 "William Whitelaw" BR lined green late crest (Bac) £99



31-965 Class A4 4-6-2 60021 "Wild Swan" in BR lined green early emblem (Bac) £129.40 BARGAIN... £92



31-715 Class B1 1123 in LNER lined green (Bac) £84.96



31-714 Class B1 61250 "A. Harold Bibby" in BR lined black early emblem (Bac) £84.96

R2922X Class B17/6 Sandringham 4-6-0 61650 "Grimbsy Town" in BR late crest DCC Fitted (Hor) £125.29

BARGAIN

31-136DC^ Class D11/2 4-4-0 62677 "Edie Ochiltree" in BR black late crest. DCC Fitted (Bac) £139.95 BARGAIN... £85



31-319 Class J11 Robinson (GCR 9J) 64311 in BR black early emblem (Bac) £76.46



31-320DC Class J11 Robinson (GCR 9J) 64325 in BR black late crest. DCC Fitted (Bac) £91.76



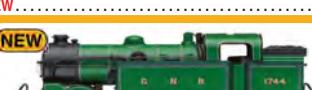
R3189 Class L1 2-6-4 9003 in LNER apple green (Hor) £104



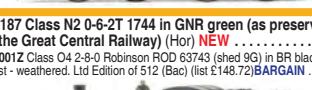
32-154A Class N 2-6-0 31404 in BR lined black late crest - weathered (Bac) £106.21



R3188 Class N2 0-6-2T 69589 in BR black late crest (Hor) £75



R3187 Class N2 0-6-2T 1744 in GNR green (as preserved at the Great Central Railway) (Hor) £75



31-001Z Class Q 4-2-0 Robinson ROD 63743 (shd 9G) in BR black late crest - weathered. Ltd Edition of 512 (Bac) £148.72 BARGAIN... £119



R3107 Class T9 steam loco 4-4-0 30313 in BR lined black late crest & tender (Hor) £92



R3208 Class V Schools 4-4-0 30915 "Brighton" BR black early emblem & tender (Hor) £134



R3194 Class V Schools 4-4-0 30937 "Epsom" BR black early emblem (Hor) £112



32-360 Standard Class 4MT 2-6-4 tank 80121 in BR lined black late crest (Bac) £84.96



32-508 Standard Class 5MT 73049 in BR lined green late crest & BR1 tender (Bac) £106.21

32-261 WD Austerity 2-8-0 90441 in BR black early emblem (Bac) £110.42



32-260DC WD Austerity 2-8-0 90448 in BR black with late crest. DCC On Board (Bac) £125.29

Train packs

25-2014 Bachmann OO Scale Silver Anniversary Set Class 5P Jubilee & Class 47 locos in wooden box certificate (Bac) £212.46

Diesel locos

10001HAP 10001 BR Brunswick green orange, black & orange lining. Aug 1955 - Oct 1957 (Dap) £105.00 BARGAIN... £99

R3283 Bagnall shunter in red - Railroad range (Hor) £105.00 BARGAIN... £97.80

1405^ Class 14 "Teddy Bear" (ex British Rail Green) Blue Circle Cement (ex D9526) (Weathered). (Hel) £115.00 BARGAIN... £107.00

1600 Class 16 North British diesel D8400 BR green grey roof. Ltd Ed of 750 pcs (Hel) £107.00 BARGAIN... £102.00

1406^ Class 14 "Teddy Bear" British Steel '45' (Ex British Rail) Green (Weathered) wasp ends. (Hel) £115.00 BARGAIN... £107.00

1600 Class 16 North British diesel D8400 BR green grey roof. Ltd Ed of 750 pcs (Hel) £107.00 BARGAIN... £102.00

1716 Class 17 diesel D8585 in green small yellow panels (Hel) £104.00 BARGAIN... £87

MM0208 Class 201 no 208 "River Lagan" NIR blue (Mur) NEW... £129

MM0209 Class 201 no 209 "River Foyle" in NIR Blue. (Mur) NEW... £129

MM230 Class 201 no 230 "River Bandon" IE original Enterprise (Mur) £129

MM233 Class 201 no 233 "River Clare" in enterprise full yellow ends (Mur) £129

4D-012-003 Class 22 B-B Diesel Hydraulic D6311 in BR green small yellow panels & disc headcode box (Dap) £103

4D-012-001 Class 22 B-B Diesel Hydraulic D6316 in BR Green. Small yellow panels and disc headcode box (Dap) £103

2320 Class 23 Baby Deltic D5900 green headcode discs and frost grilles - gloss (Hel) £129.95 BARGAIN... £69



2321 Class 23 Baby Deltic D5901 green headcode discs and frost grilles (Hel) £129.95 BARGAIN... £69



2322 Class 23 Baby Deltic D5905 green headcode discs and no frost grilles (Hel) £129.95 BARGAIN... £69



2311 Class 23 Baby Deltic D5906 in BR green small yellow panels (Hel) £129.95 BARGAIN... £76

2311 Class 23 Baby Deltic D5907 in BR green small yellow ends - gloss finish (Hel) £129.95 BARGAIN... £72

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32-286 Class 101 2 Car DMU in BR green small yellow warning panel "Shrewsbury/Aberystwyth" (Bac) £127.46



32-285 Class 101 2 Car DMU in BR green speed whiskers "Newcastle/Middlesbrough" (Bac) £127.46

32-286 Class 101 2-car DMU in BR blue "Newcastle/Hexham" (Bac) £127.46

2323 Class 23 Baby Deltic D5909 green headcode discs and no frost grilles - weathered (Hel) .
(list £139.95) .**BARGAIN** .£69

32-781A Class 37/0 37034 BR Blue Split Head Code - weathered (Bac) .£97.1

5824 Class 58 58030 In EWS Livery (Hel) **NEW** .£12531-327^ Class 105 2 car Cravens DMU in BR green half yellow ends, Harwich/Manningtree (Bac) .
(list £10.55) .**BARGAIN** .£792300 Class 23 Baby Deltic diesel D5900 in BR Green Small Yellow Panels and 4 character headcode. (Hel) (list £119.95) **BARGAIN** .£76

32-431DC Class 24 24077 in BR blue indicator discs. DCC Fitted (Bac) .£89.21

2308^ Class 23 Baby Deltic diesel D5900 in BR Green large yellow ends. (Hel) (list £119.95) .**BARGAIN** .£7232-480DS Class 40 D211 'Mauretania' in BR green Indicator discs. DCC Sound on board (Bac) (list £244.95) .**BARGAIN** .£1895825 Class 58 58038 Mainline Blue Livery (Hel) **NEW** £12531-326A Class 105 2 Car Cravens DMU in BR green speed whiskers "Cambridge/Harwich" (Bac) .
(list £114.95) .**BARGAIN** .£70

32-431DC Class 24 24077 in BR blue indicator discs. DCC Fitted (Bac) .£89.21



2661 Class 26/0 diesel D5301 in BR green early version (Hel) .£95

32-481 Class 40 D369 in BR green centre head code (Bac) (list £114.95) .**BARGAIN** .£77

32-725X Class 66 66050 'EWS Energy' in EWS - limited edition etched nameplates (Bac) .£129.95

31-535 Class 105 Cravens 2 Car DMU in BR blue full yellow ends (Power Twin Unit) (Bac) .
(list £114.95) .**BARGAIN** .£67

2664 Class 26/0 diesel D5302 in BR green small yellow panels (Hel) .£95

2724 Class 27 BRCW Sulzer diesel D5353 in BR green (Hel) (list £99.95) .**BARGAIN** .£69

4D-003-011 Class 52 diesel loco D1002 "Western Explorer" in BR green small yellow panels (Dap) .£109



32-734A Class 66 diesel 66101 in DB Schenker - weathered (Bac) .£97.71

32-913^ Class 108 3 Car DMU in BR green speed whiskers "Middlesbrough" (Bac) (list £169.95) .**BARGAIN** .£822723 Class 27 BRCW Sulzer diesel D5361 in BR green small yellow panels (Hel) (list £99.95) .**BARGAIN** .£692708 Class 27 BRCW Sulzer diesel D5381 in BR green small yellow panels (Hel) (list £99.95) .**BARGAIN** .£69

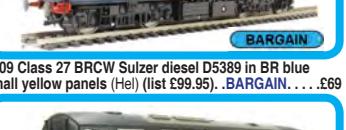
4D-003-008 Class 52 diesel loco D1023 "Western Fusiler" in BR maroon small yellow panels (Dap) .£109



32-725U Class 66 Diesel 66111 in EWS Highland Rail stag - Limited edition (Bac) .£132



8923 Class 128 DPU 55991 in Royal Mail Letters red (Hel) £94

2709 Class 27 BRCW Sulzer diesel D5389 in BR blue small yellow panels (Hel) (list £99.95) .**BARGAIN** .£69

4D-003-012 Class 52 diesel loco D1026 "Western Centurion" in BR blue full yellow ends - weathered (Dap) .£113



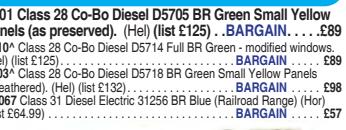
32-980 Class 66/9 66731 "InterhubGB" in GBRf Europorte (Bac) .£93.46



8921 Class 128 DPU 55992 in Royal Mail Letters red (Hel) £94

2800^ Class 28 Co-Bo Diesel D5700 Full BR Green - modified windows. (Hel) (list £125) .**BARGAIN** .£84

32-529B Class 55 Deltic D9011 in BR two-tone green. Weathered (advertised earlier as "pristine") (Bac) .£93.46

R3268 Class 67 67003 Arriva Trains Wales (Hor) **NEW** £129.808940 Class 128 DPU Blue full yellow ends and flush fronts M55993 (Hel) (list £119.95) .**BARGAIN** .£692801 Class 28 Co-Bo Diesel D5705 BR Green Small Yellow Panels (as preserved). (Hel) (list £125) .**BARGAIN** .£892810^ Class 28 Co-Bo Diesel D5714 Full BR Green - modified windows. (Hel) (list £125) .**BARGAIN** .£89

31-587DC Class 70 PowerHaul diesel 70004 in Freightliner . DCC On Board (Bac) .£112.50

8942 Class 128 DPU in BR blue - weathered M55995 (Hel) (list £129.95) .**BARGAIN** .£692802 Class 28 Co-Bo Diesel D5705 BR Green Small Yellow Panels (as preserved). (Hel) (list £125) .**BARGAIN** .£8932-522 Class 58 58006 Railfreight Redstripe Livery. (Hel) **NEW** .£1254010 English Electric DP2 prototype in BR Brunswick green (as per 1962 to May 1965) (Hel) (list £129.95) .**BARGAIN** .£79

8993 Class 128 DPU in BR Blue full yellow ends and Midland style fronts M55990 (Hel) .£94

2803^ Class 28 Co-Bo Diesel D5718 BR Green Small Yellow Panels (Weathered). (Hel) (list £132) .**BARGAIN** .£98R306^ Class 31 Diesel Electric 31256 BR Blue (Railroad Range) (Hor) (list £64.99) .**BARGAIN** .£575820 Class 58 58012 Mainline Grey Livery. (Hel) **NEW** £1254011 English Electric DP2 prototype in BR two-tone green (as per 1965 until withdrawal in 1967) (Hel) (list £129.95) .**BARGAIN** .£79

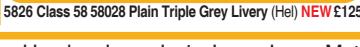
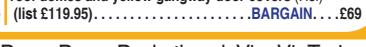
8991 Class 128 DPU BR green small yellow panels & Midland style fronts M55989 (Hel) .£94

3433 Class 33/0 diesel 33002 "Sea King" in Engineers yellow & grey (as preserved at the South Devon Railway) (Hel) .£95

3432 Class 33/0 diesel 33059 in BR blue full yellow ends (Hel) .£95

3413 Class 33/0 diesel D6530 in BR green experimental yellow panels rounded top corners (Hel) .£95

3411 Class 33/0 diesel D6577 in early BR green (Hel) .£95

5826 Class 58 58028 Plain Triple Grey Livery (Hel) **NEW** £1254005 Lion Diesel loco D0260 in white 5 gold stripes (Hel) (list £129.95) .**BARGAIN** .£795827 Class 58 58016 EW&S Livery. (Hel) **NEW** .£125

32-287 Class 101 2 Car DMU BR blue & grey "Cambridge/Norwich" (Bac) £127.46

**DMUs**8902 Class 128 DPU W55991 in early BR blue white cab roof domes and yellow gangway door covers (Hel) .
(list £119.95) .**BARGAIN** .£69

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8922 Class 128 DPU W55992 in BR blue yellow ends & no branding 'Scooby Doo' - weathered (Hor) £100



R3162A Class 401 2-BIL 2-car EMU 2142 in BR green DCC Ready (Hor) £99

31-266 Class 419 Motor Luggage Van (MLV) in BR Southern Region green yellow panel (Bac) £83.26

R2948X Class 423 VEP 4 car EMU in BR Blue - DCC Fitted. (Hor) £158

Track Maintenance vehicles



31-256DC Class 251 Blue Pullman 6-car Midland set in Nanking blue full yellow ends. DCC Fitted (Bac) (list £349.95) BARGAIN £290



32-517^ Derby Lightweight 2-car DMU in BR blue (Bac) (list £144.95) BARGAIN £69



8704 Railbus W&M E79962 in green large yellow panel - weathered. (Hor) (list £129.95) BARGAIN £79



8800 Railcar W79975 in BR light green speed whiskers & semi-gloss finish (Hor) £94

EMUs



R3258 Class 2-BIL 2 car EMU in BR blue (Hor) £120.70



R3259 Class 2-BIL 2 car EMU in BR blue - As preserved at the NRM (Hor) £120.70



R3260 Class 2-HAL 2 car EMU in SR green (Hor) £120.70



31-030^ Class 350/1 Desiro 4 Car EMU 350 111 "Apollo" in Silver Link (unbranded) (Bac) £150



R3185 Class 395 Javelin 4 car EMU "Sir Chris Hoy" in Southeastern (Hor) £132

R3161A Class 401 2-BIL 2-car EMU 2041 in SR green DCC ready (Hor) £99

R3161AX Class 401 2-BIL 2-car EMU 2041 in SR green. DCC fitted (Hor) £114



R3162AX Class 401 2-BIL 2-car EMU 2142 in BR green DCC Fitted (Hor) £114



30-105 The Midland Marvel Midland 3F 3522 in LMS brake van in LMS grey & 2 x 8-plank wagons (Bac) £106.21



30-080 The Western Wanderer Class 57xx Pannier 3560 in GWR shunter green and GWR Toad brake van & shunters truck in GWR gr (Bac) £84.96

Train sets - DCC



30-042 DCC starter train set 0-6-0 Saddle Tank loco & 0-6-0 Junior Diesel Shunter, 2 wagons, brake van & 36-500 controller (Bac) £127.49

R1173 e-Link DCC Western Master train set GWR Class 2721 steam loco & 3 wagons (Hor) £120



30-048 Highland Tourer Digital Sound Set Class 37/4 37418 in BR blue and Mk2 TSO & BSO coaches in Far North green & cream (Bac) £250.71



R1125 Somerset Belle train set Class 3F 0-6-0 S&DJR 0-6-0 steam loco & 3 wagons - DCC control (Hor) £134

Coaches



R4635B Arriva Trains Wales MK3 TSO second class (Hor) NEW £26.40



R4635 Arriva Trains Wales MK3 TSO second class (Hor) NEW £26.40

R4635A Arriva Trains Wales MK3 TSO second class (Hor) NEW £26.40

R4585 Bogie passenger brake van in BR blue (Hor) £28

R4615 BR blue & grey MK2E BSO brake second open (Hor) NEW £23.10

R4612 BR blue & grey MK2E BSO second open lights (Hor) £27.80

R4611 BR blue & grey MK2E FO first open lights (Hor) NEW £27.80

R4613 BR blue & grey MK2E TSO tourist second open (Hor) NEW £23.10



R4610 BR blue & grey MK2E TSO tourist second open lights (Hor) NEW £27.80

R4642 BR chocolate & cream MK1 BG full brake/parcels coach (Hor) £23.10



R4609A BR green Mk1 BSK brake second corridor in lights (Hor) NEW £33.80

R4499 BR Hawksworth (Post 1953) First Class in BR Maroon (Hor) (list £38.99) BARGAIN £22

R4409A BR Hawksworth (Post 1953) Gangway Passenger Brake in BR Maroon (Hor) (list £38.99) BARGAIN £22

R4413A BR Hawksworth (Post 1953) 1st/3rd Brake in BR Maroon (Hor) (list £40.25) BARGAIN £21

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R4408A BR Hawksworth (Pre 1953) 1st/3rd Brake in BR Carmine & Cream (Hor) (list £40.25) BARGAIN £21

R4621 BR InterCity blue & grey MK3 TS second class lights (Hor) £32.90

R4617 BR Maroon MK1 BG full brake/parcels coach (Hor) £23.10

R4626 BR maroon MK1 BG full brake/parcels coach - Railroad range (Hor) £18.50



R4627 BR maroon MK1 SO second open - Railroad range (Hor) £18.50

R4621 BR maroon MK1 TSO tourist second open (Hor) £23.10

R4629 BR maroon MK1 BCK Brake Composite Corridor (WR) Chocolate & Cream (Bac) £28.00



30-170 Thames Clyde Express Midland Compound 1000, 2 x corridor composite & 3rd brake coach LMS (Bac) £148.71

39-226E BR Mk1 BCK Brake Composite Corridor Maroon Weathered (Bac) £29.71



39-176F BR Mk1 BG Full Brake Maroon - weathered (Bac) £29.71

39-125D BR Mk1 CK Composite Corridor Blue & Grey (Bac) £28.01



39-126G BR Mk1 CK Composite Corridor Maroon Weathered (Bac) £29.71



39-425 Pack of 4 BR Mk1 POS Post Office Sorting Van in BR Blue & Grey. (Bac) (list £155.80) BARGAIN £89

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39-435^ Pack of 4 BR Mk1 POS Post Office Sorting Van in Royal Mail Travelling Post Office Red. (Bac) (list £155.80) BARGAIN £89

39-435 Single (Bac) (list £38.95) BARGAIN £25



39-502 Pack of 4 BR Mk1 SLSTP Sleeper Car in maroon (Bac) (list £155.80) BARGAIN £120

39-502 Single (Bac) £33

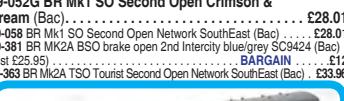


39-052 BR Mk1 SO Second Open Crimson & Cream (Bac) £28.01

39-058 BR Mk1 SO Second Open Network South East (Bac) £28.01

39-381 BR Mk2 BSO brake open 2nd Intercity blue/grey SC9424 (Bac) (list £25.95) BARGAIN £12

39-363 BR Mk2A TSO Tourist Second Open Network South East (Bac) £33.96



39-400 BR MK2S BFK brake corridor 1st blue grey (Bac) (list £25.95) BARGAIN £12

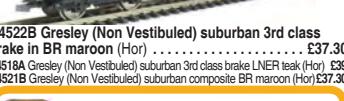
R4595 BR MK2 TGS in blue & grey lights 'Eastern Region' (Hor) £32.90



R4522B Gresley (Non Vestibuled) suburban 3rd class brake in BR maroon (Hor) £37.30

R4518A Gresley (Non Vestibuled) suburban 3rd class brake LNER teak (Hor) £39

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R4592 InterCity 125 Executive MK3 buffet (Hor) NEW £26.40

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R4631A InterCity 125 Executive MK3 TF first class (Hor) NEW £26.40



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R4624 Intercity MK2E BSO brake second open - Railroad range (Hor) NEW £21.30



R4617 Intercity MK2E FO first open (Hor) NEW £23.10

R4623 Intercity MK2E FO first open - Railroad range (Hor) NEW £21.30



39-775 LMS 50ft Inspection Saloon in LMS Lined maroon (Bac) £50.96

39-455 LMS 57 ft Porthole Corridor 1st in BR crimson & cream (Bac) £33.96



39-450 Pack of 4 LMS 57 ft Porthole Corridor 3rd in BR crimson & cream (Bac) (list £159.80) BARGAIN £125

39-450 Single (Bac) £33.96



39-470 LMS 60 ft Porthole Corridor Brake 1st in BR Crimson & Cream (Bac) £33.96



39-465 LMS 60 ft Porthole Corridor Composite in BR crimson & cream (Bac) £33.96

39-475 LMS 60 ft Porthole Open Vestibule 1st BR crimson & cream (Bac) £33.96

R4574 LNER Thompson Teak effect Non-Corridor Brake third class coach (Hor) £40



R2955 DVT 82126 in Virgin Trains 'Pendolino' (unboxed) (Hor) (list £45) BARGAIN £42

R4211A Pendolino trailer standard buffet (non-working pantograph) PTSRMB (Hor) (list £41.49) BARGAIN £29



R4480 Pullman 1st Class Kitchen Car 'Minerva' - Matchboard type (Hor) (list £49.99) BARGAIN £25



R4478 Pullman 1st Class Parlour Car 'Leona' - Matchboard type (Hor) (list £49.99) BARGAIN £25



R4483 Pullman 1st Class Parlour Car 'Onyx' - Flush Sided (Hor) (list £49.99) BARGAIN £25



R4482 Pullman 3rd Class Brake 'Car No. 65' Matchboard type (Hor) (list £49.99) BARGAIN £25



R4487 Pullman 3rd Class Brake Car 'Car No. 63' - Flush Sided. (Hor) (list £49.99) BARGAIN £25



R4481 Pullman 3rd Class Kitchen 'Car No. 60' - Matchboard type (Hor) (list £49.99) BARGAIN £25

R4486 Pullman 3rd Class Kitchen 'Car No. 61' - Flush Sided (Hor) (list £51.49) BARGAIN

38-126A Pack of 4 (Bac) (list £95.80) BARGAIN £72

38-126A Megapack of 8 (Bac) (list £191.60) BARGAIN £136

38-126A Pack of 4 (Bac) (list £23.95) BARGAIN £20.36

38-126A Megapack of 8 (Bac) (list £191.60) BARGAIN £136



R4429^ Pullman 3rd Class Kitchen car 'No 171' - steel sided (Hor) (list £49.99) BARGAIN £22

38-130A Pack of 4 (Bac) (list £131.80) BARGAIN £102

38-130A Megapack of 8 (Bac) (list £263.60) BARGAIN £194

38-130A Single (Bac) £28

38-130A Pack of 4 (Bac) (list £131.80) BARGAIN £102



R4479 Pullman 3rd Class Parlour Car 'Car No. 34' - Matchboard type (Hor) (list £49.99) BARGAIN £25

Wagons



33-179A Pack of 4 (Bac) (list £46) BARGAIN £34

33-179A Single (Bac) £9.78



38-113A^ Megapack of 8 100 ton TEA bogie tank wagon in Eso grey (Bac) (list £260) BARGAIN £139

38-113A Single (Bac) (list £32.50) BARGAIN £19

38-113A Pack of 4 (Bac) (list £90) BARGAIN £44

38-476 12 ton ventilated van corrugated ends BR bauxite (late) (Bac) (list £11.60) BARGAIN £2.32

38-476 Pack of 4 (Bac) (list £55.80) BARGAIN £2.32

38-476 Megapack of 8 (Bac) (list £111.60) BARGAIN £7.84



38-380A^ Megapack of 8 12 ton ventilated van corrugated ends in BR bauxite (early) (Bac) (list £111.60) BARGAIN £69

38-380A Single (Bac) (list £13.95) BARGAIN £10

38-380A Pack of 4 (Bac) (list £55.80) BARGAIN £37



38-376A^ Megapack of 8 12 Ton ventilated van planked ends in BR bauxite (early) (Bac) (list £111.60) BARGAIN £78

38-376A Single (Bac) (list £10.50) BARGAIN £10.50

38-376A Pack of 4 (Bac) (list £55.80) BARGAIN £40



38-376A^ Megapack of 8 12 Ton ventilated van planked ends in BR bauxite (early) (Bac) (list £111.60) BARGAIN £78

38-376A Single (Bac) (list £10.50) BARGAIN £10.50

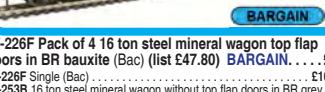
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38-376A Single (Bac) (list £10.50) BARGAIN £10.50

38-376A Pack of 4 (Bac) (list £55.80) BARGAIN £40



38-058A^ Megapack of 8 31 tonne OCA dropside open wagon in EWS - weathered (Bac) (list £175.60) BARGAIN £76

38-058A Single (Bac) (list £21.95) BARGAIN £11

38-058A Pack of 4 (Bac) (list £87.80) BARGAIN £39

38-120B 35 ton VAA box van sliding door Railfreight red & grey weathered (Bac) £20.36

38-120B Pack of 4 (Bac) (list £95.80) BARGAIN £37

38-120B Megapack of 8 (Bac) (list £191.60) BARGAIN £136

38-120B Pack of 4 (Bac) (list £23.95) BARGAIN £20.36

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Visit

www.ehattons.com/new

for new releases



36-557 21-pin E-Z Command 4-function 1A decoder back
EMF (Bac) £14.50
36-557 Pack of 5 (Bac) (list £92.50) **BARGAIN** £70
DCC27 8 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder
(measures 23 x 27 x 10mm) (Gau) £16



R8249 8-pin 4-function 2-sided 0.5A (1A peak)
decoder (Hor) £14
R8249 Box of 6 (Hor) £76



DCR-8PIN-Direct 8-pin compact direct 4-function 1.1Amp
decoder back EMF (Hat) £13
DCR-8PIN-Direct Box of 5 (Hat) £59
DCR-8PIN-Direct Box of 10 (Hat) £105
DCD-Z218 ZEN 218 21 & 8-pin 4-function 1.1A Decoder Stay Alive
(22x16mm) (DCC) £25
DCD-Z815-ZEN 218 21 & 8-pin 4-function 1.1A Decoder Stay Alive
(22x16mm) (5 Pack) (DCC) £100
DCD-Z360 ZEN 360 8-pin Direct 4-function 1.1A Decoder Stay Alive
(14.2x12.5x3.5mm) (DCC) £25
DCD-ZN805-ZEN Nano 8-pin Direct 4-function 1.1A Decoder Stay Alive
(15x7x5mm) (5 Pack) (DCC) £113

DCC accessory decoders



PC2 One Touch DCC Quad Point Controller x 4 (Tra) £32
DCC controllers

R8235 DCC Select Walkabout R8236 RJ12 connecting lead (Hor) £63



36-500 EZ Command DCC controller - boxed (Bac) £75.18

DCC accessories

R8238 DCC reverse loop control module (Hor) £34

Point motors

DCP-CB12 Cobalt slow-motion analogue point motor x 12 (DCC) £135
DCP-CB6 Cobalt slow-motion analogue point motor x 6 (DCC) £75
DCP-CB6D Cobalt slow-motion digital DCC point motor x 6 (DCC) £110
R8014 Mark 2 Point Motor (Hor) £7

Electronic components

DCC40 Reverse loop control module (Gau) £32

Lighting equipment

DML-GWRSWV6 6 upright platform lamps and 2 swan-neck wall lamps -
GWR (DC) £69.95
CL2 Standard Coach Lighting Strips - Warm White (Tra) £17

Cables & Wires

PL-80 Power feed joiners - Code 100/124 (x4 pairs) (Pec) £6

Spares



36-026 10 x Mk2 Couplings mini type - long (Bac) £4.68
SL-111 Finescale insulated rail joiners/fishplates (Code 70, 75 & 83) for
OO & HO gauge - Pack of 12 (Pec) £2.30
SL-112 Finescale rail joiners/fishplates (for code 70, 75 & 83) for OO &
HO gauge - Pack of 24 (Pec) £2.20
SL-111 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100
rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) £2



SL-10 Metal rail joiners/fishplates (for code 100 rails inc
Hornby, Peco & Peco Streamline). For OO, HO & O gauge
- Pack of 24 (Pec) £2



36-030 Mk2 Couplings NEM shaft (straight) pocket x
10 (Bac) £6
19KDAEE NEM-362 Long Coupler - 10.61 mm (27/64") (w/o Draft Gear
Boxes) (2 pair) (Kad) £3.50
GM50 OO/HO gauge loco wheel cleaner (Gau) £24

Wheel sets

R8218 14.1 mm coach wheels (pack of 10) (Hor) £5

R8264 14.1mm 2 hole coach wheels (pack of 10) (Hor) £5



36-034 Brass turned wagon disc wheels on 10 metal
axles (12mm diameter) - Pack of 20 (Bac) £9.99

Buildings - railways

P0213 2 Road Red Brick Engine Shed & Workshop Building (Card Kit) (Met) £13
44-086* Ash Plant (based on Camforth, Lancashire) (Bac) (list £79.95) **BARGAIN** £47



LK-20X Double length overall arched station roof (Pec) £18
44-141 Double track 1970's & 80's diesel depot (Bac) (list £79.95) **BARGAIN** £49



R9783 Lineside Huts (2 Pack) (Hor) **NEW** £7.50
R9780 Locomotive Shed (Hor) £45.90
44-184 Mechanical Wash Plant (96 x 96 x 75mm) (Bac) £33.96
PO216 Platform kit in red brick - Makes up to 8ft (Card Kit) (Met) £9



PO400 Platform Underpass (Met) **NEW** £6



R9776 Signal Box Small (Hor) **NEW** £8.30
R9775 Signal Box Large (Hor) £15.90
LK-200 Wooden Station OO/HO (Pec) **NEW** £13



R8009 Station Terminus (London Road) (Hor) £41
LK-80 Train Shed Unit (Pec) £23



Man-made scenic structure - railway-related

LK-45 Flexible field fencing. Approx 1066mm (42in). 5 pieces (Pec) £2.50



89121 21.5 metre (90ft) Motorised turntable - ready for
installation. Upgraded 89111. For HO/00 scales. DCC
ready (Hel) £199

LK-55 76ft Well type turntable (Pec) £39

R083 Buffer Stop (Hor) £1.40

R083 Box of 6 (Hor) £8

R8227 Building/Trakmat Accessories Pack 1. Contains 1 x R8001, 1 x

R171, 2 x R464, 1 x R460 (Hor) £24

R636 Double track level crossing (Hor) £18



R070 Electrically Operated Turntable (Hor) £59

44-129 Fuel Storage Tank (110 x 55 x 60mm) (Bac) £25.46

SL-43 Loco Lift and storage unit (Pec) £11

SL-40 Rail built buffer stop (Pec) £1.40

R334 Station canopy (Hor) £19

R460 Straight Platform (Hor) £3.50



DS1 One Touch DCC Signal Home (R/G) (Tra) £22



Signals

4L-002-001 Signal - Motorised, LMS home

(OOSIGN3) (Dap) £22



4L-001-001 Signal - Motorised, Square post GWR home
lower quadrant (OOSIGN1) (Dap) £22
4L-002-002 Signal - Motorised, Square post LMS distant upper quadrant
(ex-OOSIGN4) (Dap) £22

Buildings - general

44-134 1930's Semi Detached Houses (140 x 70 x 110mm) (Bac) £33.96

NEW



R9791 Crescent House (Hor) **NEW** £22.80

R9773 Kings Arms - Skaledale 'The Street' Collection (Hor) £25

44-209 Low Relief Butchers Shop Awning (Bac) £15

P0276 Low relief terrace house backs - red brick (Met) £10

NEW



R9766 Maestro Market - Skaledale 'The Street'
Collection (Hor) **NEW** £25

R9764 Newsagent George Cannon - Skaledale 'The Street' Collection (Hor) £22.80

P0261 Pair of red brick terraced houses (Card Kit) (Met) £9

NEW



R9798 Public Conveniences (Hor) **NEW** £7.50

NEW



R9758 Rainbow Carpets - Low Relief (Hor) **NEW** £15.90

P0272 Terraced shop fronts - brick - 128 (w) x 73 (d) mm (Met) £13

NEW



R9794 The Barn Workshop (Hor) **NEW** £13.60

NEW



PO410 Wooden Pavilion (Met) **NEW** £6

Man-made scenic structure - non-railway

LK-45 Flexible field fencing. Approx 1066mm (42in). 5 pieces (Pec) £2.50



R9762 Holiday Coach Access Steps (Hor) **NEW** £9.80

Bridges, Tunnels & Walls

R076 Foot Bridge (Hor) £14



R8008 Grand suspension bridge (Hor) £39

44-225 Low Relief Retaining Walls (160 x 10 x 85mm) (Bac) £14.41

537 Retaining Walls x 2 (350mm long) (Ret) £7

R774 Straight walls x 3 - Skaledale "Gasworks" range (Hor) £11



People - civil

4L-002-002 People - civil

R075 People - civil

R076 People - civil

R077 People - civil

R078 People - civil

R079 People - civil

R080 People - civil

R081 People - civil

R082 People - civil

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R168 People - civil

R169 People - civil

R170 People - civil

R171 People - civil

R172 People - civil

R173 People - civil

R174 People - civil

R175 People - civil

UK P&P £4 PER ORDER
£2 per single diecast item

£7 guaranteed Next Day delivery
(Orders before 2pm)



R8262 Double 4th radius curve (8 make a circle) (Hor) .. £33

R601 Box of 24 Double Straight (Hor) .. £49

R601 Single (Hor) .. £25



R8074 Left hand curved point (Hor) .. £14.40



R8072 Left Hand Standard Point (Hor) .. £9

36-872 Left-hand standard point (Bac) .. £7.52



BARGAIN

36-603 Box of 10 Long straight track nickel silver (same as R603) (Bac) (list £32.50) .. BARGAIN .. £24.80

36-603 Single (Bac) .. £2.76

R8075 Right hand curved point (Hor) .. £14.40

R8073 Right Hand Standard Point (Hor) .. £9

36-873 Right-Hand Standard Point (Bac) .. £7.52

R610 Short Straight (Hor) .. £1.50

R621 Single 970mm length of flexible track (Hor) .. £3

R621 Pack of 24 (Hor) .. £66



R600 Box of 24 Standard Straight (Hor) .. £33

R600 Single (Hor) .. £2

ST-100 Starter Track Set (Peo) .. £52

Track underlay



GM200 5 metres of realistic grey ballasted OO gauge

underlay (Gau) .. £19

SL-50 Roll of foam track underlay sleeper indentation. Suitable for

Setrack and Streamline 5m long (16' 4") (Pec) .. £8

R638 Roll of track foam underlay Approx: 4880mm (16ft) (Hor) .. £9

Railway publications

36-2014 Bachmann Branchline 2014 25th Anniversary Catalogue (Bac) .. £6.38

Buses

35212 36' BET 6 Bay Single Lamp 'Sheffield Transport' (EFE) .. £24

29907 AEC 10T 10 coach 'Greenline' (EFE) .. £21



34207 AEC RLH Weymann d/deck bus "Midland

General" (EFE) .. £24

B111A Bristol Lodekka LR Open Door Crosville (K20) (Bac) .. £21

B111B Bristol Lodekka SR Closed Door Crosville (C84) (Bac) .. £21

B111C Bristol Lodekka SR Csd Door Crosville (H16) (Bac) .. £21



32308EFE Bristol RELH Coach - "West Yorkshire" (EFE)

NEW .. £26



38118 Bristol VRT 'Eastern National' (EFE) NEW .. £28



38115 Bristol VRT -"Western S.M.T" (EFE) NEW .. £26

NEW



NEW

28908 GM Standard Atlantean "East Kent" (EFE) NEW .. £26

NB004bs Leyland Leopard Duple Dominant II Coach - Grey-Green (Circa

1978 - 1993) (Bac) .. NEW .. £7.99

NB005bs Leyland Leopard Duple Dominant II Coach - Maidstone &

District (Circa 1979 - 1994) (Bac) .. NEW .. £7.99

16537 Leyland MCW Atlantean 'Wallasey Corporation' (EFE) .. £26

29704 Leyland Olympian "Bristol N.B.C." (EFE) NEW .. £24

16136 Leyland PD2 Highbridge 'C.I.E. Southern Ireland' (EFE) .. £32

76LRT004 Leyland Royal Tiger "Maidstone &

District" (Oxf) .. £12

76LRT005 Leyland Royal Tiger Cumberland (Oxf) NEW .. £12

76LRT002A Leyland Royal Tiger Southdown (Oxf) .. £12

20648 Plaxton Pointer Dart - "Brighton & Hove" (EFE) NEW .. £25

76WFA001 Weymann Fanfare 1950s coach 'South Wales' (Oxf) .. £13

76WFL001 Weymann Fanfare Leyland Southdown (Oxf) .. £12

OM46707B Wright Eclipse 2 Petuaria Express, X55 Hull City Centre (Cor) .. £30

Cars

76MC002 BMW Mini in Midnight black & red (Oxf) .. £4.75

76DIS003 Land Rover Discovery 4 Aintree Green (Oxf) .. £4.75

76MING002 Mini 1275GT in black (Oxf) .. £4.75

76SC110002 Scania 110 Flatbed Trailer 'BRS' (Oxf) NEW .. £13

76SHL01CT Scania Highline CombiTrailer & Container

"Eddie Stobart" (Oxf) .. £20

76TCAB005CC Scania T Cab Coca Cola Polar Bears (Oxf) .. £18

76TCAB003 Scania T Cab Topline Curtainside J H Yates & Sons Ltd (Oxf) .. £18

76DBU001 Scania Topline Drawbar Unit "Eddie

Stobart" (Oxf) .. £22

76ATV007 Austin ATV RAF (Oxf) .. £7.95

76BD011 Bedford OX Queen Mary Trailer RAF 108 Repair

Salvage Unit Tunisia 1943 (Oxf) .. £12

76CMP005 CMP LAA Tractor Desert 2nd NZ 41 Battery (Oxf) NEW .. £8.95

EM76306 Avon K2 Compton's coal merchants flattened sacks and

headboard (Pec) .. £7

76BD012 Bedford OX Queen Mary Trailer Wynns (Oxf) .. £13

76DBD005 Bedford OY Dropside BRS (Oxf) .. £9

76TCAB006CC Coca Cola Coke Zero (Oxf) .. £18

76TCAB004CC Coca Cola T Cab Box Trailer (Oxf) .. £19

DA76 Commer Bulk Tipper 'National Coal Board' (circa 1954-1964) (Bac) .. £7.99

76LW001 ERF LV Flatbed in red (Oxf) .. £13

76FOW003 Fowler B6 Locomotive WW1 France (Oxf) .. £12

DA83 Karrier Bantam Artic Dropside 'British Railways' (circa 1953-

1963) (Bac) .. £9.99

76COM001 Commer Commando 1 1/2 decker bus RAF

blue (Oxf) .. £12

76COM002 Commer Commando BOAC (Oxf) .. £13

76SP004 Pioneer Artillery Tractor "Royal Artillery 1st Army" (Oxf) .. £9

NEW



76LDRF003 Land Rover Defender 90 Station Wagon
Orkney Grey (Oxf) NEW .. £4.75

NEW



76LAN2008 Land Rover Series II Dublin Fire Brigade (Oxf)
NEW .. £4.95

NEW



76LAN2007 Land Rover Series II LWB Station Wagon
44th Home Counties Infantry Div (Oxf) NEW .. £4.95

NEW



76LAN2010 Land Rover Series II Station Wagon British
Railways (Oxf) NEW .. £4.95

NEW



76LAN2009 Land Rover Series II Tow Truck Bronze
Green (Oxf) NEW .. £4.95

76SET16 Land Rover Transporter set transporter & 8 vehicles (Oxf) .. £40

DA85 Leyland FG Integral Van 'Fire Brigade Decontamination Unit' (circa

1963-1978) (Bac) .. NEW .. £7.99

76MJJ007 Morris J Ice Cream Tonibell (Oxf) NEW .. £4.75

NEW



76MJJ009 Morris J Van Devon General (Oxf) NEW .. £4.75

NEW



76SHL01CT Scania Highline CombiTrailer & Container

"Eddie Stobart" (Oxf) .. £20

76TCAB005CC Scania T Cab Coca Cola Polar Bears (Oxf) .. £18

76TCAB003 Scania T Cab Topline Curtainside J H Yates & Sons Ltd (Oxf) .. £18

76DBU001 Scania Topline Drawbar Unit "Eddie

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76ATV007 Austin ATV RAF (Oxf) .. £7.95

76BD011 Bedford OX Queen Mary Trailer RAF 108 Repair
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76TCAB004CC Coca Cola T Cab Box Trailer (Oxf) .. £19

DA76 Commer Bulk Tipper 'National Coal Board' (circa 1954-1964) (Bac) .. £7.99

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DA83 Karrier Bantam Artic Dropside 'British Railways' (circa 1953-

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76COM001 Commer Commando 1 1/2 decker bus RAF

blue (Oxf) .. £12

76COM002 Commer Commando BOAC (Oxf) .. £13

76SP004 Pioneer Artillery Tractor "Royal Artillery 1st Army" (Oxf) .. £9

76SP005 Pioneer Recovery Tractor "RAF Blue Scammell" (Oxf) .. £9

Public Service vehicles

76SCA02HB Scania 380 Horsebox Police (Oxf) NEW .. £14

CE00608 Tram car in red (Bac) .. £54

BS-HO-01 HO/OO Scale Ballast Spreader (Pro) .. £11

N Gauge
Steam locos

2S-006-003 Class 14xx steam loco 1456 in BR early black & autocoach W198W in carmine & cream (Dap) .. £67

372-625 Class 2MT Ivatt 2-6-0 46521 in BR lined green late crest (Gra) .. £93.46

372-627 Class 2MT Ivatt 2-6-0 6404 in LMS black (Gra) .. £93.46

2S-015-002 Class 2MT Ivatt 2-6-2 in BR black early emblem (Dap) .. £53

2S-015-001 Class 2MT Ivatt 2-6-2 in LMS black (Dap) .. £53

2S-014-001 Class 45xx 2-6-2 4518 in GWR green (Dap) .. £53

2S-010-002 Class 49xx Hall steam loco 4914 "Cranmore Hall" in BR lined green late crest (Dap) .. £95

372-752 Class 4MT Fairburn 2-6-4 tank 42073 in BR black late crest (Gra) .. £89.21

372-751 Class 4MT Fairburn 2-6-4 tank 42096 BR black early emblem (Gra) .. £89.21

2S-007-007 Class 57xx Pannier #4607 in BR black early crest (Dap) .. £61

2S-007-008 Class 57xx Pannier #5764 GWR green 'Great

Western' lettering (Dap) .. £61

2S-007-012 Class 57xx Pannier 0-6-0 5764 in Great Western green (Dap) .. £61

2S-007-012D Class 57xx Pannier 0-6-0 5764 Great Western green - DCC Fitted (Dap) .. £62

2S-007-013 Class 57xx Pannier 0-6-0 9744 in British Railways green (Dap) .. £61

2S-007-013D Class 57xx Pannier 0-6-0 9744 British Railways green - DCC fitted (Dap) .. £68

2S-007-004 Class 57xx Pannier tank steam loco 9741 British Railways green (Dap) .. £61

372-481 Class 6P Jubilee 4-6-0 45572 'Eire' in BR lined green late crest - weathered (Gra) .. £18.96

372-480 Class 6P Jubilee 4-6-0 5664 'Nelson' in LMS Crimson (Gra) .. £110.46

2S-001-001D Class 7800 Manor 4-6-0 7801 "Anthony Manor" in GWR green shirtbutton emblem. DCC Fitted (Dap) .. £119

2S-001-000 Class 7800 Manor 4-6-0 7810 "Draycott Manor" in BR lined green late crest (Dap) .. £100

Looking for past products?

www.ehattons.com/latestpreowned

SL-389 Left hand large point insulfrog (Pec)	£9
SL-396 Left hand medium point electrofrog (Pec)	£8
SL-396 Left hand medium point insulfrog (Pec)	£8
SL-388 Right hand large point electrofrog (Pec)	£9
SL-388 Right hand large point insulfrog (Pec)	£9
SL-395 Right hand medium point electrofrog (Pec)	£8
SL-395 Right hand medium point insulfrog (Pec)	£8

Track - Code 55 Finescale Streamline



SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickle Silver flexible track (Pec)	£68
SL-300F Single (Pec)	£2.90
SL-302F 1 Yard of Nickle Silver Flexible Track Concrete Sleepers (Pec)	£3
SL-302F Pack of 30 (Pec)	£7.8
SL-339F 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-390F Finescale double slip insulfrog (finescale only) (Pec)	£31
SL-E389F Finescale left hand large point electrofrog (Pec)	£9.50
SL-E389F Finescale left hand medium point electrofrog (Pec)	£8.50
SL-E389F Finescale left hand small point electrofrog (Pec)	£8
SL-E389F Finescale right hand large point electrofrog (Pec)	£9.50
SL-E389F Finescale right hand medium point electrofrog (Pec)	£8.50
SL-E389F Finescale scissors crossover electrofrog (Pec)	£52
SL-E397F Finescale Y Point Electrofrog (Pec)	£10

Buses



NUT004 Guy Arab Birmingham (Oxf) NEW	£5.95
NB003bs Leyland Leopard Duplex Dominant II Coach 'Ribble - NBC' (Circa 1978 - 1993) (Bas) NEW	£7.99
Commercial vehicles	
N037 AEC Matador flatbed & drawbar trailer 'Pickfords' (circa 1950-1960) (Bas) NEW	£8
N032 AEC Monarch flatbed & drawbar trailer 'Wynns Heavy Haulage' (circa 1946-1956) (Bas) NEW	£8
NPB004 Commer PB Crossline (Oxf) NEW	£4.25
NFG003 Foden FG Dropside Pickfords (Oxf) NEW	£4.95
NUT003_1 Guy Arab Utility Midland Red - Correct Colour (Oxf) NEW	£3.95



N042 Karrier Bantam Dropside 'M G Williams' (Circa 1977 - 1987) (Bas) NEW	£4.99
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NSCA003 Scania Higline Tipper 'Ian S Roger - The Forgie Norseman' (Oxf) NEW	£11
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NTCAB004 Scania T Cab Tipper Metropolitan Demolition (Oxf) NEW	£11
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HO Gauge (1:87 Scale)

Point motors

DCC-CB12 Cobalt slow-action analogue point motor x 12 (DCC)	£135
DCC-CB6 Cobalt slow-action analogue point motor x 6 (DCC)	£75

Electronic components

DCC40 Reverse loop control module (Gau)	£32
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Lighting equipment

DML-GWRWSWP 6 upright platform lamps and 2 swan-neck wall lamps - GWR (DCC)	£69.95
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Spares

GM50 OO/HO gauge loco wheel cleaner (Gau)	£24
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O Gauge (1:43 Scale)

Steam locos

BL99032C J39 0-6-0 Freight loco 1586 LNER black (Bas) (list £589.99) BARGAIN	£390
BL99031C J39 0-6-0 Freight loco 64816 in BR black late crest (Bas) (list £589.99) BARGAIN	£390

Diesel locos

4051 Class 40 1Co-Co1 in BR blue full yellow ends (Hel)	£500
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4050 Class 40 1Co-Co1 in BR green small yellow panels (Hel)	£500
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4050 Class 40 1Co-Co1 in BR green small yellow panels (Hel)	£500
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Want it DCC fitted?

www.ehatton.com/dccfitting

for more details



2S-013-005 Class 9F 2-10-0 92006 in BR black early emblem & BR1G tender (Dap) £94
2S-013-005D Class 9F 2-10-0 92006 in BR black early emblem & BR1G tender - weathered. DCC fitted (Dap) £113



2S-013-004 Class 9F 2-10-0 92052 in BR black early emblem & BR1C tender (Dap) £87
2S-013-002 Class 9F 2-10-0 92226 BR black late crest & BR1G tender (Dap) £87



2S-013-002D Class 9F 2-10-0 92226 in BR black late crest & BR1G tender. DCC fitted (Dap) £106



372-802 Class A1 4-6-2 60147 "North Eastern" in BR green early emblem (Gra) (list £144.40) **BARGAIN** £111
ND129GD Class A3 steam loco 2744 "Grand Parade" LNER apple green, DCC fitted (Dap) £122



ND129D Class A3 steam loco 4472 'Flying Scotsman' LNER Green (Dap) £105



2S-008-000D Class A4 steam loco 60019 "Bittern" in BR green late logo and double chimney, DCC fitted (Dap) £122



ND079C Class B17 4-6-0 61655 'Middlesbrough' in BR green late crest (not early as listed elsewhere) (Dap) £93



372-403 Class J39 0-6-0 64841 in BR black late crest & stepped tender - weathered (Gra) £84.96



372-427 Class WD Austerity 2-8-0 90201 BR black late crest - weathered (Gra) £122.83



372-727^ Standard Class 5MT 4-6-0 73082 "Camelot" in BR lined black early emblem & BR1B tender (Gra) (list £124.95) £84



372-726^ Standard Class 5MT 4-6-0 73158 in BR lined black late crest BR1B tender (Gra) (list £124.95) **BARGAIN** £79

Train packs



370-2014 Bachmann N Scale Silver Anniversary Set Class 5P Jubilee & Class 47 loco in wooden box certificate (Gra) £203.96

2D-012-007 Class 22 diesel loco BR blue & 6 milk tankers - weathered (Dap) £142

Diesel locos



371-019 Class 08 diesel 08697 in EWS - weathered (Gra) £76.46

372-953 Class 14 diesel D9626 BR green wavy stripes - weathered (Gra) £22.08



371-031 Class 20 diesel 20192 in BR blue indicator box (Gra) £84.96

2D-012-003^ Class 22 diesel loco D6319 in BR green small yellow panels (Dap) (list £136.89) **BARGAIN** £99
2D-012-002^ Class 22 diesel loco D6320 in BR green small yellow panels (Dap) (list £136.89) **BARGAIN** £99

2D-012-005D Class 22 diesel loco D6331 in BR green small yellow panels. DCC fitted (Dap) £130

371-085 Class 25/1 diesel D5188 in BR green (Gra) £84.96

371-086 Class 25/1 diesel D5222 in BR green, weathered (Gra) £93.46

371-088 Class 25/2 diesel 25231 in BR blue, weathered (Gra) £93.46

371-087 Class 25/2 diesel 25245 in BR blue (Gra) £84.96

2D-018-001 Class 35 Hymek D7061 in BR blue full yellow ends (Dap) £79

2D-003-009 Class 52 diesel loco D1045 "Western Viscount" in BR maroon full yellow ends - weathered (Dap) £94

2D-003-009D Class 52 diesel loco D1045 "Western Viscount" in BR maroon full yellow ends - weathered. DCC Fitted (Dap) £110

2D-003-004 Class 52 diesel loco D1058 "Western Nobleman" in BR blue full yellow ends (Dap) £91

2D-003-005 Class 52 diesel loco D1072 "Western Glory" BR blue full yellow ends (Dap) £91

371-287 Class 55 diesel "Deltic" 55005 'The Prince of Wales' Own Regiment of Yorkshire' in BR blue (Gra) £93.46

371-286 Class 55 diesel "Deltic" D9002 'The King's Own Yorkshire Light Infantry' in BR green half yellow ends (Gra) £93.46

371-285 Class 55 diesel "Deltic" D9007 'Pinza' in BR green (Gra) £93.46

2D-004-006 Class 56 diesel 56070 in BR blue (Doncaster built) (Dap) £101

2D-004-007 Class 56 diesel 56080 BR blue large logo (Doncaster built) (Dap) £101

2D-004-009D Class 56 diesel 56105 in Colas Rail freight (Doncaster built) - DCC fitted (Dap) £116

ND103J Class 58 Diesel in EWS (Dap) £100

371-355 Class 60 diesel 60011 in DB Schenker (Gra) £93.46

371-384 Class 66 diesel 66209 in EWS - weathered (Gra) £99.41

371-385 Class 66 diesel 66565 in Freightliner (Gra) £89.21

2D-007-000 Class 66 diesel 66709 in MSC/GBRF "Sorrento" ship (Dap) £70

371-636 Class 70 PowerHaul diesel 70003 Freightliner (Gra) £106.21

Electric locos

ND09m^ Class 86 Bo-Bo Electric 86401 Network South East new style pantograph (Gra) (list £117.89) **BARGAIN** £59

ND09Q^ Class 86 electric Freightliner Power Haul new style pantograph (Dap) (list £117.89) **BARGAIN** £59

ND147 Class 86 Twin pack Network Rail 86901 & 86902 (1x powered loco 1x dummy loco) (Dap) (list £124.95) **BARGAIN** £69

371-503 Class 101 2-car DMU BR blue & grey 'Express Parcels' (motor in each car) (Gra) (list £119.35) **BARGAIN** £58

371-510 Class 101 3-car DMU in BR blue & grey (Gra) £118.96

ND14H Class 153 powered "Northern Transpennine" (Dap) (list £99.95) **BARGAIN** £68

DCC locos

371-503 Class 101 2-car DMU BR blue & grey 'Express Parcels' (motor in each car) (Gra) (list £119.35) **BARGAIN** £58

371-510 Class 101 3-car DMU in BR blue & grey (Gra) £118.96

ND14H Class 153 powered "Northern Transpennine" (Dap) (list £99.95) **BARGAIN** £68

DCC decoders

377-935^ Triple pack PCA metalair bulk powder wagon grey - weathered (Gra) (list £36.95) **BARGAIN** £23

36-558A 6-pin 2-function 1A (2A peak) decoder (suitable for N gauge) (Gau) £24

DCC23 6-pin 2-function 1A (2A peak) decoder (suitable for N gauge) (Gau) £24

Point motors

371-099m^ Class 86 Bo-Bo Electric 86401 Network South East new style pantograph (Gra) (list £117.89) **BARGAIN** £59

ND09Q^ Class 86 electric Freightliner Power Haul new style pantograph (Dap) (list £117.89) **BARGAIN** £59

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ND14H Class 153 powered "Northern Transpennine" (Dap) (list £99.95) **BARGAIN** £68

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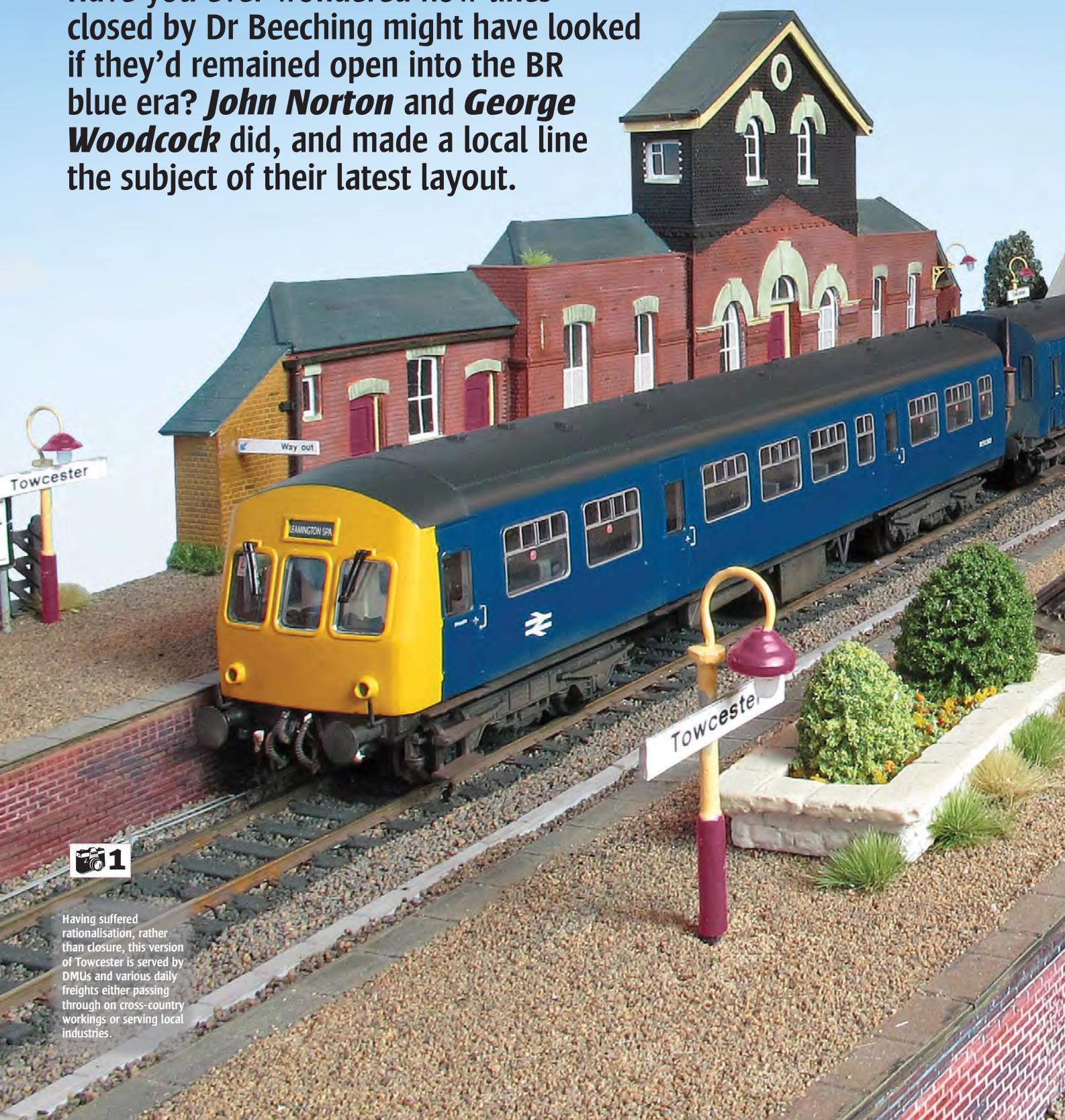
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TOWCESTER

Have you ever wondered how lines closed by Dr Beeching might have looked if they'd remained open into the BR blue era? **John Norton** and **George Woodcock** did, and made a local line the subject of their latest layout.



Having suffered rationalisation, rather than closure, this version of Towcester is served by DMUs and various daily freights either passing through on cross-country workings or serving local industries.

FACT FILE

- **Layout Name:** Towcester
- **Scale/Gauge:** 4mm:1ft scale, 16.5mm gauge 00
- **Size:** 10' x 18" (plus 2 x 5' fiddleyards)
- **Era/Region:** 1978 / Midlands
- **Control:** NCE Powercab DCC
- **Location:** Portable
- **Layout Type:** End to end
- **Photography:** Andy York





A cross-country parcels from Didcot to Northampton, hauled by a Class 25, waits for a DMU to clear the single line section.



As Hollywood has demonstrated many times; never let the truth get in the way of a good story or, for us, a good layout.

Tis early summer in 1978 and the sun is shining on the peaceful country town of Towcester in Northamptonshire. Only a few scudding clouds occasionally darken the sky over the small railway station, where just a couple of passengers wait on the platforms.

In the yard a handful of empty 12t vans await collection after delivering fertiliser from ICI at Heysham to the new warehouse belonging to Towcester Mill and Trading Company. This occupies the space where a turntable stood in steam days. Across the yard a forklift truck has finished loading steel coils onto a trailer to be taken across the road to the premises of Groom & Tattersalls, which utilises the old goods shed for storage purposes.

From the signalbox comes the sound of clanging levers and the peace is disturbed as a Class 105 DMU comes in to view from the direction of Blisworth with a service for Banbury from Northampton. As the line is single track for most of its length, trains often have to pause in Towcester to cross each other.

The driver and guard get out to stretch their legs and have a word with the signalman who has

come down to collect the token for the Blisworth to Towcester section. At that moment the sound of a Sulzer diesel is heard coming from the south and with a blast on the horn it crosses the bridge over the A5 and slows to a halt on the opposite platform to exchange tokens. It's a Class 25 working empty mail vans from Didcot to Northampton.

After two presses on the buzzer from the guard to let the driver know he can proceed, the signal rises and with a rattle, the unit heads south. The signalman has set the Home starter signal for the Blisworth line and the Class 25 sets off too, quickly gathering speed as peace once more falls on this quiet corner of England. This scene is repeated at regular intervals through the day and to a lesser extent through the night on this busy secondary route from the north and north east to the south.

That then is the fantasy on which our version of Towcester is based. Sadly it is just that; fantasy, as the real line closed in 1964 and the station, as well as nearly everything else, was swiftly dismantled. However, as Hollywood has demonstrated many times, never let the truth get in the way of a good story, or in our case a good layout.

We chose Towcester because John lives in the town, very close to the old trackbed, and had always wanted to build a layout of it. Northamptonshire is covered by a network of abandoned lines and as I had already built a previous layout based on another location in the county called 'Brixworth Station'. I suggested that we do it as a joint venture. As we both are committed D&E era modellers and Towcester finished firmly in the steam era, we had to move the time frame forward a bit, finally settling on 1978 to give us a good variety of trains and rolling stock.

Left Traditional vacuum-braked goods wagons were in retreat throughout the 1970s, but they're still used to deliver fertiliser and animal feed to TMT, the local agricultural suppliers based on part of the old goods yard.

MOVING FORWARD

From the outset we both decided it was time to move to the 21st century and build the layout using a DCC system with sound fitted to all the motive power. After checking out various systems, we chose the NCE Powercab as being the most user friendly. The choice was made easier when our friend Brendan Walsh offered us his kit as he was getting rid of it.

At the same time we made the choice to have working semaphore signals and having seen the new Dapol signals on Mike Kelly's S&D layout we opted for those. With these few parameters set we started work.

The baseboards were built on John's driveway in Towcester over a few increasingly chilly weekends and then the scenic boards were taken to my house at Northampton to have the track, buildings and scenery added. The track is Peco Code 75 with medium radius points fitted with SEEP motors. The sides of the rails were painted using a variety of, track dirt, rust and black colours to suit various areas.

Towcester is the first layout I have had for many years fitted with a proper control panel which was built by John. As the layout was to be DCC we had to wire it accordingly or so we hoped; more about that later. We took a few liberties with the track layout particularly at the Banbury end, in that in our world the line to Banbury stayed open while the line to Stratford-upon-Avon was closed, which is opposite to the real thing. We also reduced the sidings considerably which would probably have happened in any case if the line had stayed open.

We decided to leave the Stratford line *in situ* but heavily rusted and overgrown and also to leave the single track through the platforms with concrete ducting laid in the vacant trackbed which again could have happened in reality. Indeed, in photographs taken just before closure there are





A visit from the District Engineer's inspection saloon shows how one of the platform lines has been lifted and replaced by concrete troughs.





stacks of ducting and covers on the island platform as if it was going to be laid but closure put an end to these plans.

The other line from Towcester goes off to the north-east and originally went to Olney via Ravenstone Junction on the Northampton-Bedford line. This closed to passengers in the 1950s but stayed open for goods for a while longer before its final use as a storage siding for scrap wagons until the 1970s - long after the rest of lines were lifted.

In our version of history, however, the line stayed open as far as Salcey Forest for the occasional movement of timber to Welshpool. Also of use was the fact that the bridge carrying the old Tiffield road over the line was, and indeed still is, the only major structure left on the site. This was a great help as at least we would have one piece of infrastructure to photograph in detail. Everything else at Towcester was cleared within a year of closure which meant we had to rely on a few rather grainy black and white photographs in books and on the SMJ website.

The Stratford & Midland Railway (SMJ) Society exists to keep the memory of the line alive so John and I thought it would only be polite to join, especially as we were using its archives. The exception to these few photographs were colour photographs taken by John Evans shortly after closure which were of a great help to us in constructing the buildings and platforms and getting all the colours as close to reality as possible. It turned out that John was the brother of Nick Evans who owns our local model shop in Northampton and supplied a lot of the materials used in the construction of the layout.

John volunteered to build the station building and goods shed while I built the signalbox. Bridges and platforms were built straight onto the baseboards based on photographs and a rather old and vague trackplan.

BUILDINGS

The old Tiffield Road bridge was built in the same way with the advantage of at least knowing what it all looked like from every direction. They were all painted and weathered from our small photograph library although the signalbox has become the butt of a little ribald humour from certain quarters due to its Midland Railway colours of maroon and cream fading considerably and making the maroon very pink. Still it has given people a laugh so we must be doing something right; after all we shouldn't take life too seriously should we?

The 'box has a complete interior with lever frame, instruments, stove and so on, which sadly cannot be seen by the viewing public as it faces to the back of the layout. The only building on the layout that is fictitious is the new warehouse in the yard owned by Towcester Mill & Trading Company, (TMT). This

stands on the site of the old turntable which was moved to Blisworth in the 1950s. Finally the only major structure that is not scratchbuilt is the station footbridge which is made from Ratio SR concrete bridge kit. This is because it bears an uncanny resemblance to the original metal one at Towcester which was demolished when passenger services were withdrawn.

SCENICS

The various roadways were built from a mix of Balsa sheeting and plastic card and the embankments, both for road and rail were made from expanded foam which, although a little messy, can be easily carved to shape when dry and is very light which helps when you have to carry it around to exhibitions.

All of these areas were then covered with strips of cloth soaked in very diluted Polyfilla that had had brown poster paint added in case of damage in later life. The grass on the fields and embankments is made from Silflor matting, which along with the tufts from the same manufacturer, is supplied by International Models.

Concrete cable ducting was also installed at this time using the type supplied by Ten Commandments. After this had all been put in place the track was ballasted using various colours of fine ballast supplied by Greenscene which I always use as it doesn't lose or change its colour when treated with PVA glue. The yard and roadways were done a bit at a time by painting an area with a mix of grey paint and diluted PVA and then covering with various very fine materials, particularly Carr's Ash Ballast in the yard. Part of it was done with fine coal dust where the old coal sidings had been; we even left a small length of track with a bufferstop there as well.

This, along with the lifted track through the platforms and the rusted disused Stratford line,

SEE TOWCESTER ON THIS MONTH'S FREE BRM TV DVD



A better view of the advertisement that gave the A5 bridge its name, as a Class 40 whistles across with a parcels train.



are meant to give a sense of space on the layout. Too many layouts are too crowded, with too much track with too much stock and roads with too many vehicles. Any location modelled anytime in the last 60 years will nearly always have disused branches and sidings as well as abandoned, overgrown yards.

It was now time to add the finishing touches such as, wall, hedges, trees and fences, road markings, lamps, signs, point rodding, ground signals and the Dapol signals. These came from a variety of suppliers with some even being scratchbuilt.

RUNNING ON DCC

It was now time to run our first train on the scenically complete layout. We plugged it all in, turned it on and 'hey presto', nothing happened.

After much careful examination and checking we realised we must have done something wrong so it was time to get a man in the shape of the inestimable Kev Dickerson of Coastal DCC who had already chipped the locomotives and DMUs.

He came up to Northamptonshire and in the space of a couple of hours had got it working. This partly involved the use of 'Frog Juicers' which brought up unpleasant images of amphibians in a food processor; they do however have lots of pretty flashing lights on them.



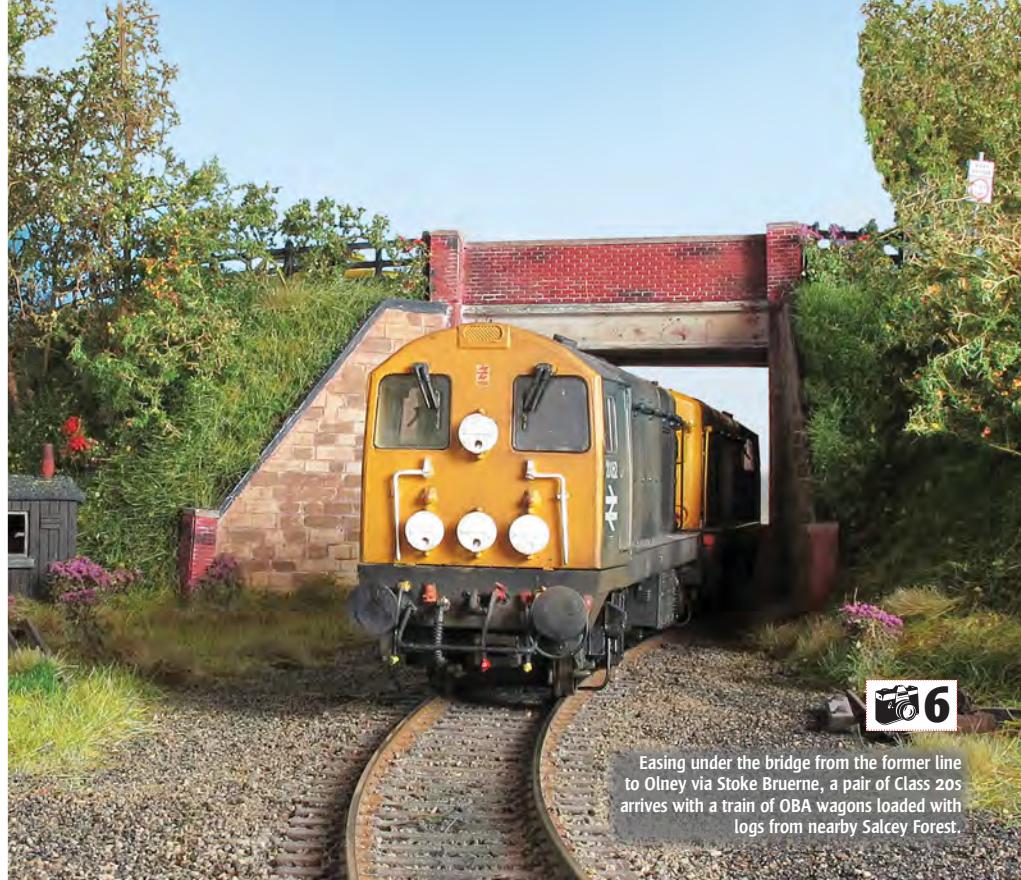
TAILS
LOST
STRUCTURES

One of the hardest structures to find images of was the bridge which carried the line over the A5 trunk road - locally known as the Lucas Bridge as it carried large advertising panels for Lucas batteries on both sides above the road. Very few photographs were taken during its lifetime and it was demolished almost immediately after the closure of the line.



The bridge was built from a mix of embossed plastic card, Wills Vari-girder sides and Peco sides for the section between the tracks with railings made from Ratio stanchions and brass wire. The Lucas signs were custom-made for us by Trackside Signs Company which also made some signs for other buildings and supplied the hoardings by the bridge from its standard range.

The platforms were made from embossed plastic card mounted on 40thou plastic with Ratio paving slabs cut into strips for the edges with gravel tops. The signalbox, station and goods shed were all scratchbuilt using various types of plastic card windows and doors from various sources while the 'box steps were made from Plastruct products.



Easing under the bridge from the former line to Olney via Stoke Bruerne, a pair of Class 20s arrives with a train of OBA wagons loaded with logs from nearby Salcey Forest.

Any location modelled in the last 60 years will nearly always have disused branches and sidings as well as abandoned and overgrown yards.

One other thing that we used for the first time was LEDs on the lighting rig. They came in the form of an adhesive flexible strip from Maplins which was simplicity itself to install and gives a very clear yet not too bright light on the layout.

Locomotives on the layout consist of Class 20, 25, 33, 40, 46 and 47 diesels with DMUs of Classes 101, 105, 108 and a Class 128 diesel parcels unit. All are either from Bachmann or Heljan and have nearly all been repainted, renumbered and weathered with full bufferbeam details added. As well as the DMUs there is one locomotive-hauled passenger service formed of Bachmann Mk 1 and Mk 2 carriages. Parcels trains are a mix of Mk 1 BGs, GUVs and CCTs as well as ex-SR PMVs and NFVs. These are a mix of Lima, Bachmann, Replica Railways and kits from Parkside and Ratio. The Lima models are nearly as old as the real thing and have probably done as many miles in model terms.

Freight services represent trains that could have run in the area in the late-1970s or indeed ran at that time but not on this line.

Two workings that did run both came from the Southampton area and were hauled by SR Class 33s. These saw Esso TTV tankers from Fawley refinery carrying fuel to the depot at Northampton and cement from Tunnel Cement at Tring to Halling conveyed in CPV Presflo wagons.

Other freight flows that pass through Towcester include coal in 16t MCV mineral wagons from Towcester to Eastleigh and a Speedlink working from Tees Yard to Eastleigh, which among other things conveys Rowntree's chocolate from York to Eastleigh. There is also a local working from Northampton to Banbury and Oxford which conveys a variety of goods in short wheelbase vacuum braked wagons. This train

regularly drops off fertiliser from ICI at Heysham and animal feed from Spillers at Avonmouth for TMT, the local agricultural suppliers, carried in 12t VVV vans and VVV 'Vanwides'.

Also unloaded in the yard is steel coil from South Wales, conveyed on converted 'Boogie Bolster Cs'. Finally there is the timber traffic from Salcey Forest, loaded onto recently introduced OBA wagons. This train runs round in the yard in both directions and is a trip working to and from Bescot via Northampton. Parcels workings run to and from various locations including Northampton, Oxford, Redhill, Derby, London Paddington, and Leicester.

As well as the people who have been mentioned already in the article we would also like to thank Richard, Simon and Dave who make up 'The Wrecking Crew' and who give us much needed help and encouragement. Also to Mick Bryan for his advice, my son's girlfriend Petra for painting the backscene and to everyone else who provided assistance along the way. We couldn't have done it without you.

Although Towcester has long since faded into the past as a railway town we hope that our layout is helping to bring it back to life and also into people's consciousness. As the old song says, 'sometimes at night you can still hear that old train moan'. **BRM**

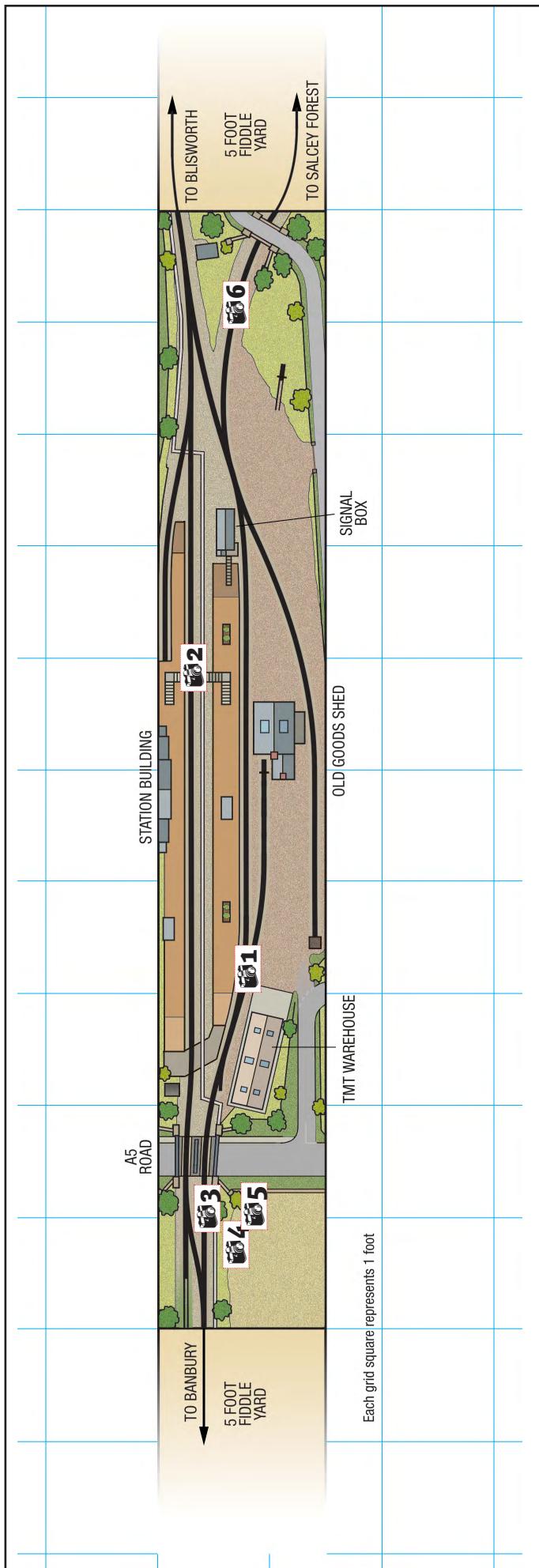
SEE 'TOWCESTER' IN ACTION

Towcester's next exhibition appearances are at The Festival of British Railway Modelling, Doncaster **7/8th February 2015** and Model Rail Scotland in Glasgow **20th-22nd February**.



00

LAYOUT OF THE MONTH TOWCESTER



Tom Wilson

Southern Region
Class 35s are occasional visitors on inter-regional freight - in this case CPV Presflos loaded with cement from Tring. The 'Crompton' is a super-detailed Lima model.



Steel coils, delivered by rail from South Wales, are loaded onto a lorry for onward transport as a Class 25 passes with an engineers train. The former line to Stratford curves away in the foreground.



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HOW TO...

KIT-BUILD WITH CONFIDENCE

In the first part of a short series on getting started in locomotive building, **Phil Parker** shows how to build a simple resin kit of a famous tramway engine.



Nowadays, kit-building is normally a way to fill gaps in your locomotive fleet that ready-to-run manufacturers have ignored. One missing prototype that has always amazed me is the LNER Y6 and J70 tramway locomotives. Yes, we have a cartoon version of 'Toby' from Hornby in the Thomas & Friends range, but if you fancy a proper model then it's time to

As far as locomotive kits go, there really isn't anything easier to build.



head to the workbench and get building.

Fortunately, the modeller is well served with suitable kits in scales from N to O. Over the years, 4mm scale modellers have been able to choose both etched brass and whitemetal versions. Not all are currently in production but they often turn up in online auctions and on second hand stalls. The easiest to build of all though is the Silver Fox Models resin version shown here. This can be ordered today and built relatively quickly.

As far as locomotive kits go, there really isn't anything easier to build. Thanks to the side skirts - required for street running - hiding the wheels and motion, it's possible to use a four-wheel mechanism on a locomotive that in prototype form sat on six wheels without anyone noticing unless they peer very closely.

Silver Fox can even suggest three different methods of powering the model - the simplest being either Tenshodo SPUD or Black Beetle units. Ready to use, you just have to make the appropriate hole in the plastic card floor and sit the body on top.

Slightly cheaper, especially if you pick up a second-hand model, is a Hornby 0-4-0 chassis as found under its Caledonian 'Pug', Class 06 diesel and many others. This needs modification to the chassis requiring a saw, but should work well. Later versions of this chassis are excellent runners too.

The total time to build this model is about two hours, with extra time to paint and finish it. If you take time to clean up any excess flash lines around the buffers - despite the simplicity of the work - a very presentable and characterful model will result. It's a great way to start building your confidence as a locomotive builder. **BRM**

FACTFILE

LNER J70 TRAMWAY LOCOMOTIVES

Designed by James Holden, 12 six-wheel C53 (later LNER J70) tramway locomotives were built by the Great Eastern Railway at Stratford Works between 1903 and 1921. They were designed to supplement the G15 0-4-0Ts (LNER Y6) which were struggling with increasingly heavy harvest season trains on the Wisbech & Upwell Tramway.

The new design was outwardly very similar to the old with only a slight (2") increase in wheelbase despite the extra axle. Cowcatchers, side skirts and a bell to warn traffic were all required by Board of Trade rules for locomotives working on tramways. Top speed was limited to 8mph but the governors that controlled this were normally either disconnected or never worked properly in the first place.

As well as working the W&U line, the first two members of the class were employed on the tramway at Ipswich Docks.

Passenger services on the tramway ceased in 1927 but two J70s continued to work the regular



RAIL ARCHIVE STEPHENSON

freight traffic with an additional three used during the harvest season. This was heavy work with 48 wagons recorded behind No. 7131 on one train!

The first J70, No. 7138, was withdrawn at the start of 1942 but BR inherited five examples which continued to serve until 1952 when new Drewry 0-6-0 diesels were introduced. All were finally withdrawn in 1955.

TURN OVER TO SEE HOW TO BUILD YOUR J70... 

PRACTICAL BRM



STEP-BY-STEP GUIDE



WATCH
Phil Parker share his techniques for working with resin kits on this month's free DVD!



Using the Black Beetle as a guide, the floor needs a 10mm hole made in the centre. Drilling thin plastic doesn't work very well with a large bit but rotating a pair of compasses fitted with spikes in both legs quickly makes a groove that can then be cut out.

1

You can't get a much simpler locomotive kit than this; a single resin moulding, some pre-cut plastic sheets and a few bits of wire. The Black Beetle motorising unit has to be bought separately but is ready to run.

2



I don't like blind windows in locomotives, so those in the bodyside were opened up first by drilling holes and then joining them up with a sharp knife. Once the centre is popped out, the job is finished with a file.

6

The 'Beetle' is fixed with a couple of small dots of superglue. These will hold it in place but the joint can be broken if required. Some strips of lead on to of the floor provide some much needed weight for the model.

10



Some staples cut to length replace the moulded lamp irons. Wire is provided for a very subtle tension lock coupling bar. Just drill a couple of holes in the skirts and fix in place, then bend it up or down to match your stock. It looks very flimsy for some of the lengthy trains seen during harvest on the Wisbech & Upwell line but could easily be replaced with something more substantial.

11

After a scrub with washing up liquid (take the motor out first!) and a spray of car primer, the model was painted. I've used a dark brown for wooden parts as photographs seem to show it quite a lot darker in BR days than the orangey colour worn in LNER days. Numbers are from Fox transfers and crests from Replica Railways.





On the roof the condensing pipe is bent and fitted into holes marked with dimples and carefully drilled through. Plastic rod is supplied but I found a length of brass easier to bend. If you use the rod, try painting some liquid glue where you make the bends to soften it and reduce the chance of breakage. The bell rope is thin wire and should sag slightly as though it's representing rope.



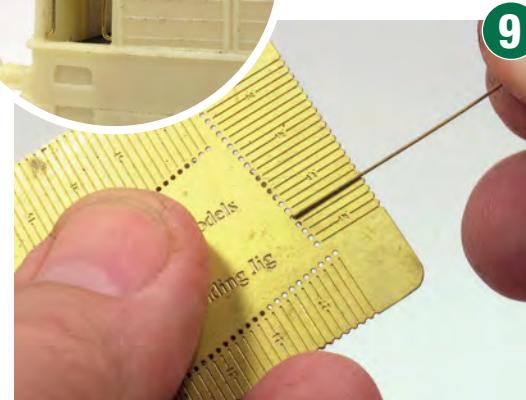
Inside, two pieces of plastic are fixed with superglue to represent the partitions for the boiler compartment. Building a more detailed replica with a dummy boiler would be possible if using a Black Beetle or SPUD for power.



The floor fits inside on ledges. Check it's level with the power unit fitted - if all is OK, fix with superglue.



Left The kit doesn't include cab handrails so I made some up from 0.45mm brass wire.



Manufacturing eight identical handrails is a lot easier if you have a suitable jig such as this one from Bill Bedford Models. The new DCCconcepts chromed modelling rule (not shown) is just as good.



The side windows were glazed with Microscale Krystal Klear. This is run around the window edge and then stretched across the pane. Leave it to dry with the window horizontal or the 'glass' will be thicker at the top than the bottom.

NEXT TIME...

In Part 2, Phil moves on to a simple whitemetal locomotive kit aimed at novices.



PAINT &

WEATHER BUILDINGS

Nothing in the real world stays clean for long. **Howard Smith** adds the finishing touches to his Penmaenmawr station.

So, you've dedicated a fair few hours to building a model from scratch, but now the challenge of painting it has arisen! You don't want to mess things up, and you'd like to get a realistic finish from the outset. So, how do you go about doing it? What techniques will you use? And, more importantly, what products work best and are recommended?

Hopefully, this crash course on how I painted a station building will give you an insight into some commonly used painting and weathering techniques, more of which can be seen on this month's DVD.

Hopefully, this crash course will give you an insight into some useful painting techniques.



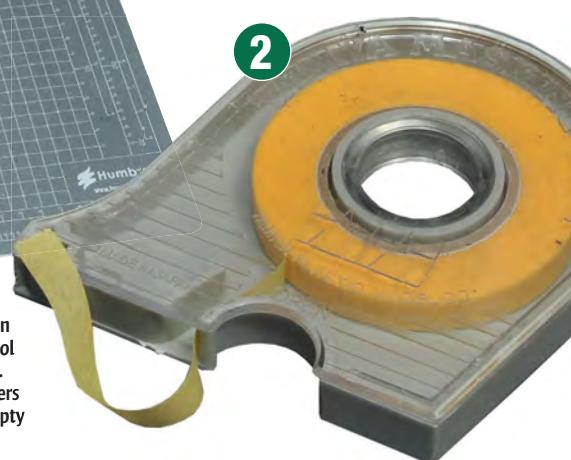
STEP-BY-STEP GUIDE

1



Remember to protect your work surface when painting. This A3 cutting mat sold by Humbrol (www.humbrol.com) is ideal for working on. Two old spray can tops make handy containers for mixing paint or washing out brushes. Empty chocolate box trays are equally as good.

2



Below Areas that are to be kept white are protected with masking tape. Look out for 'low-tack' types that don't peel paint when removed. More about this on DVD.

3

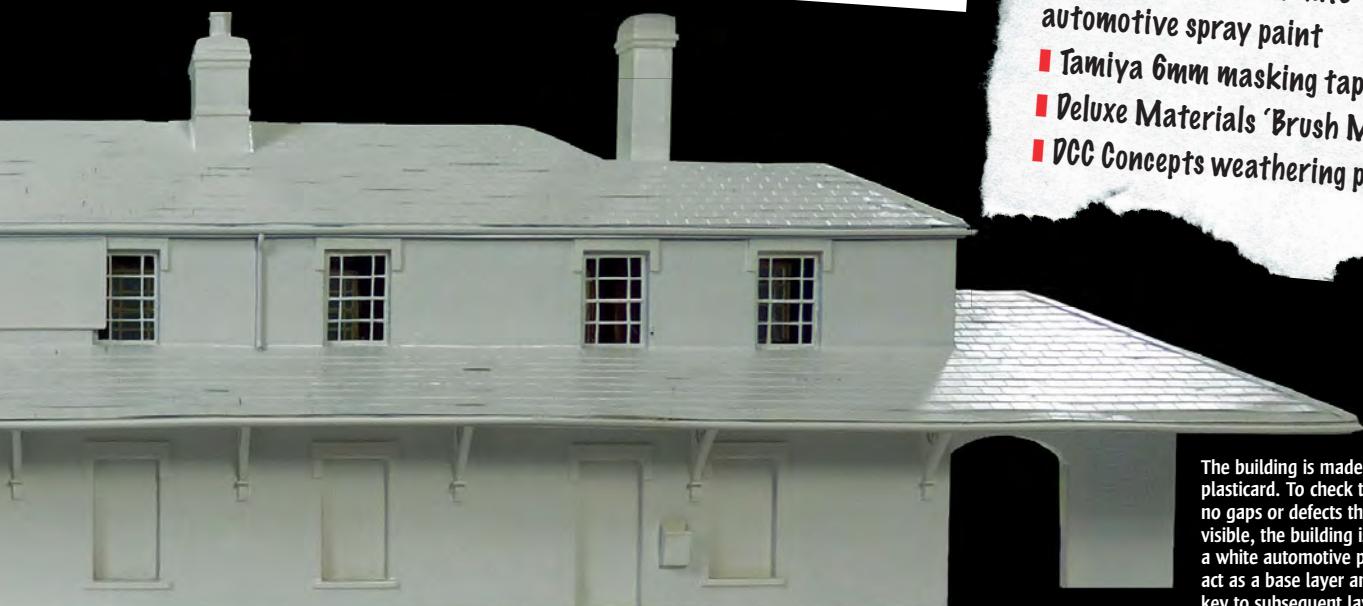


Paint the largest areas of the building first, working down to the small areas of detail. The second largest area on the building to be painted is the roof and canopy. We'll build up the slate tones using a combination of layers of paint and washes. A thin layer of Humbrol Matt 241 is applied as an undercoat to give a faint mossy-green hue.



Built in 1850 using stone hewn from the area, the station building at Penmaenmawr was used for its intended purpose until decommissioning took place by British Rail in 1986. I'll be modelling the station as it was during the summer of 1995, when used as an outlet for pine and antique furniture.

You'll note in this photograph the downstairs windows are boarded up, the upstairs being used as a flat.



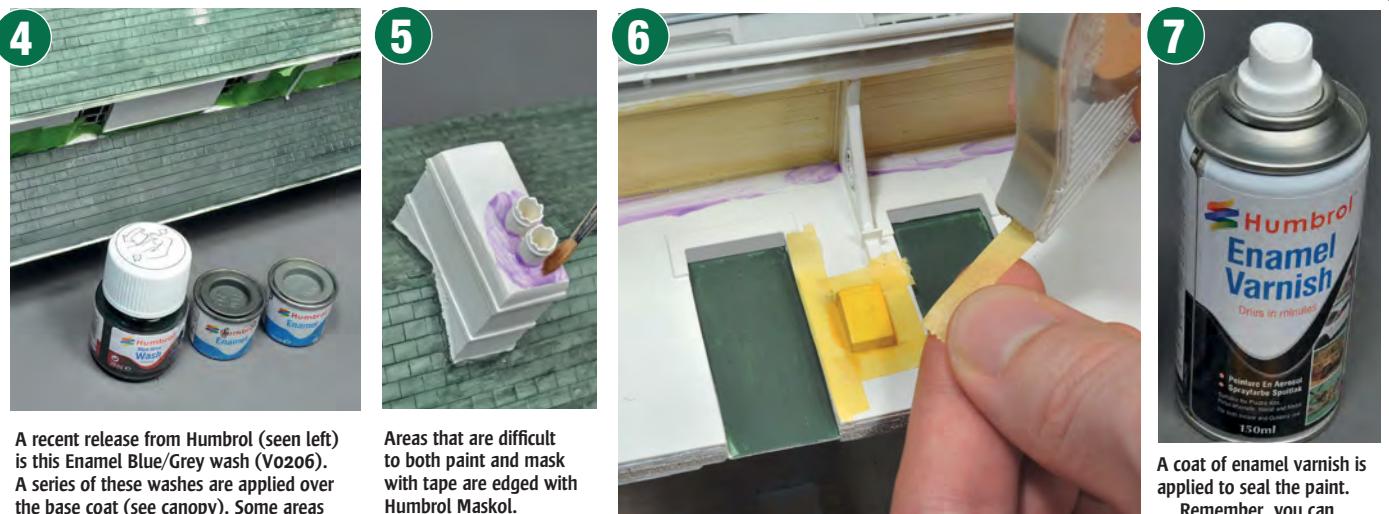
For the full list of all the products used during this project, take a look at this issue's DVD.

WHAT YOU NEED



- A selection of Humbrol paint brushes (coloro, detail and stipple)
- Humbrol Maskol ■ Humbrol Matt Enamel spray varnish ■ Enamel paints ■ Humbrol wash enamels
- Enamel Thinners ■ Lifecolor dust and rust box sets ■ White automotive spray paint
- Tamiya 6mm masking tape
- Deluxe Materials 'Brush Magic'
- DCC Concepts weathering powders

The building is made from plasticard. To check that there are no gaps or defects that will be visible, the building is sprayed with a white automotive paint. This will act as a base layer and give a good key to subsequent layers of paint. Some areas won't even need to



A recent release from Humbrol (seen left) is this Enamel Blue/Grey wash (V0206). A series of these washes are applied over the base coat (see canopy). Some areas are left thinner than others to create colour variations. These washes are built up to create the correct shade and don't make the roof just one uniform colour.

Areas that are difficult to both paint and mask with tape are edged with Humbrol Maskol.

It's applied by brush, but dries to form a protective film layer that can be peeled away later on.

Harder to paint areas such as the dustbin are masked again with Tamiya tape. The underside of the building is painted in a shade of yellow matt 108, the closest I could find to the prototype.

A coat of enamel varnish is applied to seal the paint.

Remember, you can use enamels over cellulose paint, but not the other way around.

MORE STEPS OVERLEAF

PRACTICAL BRM



SHARE YOUR PROJECTS WITH US

If you have a painting or weathering project on the go at the moment we'd love to hear from you. Why not share it with us? Send an email to brm@warnersgroup.co.uk with the heading 'Readers' projects'. We look forward to hearing from you.

SEE HOW
THIS MODEL WAS
BUILT AT
www.brmm.ag/penmaenmawrstation



Rust tones from DCC Concepts were used to good effect. Don't be afraid to mix the powders up to create different colours. Pay attention to sections of the roof that have been damaged, you can highlight them using a ballast dust colour. Some areas are left white to simulate spilt paint from where the building sides have been painted.

DRY BRUSHING WITH HUMBROL



USING LIGHT WASHES

The underside of the canopy is detailed by applying Humbrol matt 24 as a base coat, over which a Humbrol enamel dust wash (AV0208) is applied, without diluting. This wash runs into the joints of the planks and breaks up the uniform tone to create an uneven and faded appearance. Washes are ideal for such tasks - light colours can be used to highlight areas and darker colours can be used to create shadows.



Painting a brick or stone relief wall can quite often baffle people. The truth is, it does require a little patience, but after a few minutes you'll soon get the hang of it and find that it's actually quite simple. I apply the mortar colour first (Humbrol dust wash), this again depends on photographs. In the case of Penmaenmawr it's a creamy/grey colour. This can be seen in the above photograph to the sides of the wall. To colour the stones in, wait until the mortar colour is fully dry, then mix a suitable brown colour (I used a Humbrol dust wash mixed with DCCconcepts powders). Mixing powders in to the paint makes the consistency quite thick. Angle your brush at 20 degrees from your work and gently and lightly draw it across the stones. Only the top of the stones will get a coat of the paint as can be seen above in the centre section.





Making transfers doesn't necessarily mean that you have to resort to using 'old-fashioned' pen and paper. If you have an inkjet printer you can make the most of programs like Photoshop and use transfer paper. Take a look at this month's DVD to see how they are applied.



This aerial served the upstairs flat. You too can have a go at making one for your buildings. This one is made from 0.010" wire with a 0.010" plasticard rear. If you are modelling a building that is set in an earlier period, you might need to model the once common 'H' aerials, for a later period, say mid-90s onwards a satellite dish.

Little details such as these are just as important as weathering a building to add character and really bring it to life.

CHIMNEY POTS



The chimney pots are all different colours; I painted them using Humbrol matt white into which I mixed some weathering powders to get the right tone. This helps to create a rendered chimney pot-like texture.

The stains and grime streaks that run down are from the grime effect paint set by Lifecolor. A fine detail brush was dipped in the paint, wiped almost clean on tissue paper, before carefully applying in small amounts. The streaks were created by using a little more paint and pulling it down using a clean brush. You can't paint over these with enamels, so if you do make a mess, wipe clean with LifeColor thinners and start again.



To create the areas of damaged plasterwork, first apply a thin layer of cream enamel paint mixed with thinners (50/50). Leave the edges jagged. I then applied some of the Lifecolor 'damp effect' washes, but only in small amounts, dotted around.

The old rags, thrown on the station roof as per the photograph are made from tissue paper, superglued into place. Once dry they are painted a brown base colour, then weathered with powders to create shadows and highlights.

Use lighter colours on flat areas and darker ones to accentuate the folds.



THE RESULT

Now it's complete, I'm quite happy with the way this project turned out. I'll admit that a fair quantity of modelling consumables were used – one or two spray cans and tins of paint plus a couple of weathering powders, but that's unavoidable with a building that is nearly 60cm (2') in length. I've used a mixture of techniques here, all of which you can try for yourself. Don't hesitate to send us in your pictures!

EAGLESHAM

Set on the eve of the First World War, **Bill Auld's** EM gauge layout depicts the wonderfully colourful and rarely modelled Caledonian Railway as it was a century ago.



Macintosh 783 Class 0-6-0T No. 425 shunts the yard while a Glasgow-bound train of four-wheelers wait to depart.

FACT FILE

- **LAYOUT NAME** Eaglesham
- **SCALE/GAUGE** 1:76 scale, 16.5mm gauge OO
- **SIZE** 20' x 2' (including fiddleyards)
- **ERA/REGION** Caledonian Railway, 1912-14
- **LOCATION** Portable layout
- **AYOUT TYPE** End-to-end
- **PHOTOGRAPHY** Nigel Burkin





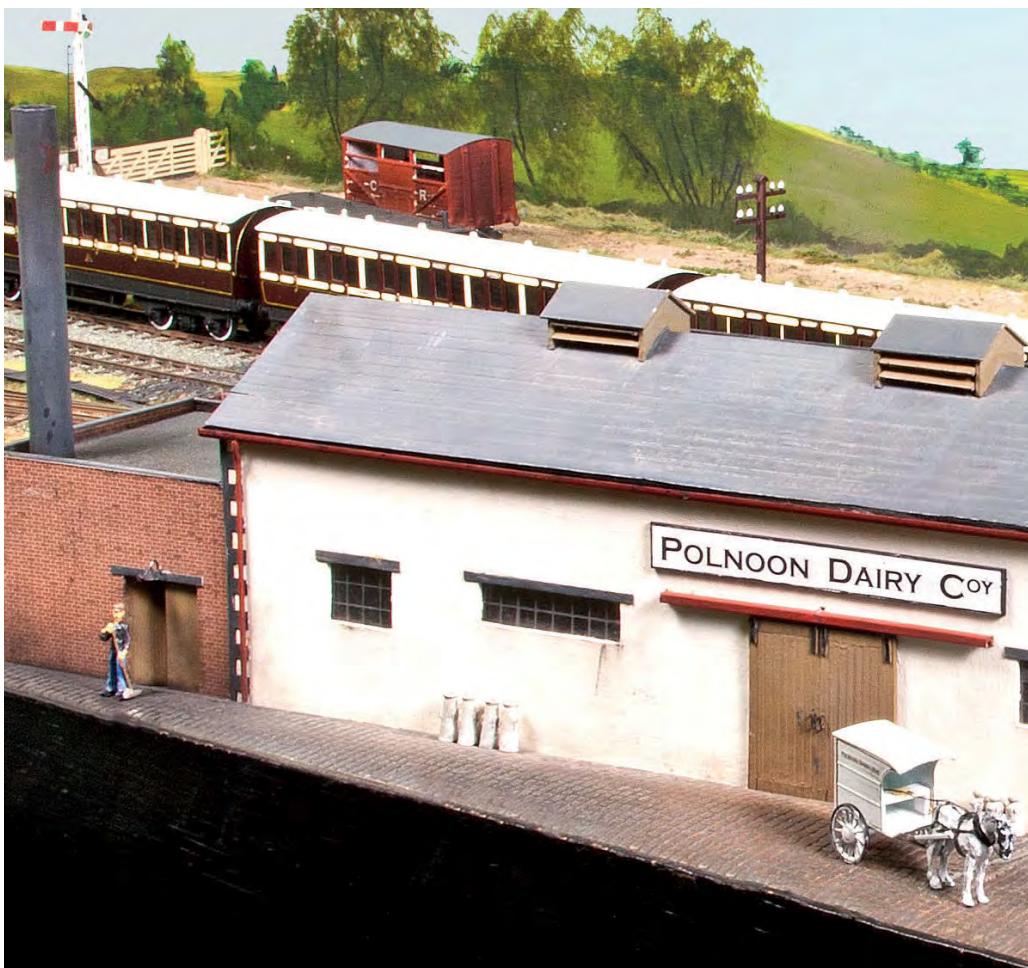
Lambie 'Jumbo' 0-6-0 No. 337 working into the goods shed.

Soon after construction began, I was asked if the layout could be ready in time for the Cathcart Model Railway Show. It was only four months away. We made it - just!

Eaglesham' began life in 1995. I had long planned to build a layout and wanted to base it on my home town of East Kilbride. Although I had a trackplan, station building and goods shed plans from 1912, information was scarce regarding local businesses which would have grown up around the station.

Further research revealed that although proposals had been put forward by the Glasgow, Eastwood, Busby & Eaglesham Railway in 1852 and the Glasgow, Mearns & Eaglesham railway in 1887 for a station at nearby Eaglesham (roughly four miles north-west of East Kilbride), no station was ever built there. Had it been, operation would have been by the Caledonian Railway. Both freight and passenger services would have been very similar to those at East Kilbride in my chosen period of 1912-14 but with the line running on towards Strathaven to service the many lime pits in the area. The decision was therefore taken to combine the real East Kilbride with the proposed Eaglesham to present a layout which was authentic in rolling stock and architecture but not an exact replica of either station.

Soon after construction began, I was asked if the layout could be ready in time for the Cathcart Model Railway Show; just four months away. My first reaction was that there was not enough time to complete the layout to exhibition standard. However the other group members offered enthusiastic support in building construction and offers of rolling stock. So the challenge was set and work really started in earnest.



KEY DETAILS BUILDINGS

I was on six-month leave from the Merchant Navy at the time and so could devote a lot of hours to the project. As the deadline approached all my spare time was focused on getting ready for the exhibition.

We made it (just), thanks in no small measure to the rest of the 903 Group. They made all the layout buildings, which are still in use today. The layout was well received at Cathcart, but the experience showed us that it needed more work to smooth out minor hitches in the general operation.

Originally, the layout was built to be viewed looking from behind the station building and was operated as a fiddle yard to terminus style layout. The next stage of the development was to build another fiddle yard and operate it as a double-ended terminus. Passenger trains from both Glasgow and Hamilton terminated at East Kilbride in this period, although goods traffic used it as a through line.

A member of the 903 Group, Jimmy Anderson, had built a new signalbox based on drawings for a Caledonian 'box of the correct period. He made such a lovely job of it that it would have been a shame for the public to see only the rear of the building and not the beautifully detailed interior. The whole layout was therefore reworked to change the viewing perspective so that the public would be looking towards the front of the station rather than the rear. Over the next few years this modified 'Eaglesham' visited exhibitions at New Lanark, York and Carlisle and was well received.

Being at sea made it difficult to commit to the long-term plans needed to attend exhibitions on a regular basis, and as a result the layout received little attention over the next ten years, although I spent my free time at sea in increasing my rolling stock, both kit and scratchbuilt.

By 2010 the already small membership of the 903 Group had been reduced by the sad loss of two founding members and the group reluctantly disbanded. At this time I joined the East Kilbride Model Railway Club.



Above The goods shed with a Wordies' wagon heading for the weighbridge. Wordies were one of the main Caledonian Railway carriers.



The buildings are nearly all scratchbuilt, based on plans of those found at East Kilbride in the period modelled. The station building, oil store and weighbridge were made by Tom McGhie and the dairy and stable by Hugh Douglas, both sadly no longer with us. The goods shed and water tank were built by John Anderson and the CR signalbox by Jimmy Anderson. They used a variety of traditional methods using card and embossed plastic sheet.

Left The interior of the signalbox shows up well as a 439 Class 0-4-4T passes on its way to Strathaven.



5
Early morning activity in the dairy yard while a 'Wemyss Bay Tank' 4-6-2T departs towards Glasgow with train of 45' bogie stock.





Engineers Blue Saloon No. 1, marshalled at the head of the breakdown train, was built from a Decent Models kit.

One of the members, Spencer Anderson, got me an invitation to the Perth Exhibition in 2012. With this in mind the layout was taken out of storage for a major overhaul. The electrics were found to be in good order, but the opportunity was taken to give the scenery a much-needed facelift.

This included installing cosmetic point rodding and adding a few cameo scenes to increase interest for viewers. The main cameo was centred around the grounded coach body being used as a bothy and was created by Joe Loftus. Ground cover was improved by the use of electrostatic grass and Woodland Scenics scatter material.

The show at Perth was extremely enjoyable and the layout received many favourable comments. Having retired by this stage, I decided to try to expand the exhibition side of my hobby and sent out a flyer promoting the layout to exhibition managers. As a result I received four invitations for 2013; Kyle MRC, Railex NE, Ayr and Aberdeen, and attended Midland Railex in 2014. Further outings are planned for 2015 and beyond. To keep the layout fresh, changes are planned to extend 'Eaglesham' and make it more interesting for the public.

HARDWARE

The layout was built using traditional methods. 4' x 2' baseboards built on 2" x 1" framing, covered with plywood. Framing was made from secondhand timber to try and avoid warping. After more than

A scene that would have been common at East Kilbride in the early-20th century; a 439 Class 0-4-4T arrives from Glasgow with white-panelled six-wheelers as Lambie 'Jumbo' 0-6-0 No. 337 waits patiently in the yard.



20 years the boards are still flat so there is some justification for this method.

There are three scenic boards and a fiddleyard at each end. Track is from SMP with handbuilt points. The pointwork was made by taping the point plan down to a piece of softwood and using it as the basis of a jig for all the subsequent points. The trackwork looks very effective and I have frequently been asked if it is EM gauge.

The track was laid on a cork base fixed down with double sided sticky tape. All track sections had single core stiff dropper wires soldered to the underside of the track. These droppers are fed through the baseboards and connected underneath to give good electrical continuity.

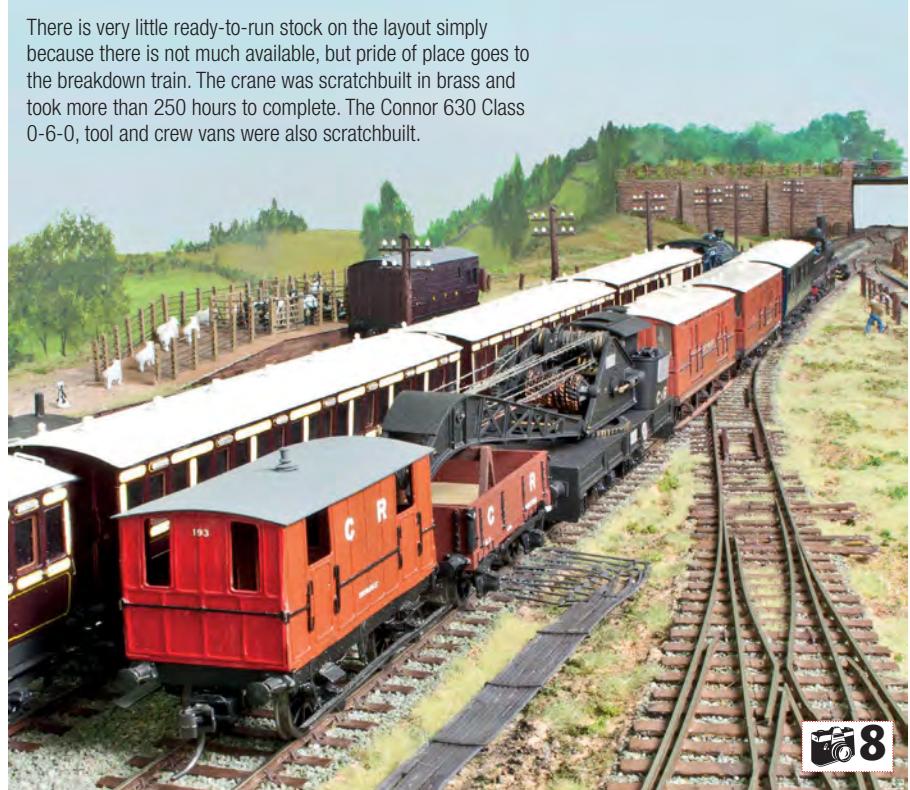
The track was held temporarily in place with track pins for testing. When this was complete the track was eased up on the droppers and then fixed permanently in place with more double-sided tape. The ballast could then be added on top of the tape and well tamped down without using glue to further secure it. This gives nice quiet running and it has lasted well despite being transported to numerous exhibitions in the back of a car.

The three scenic boards and one of the fiddle yards bolt together into two 4' x 2' x 1' units for transport, the other single fiddle yard board sitting on top, the legs and other support gear fit into the roof box of the car.

The points are controlled by a mixture of SEEP & H&M solenoids, but I am the process of changing

MY FAVOURITE MODEL THE BREAKDOWN TRAIN

There is very little ready-to-run stock on the layout simply because there is not much available, but pride of place goes to the breakdown train. The crane was scratchbuilt in brass and took more than 250 hours to complete. The Connor 630 Class 0-6-0, tool and crew vans were also scratchbuilt.



Craven Brothers 20 ton Breakdown crane. 250 hours work, scratchbuilt in brass. See the BRM Annual 2015 for another remarkable scratchbuilt Cravens crane in 7mm scale, but fully operational and controlled by DCC.



Permanently coupled in the breakdown train, the CR Permanent Way Department tool van.

to all H&M as I find that they are more robust and reliable.

Most of the rolling stock was built before DCC and so control is analogue using a Tasma hand-held controller. These reliable units are no longer made, but I have managed to pick up a spare from eBay.

ROLLING STOCK

All the stock is either kit-built in whitemetal or brass, or scratchbuilt in brass. Locomotives are from Wills, DJH and Jamieson as shown in the table below.

CR traction at East Kilbride would have been mainly 439 Class 0-4-4Ts or some of the older 4-4-0 Drummond locomotives with 0-6-0 'Jumbos' used for goods traffic. Using modeller's license, we see a greater variety of rolling stock than would actually have appeared on this short branch line. However,

this gives us the opportunity to show off some of the handsome Caledonian Railway locomotives.

The entire fleet is spray painted using Halfords grey primer followed by a coat of satin black, with passenger locomotives receiving an additional top coat of Caledonian blue. Top coats are applied with a Superspray refillable aerosol and lined using Kemco transfers, lining pens and, lately, Modelmaster decals. I find the latter to be fine enough to look realistic.

After transfers are applied, a coat of satin or matt varnish completes the model. There are, as ever, a large number of models waiting to be finished and more waiting to be started, including two 'Jumbos', 55 Class and 60 Class 4-6-0s and another of my favourite 'River' Class 4-6-0s.

The locomotives above are supplemented by models belonging to my co-operator John Anderson.

His collection adds 'Dunalastairs' and some of the earlier CR 4-4-0s.

Coaching stock is a mixture of 45' bogie, four- and six-wheelers, mainly from the Decent Models range with a few from Caley Coaches. The Decent Models range can still be obtained via eBay but are now becoming scarce. This is a shame as they're good kits and simple to make. I have another batch nearly complete and ready to go into service.

Wagons are a mixture of Model Wagon Co., 51L, Decent Models, D&S and others whose names have now disappeared from memory. Some have been modified to match those seen in contemporary photographs and increase the authenticity of the layout.

In the pipeline are a couple of scratchbuilt gun carriage sets - in brass - which will get finished as soon as I get the time.



The breakdown train waiting for a clear road before following 'Wemyss Bay Tank' (944 Class) heading for Glasgow with a train of 45' bogie stock.





10

A Brittan 670 Class 0-4-2 pauses with a train from Strathaven to Glasgow while No. 425 shunts the goods shed siding. Oil and gas tanks have been parked in the loop.

We see a greater variety of stock than would have been the case on this short branch line, but it gives us the chance to show off more of the handsome Caledonian Railway locomotives.

All vehicles are fitted with Kadee couplings. The electromagnetic coils for uncoupling are fitted in various locations. Although the couplings are not prototypical I feel that this is outweighed by their reliability.

At exhibitions the layout is meant to be operated as double terminus with the occasional through goods train. However, sometimes this arrangement is ignored and the station can be operated with through passenger trains. This makes for some interesting times in the fiddle yards trying to keep things in order! It is with this in mind that planned changes will include a better arrangement for through running, possibly including the building of a further baseboard and widening the scenic boards behind the backscene to accommodate storage roads.

FOR THE FUTURE

Planned improvements include adding working signals and station lighting with more work to be done on the ground cover. The group has been experimenting with sound decoders and hopefully these will be incorporated in the not too distant future.

I am now a member of the 12ADM RG, a small group of enthusiasts with a collection of small layouts. These include 'Milton Street', a late-1960s locomotive shed, and 'Rockville Goods', a goods depot set in 1970s Glasgow (and due to appear in **BRM** in spring 2015). We have a wide range of interests and each member of the group brings their

own particular set of skills to the forum. Joe is our webmaster and research guru as well as being useful on the electrical and electronics side. He is also the man to see for weathering as he has put a lot of time and effort into mastering this artform.

Spencer makes very fine buildings and the boxes to protect them in transit to exhibitions. He is also working on weathering skills. I tend to concentrate on building rolling stock and the occasional

baseboard. Group members give mutual support at exhibitions and their assistance to me has been invaluable.

Many thanks to Joe Loftus, Spencer Anderson and Keith Brown. Thanks are also due to John Anderson for supplying additional fine Caley rolling stock at exhibitions. Please visit the website – www.12ADM RG.co.uk – and get in touch with us if you have any questions or comments. **BRM**

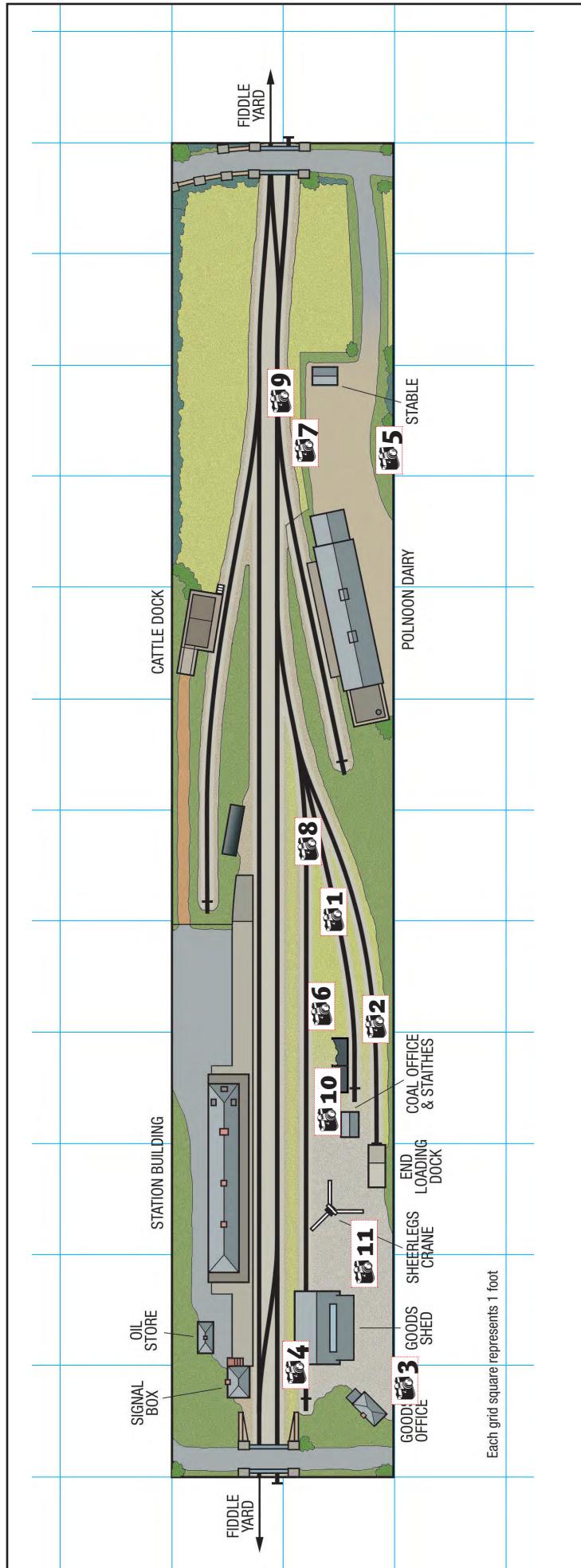


11

A very common arrangement for unloading wagons in the period modelled - a Scotch derrick.

00 GAUGE

00 LAYOUT FOCUS EAGLESHAM



Janet Wilson



Drummond six-wheel Brake Third dating from the mid-1880s – a Decent Models kit. Rolling stock is a mix of etched brass kits from various suppliers and scratchbuilt items.



Madison 600 Class 0-8-0 No. 601, an example of the CR's largest goods locomotive, hauling a train of empty 30 ton bogie mineral wagons – all were scratchbuilt (see left).



The 'Caley' introduced 30t bogie mineral wagons as an experiment, but they were not a success. The models were scratchbuilt in plastic card and run on Ratio bogies. I have produced an etch for an improved model of this wagon.

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HOW TO IMPROVE... A GRAHAM FARISH MK 1 SLEEPER

Good as the Graham Farish Mk 1 sleeping car is, **Mick Simpson** proves that a couple of hours work can produce something even more satisfying.

This is not intended to be a blow-by-blow account of how to detail and weather a Graham Farish BR Mk 1 Sleeping Car; rather it's simply an account of how I spent a couple of very enjoyable hours making a simply beautiful model look more workaday. Finescaling the wheelsets took about a further hour. These were machined in the same manner as the tender wheelsets on the Graham Farish J39 0-6-0, the account of which appeared on page 88-90 of January 2014 edition of **BRM**.

DETAILING

The detailing kit which comes with the model is not extensive and simply a representation of the buckeye coupling for either end (plus one which is modelled in the dropped down position) and four representations of the steam heat and vacuum pipes. Two others appear to be straight versions of the latter, which when fixed would give the impression of coupled pipes. Finally, there are two

gangway covers, one of which includes lamp brackets. These details take minutes to fit using solvent adhesive. The usual warnings are needed here - no smoking and don't breathe the vapour!

WEATHERING

I haven't sought to make this coach truly grubby because in service sleeping cars would have been kept reasonably presentable; modern carriage washing facilities would have seen to that. However, even the most cared for of rolling stock can't escape the rigours of time, use, weather and light, so an essentially clean vehicle will always display signs of day-to-day wear and tear. As such colours will also be toned down and there will be signs of what rain, dust, the elements in general and that unavoidable interference - humankind, whether he/she be a railway employee or patron - can inflict upon it. If the vehicle is older and well used this effect will be even more pronounced.

My weathering career is in its infancy so I would not describe myself as an 'expert' in the art, far from it; but what I have done so far by dipping my toe in the water I have enjoyed.

Indeed I will continue and hopefully my methods will improve with time since what I have found is this aspect of modelling seems to bring its own level of satisfaction. My advice for anyone wanting to have a go at this kind of work is just that - get stuck in!

Pick up an old wagon, coach or whatever, select a photograph of the prototype vehicle and jump in. It's wise to spend a little time armchair modelling; maybe reading material from some of the established exponents of the art. By doing so you will learn the basics of weathering. What will come across straight away is that there's no right or wrong way, just some basic rules and preferences.

If there is one 'golden rule' I would say it is this; always stop before you go too far. You can add more later, but once it's on it is devilishly difficult to remove.

Since I wanted to show a vehicle that was relatively well looked after I wasn't looking to do anything really drastic to the vehicle between the solebar and roof. In fact the roof has had the most in the way of 'treatment' and I like to think everything else has an element of subtlety about it.

GIVING IT THE TREATMENT

After removal of the 'N' coupling and fitting of the little details I masked the coach sides, then using various mixes of only two colours - Humbrol Matt 33 (black) and Matt 62 (leather). The only other colours used were Humbrol Matt 53 (gunmetal) from the Metalcote range on the buffer faces and AK Interactive AK084 to provide a slightly glossy oily finish on the axleboxes. I have used acrylic colours in the past but because I wanted to 'work'



TOOLS FOR THE JOB



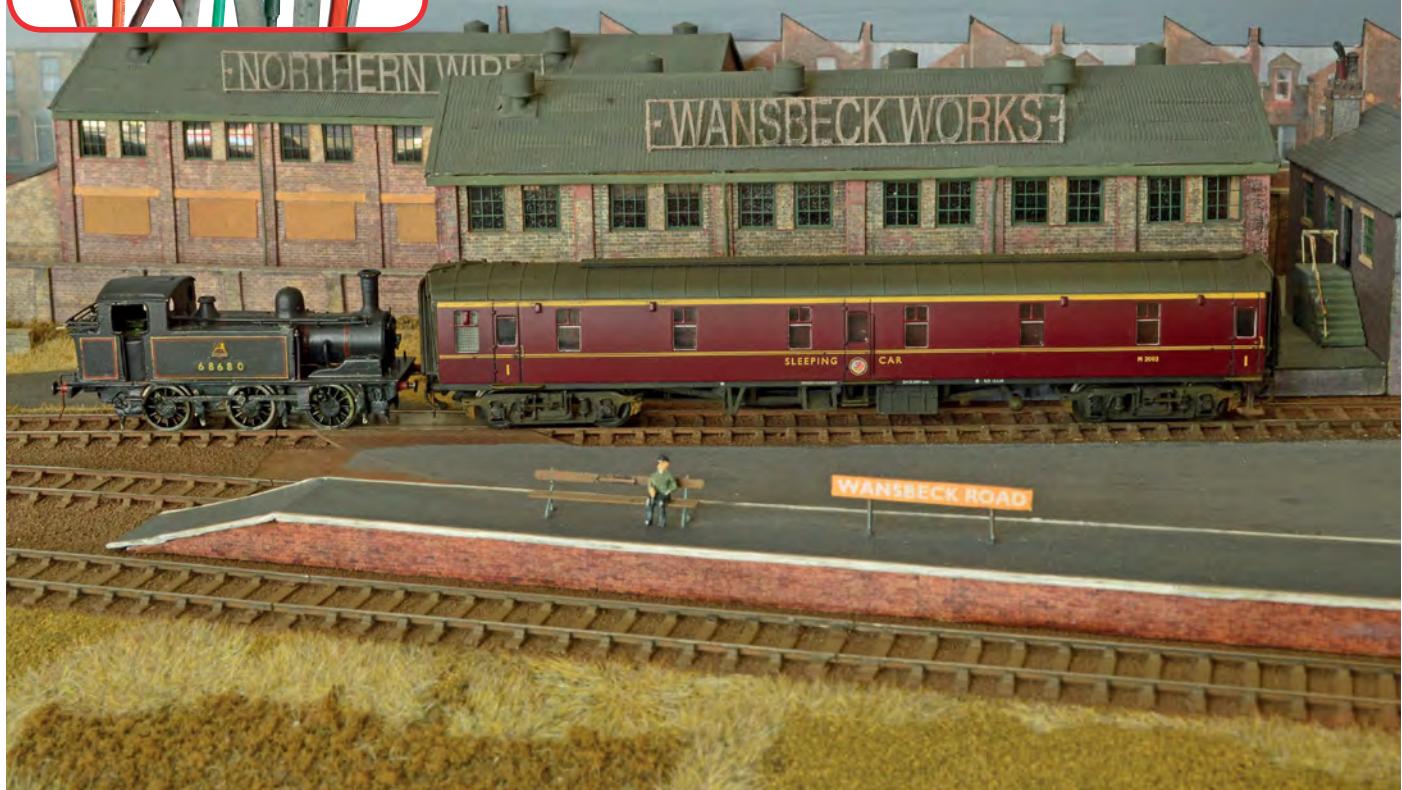
This is the Iwata HP SB Plus which is a super bit of kit. Mine came from the Airbrush Company (see more at <http://bit.ly/11jPurN>) and the little cups with detachable base (one shown detached) are really handy and very easy to clean. Iwata airbrushes really have a quality feel to them. Look out for more on them in **BRM** soon.



From left to right: A selection of brushes for those fiddly little cleaning jobs, centre rear, dental brushes come in very handy for cleaning the inaccessible places, centre front, baby buds, very handy for mopping paint residue from cups and minimal cost; eye dropper - used for dispensing paint and thinners into paint cups; extreme right - modified dental tool for mixing paint in spray cups when only small amounts are needed. I make good use of my local pharmacy!



The sleeping car masked and ready for the first pass with the airbrush. On the left can be seen the two colours used most in this weathering exercise. The large black at the rear right is an airbrush cleaning station (also from The Airbrush Company). It's not all that expensive and it does mean that you have somewhere to spray what paint is left in the cup if you have no further use for it and neat thinners as part of a rigorous cleaning regime, essential when dealing with airbrushes.



Even the most cared-for items of rolling stock can't escape the rigours of time, use, weather and light.

some parts of the paint I chose enamels because they take a little longer to dry and this gives time to push paint where you want it to go and, most importantly, remove it from where it is not wanted.

I built up the weathering in stages using a slightly different mixture, each time gradually getting lighter in shade and attempted to make the finish other than uniform. The roof was done first using a predominantly black mix, progressively mixing in more of the Matt No. 62 at each stage to give a variation of tone.

By the time I had worked my way down to the solebar and bogies I was using a fairly light-ish colour. The roof doesn't want to be just a respray of matt black, there should be some variation in tone with perhaps greater deposits of grime and 'trail dust' at either end, particularly the corridor connections.

With this work done I was happy to remove the masking since the small amount of work yet to do would be done mostly with brushes and a mixture of paint and enamel thinners.

FINISHING TOUCHES

Study of the bogie photograph revealed lighter shades around the area of the brakes and on top of the bogie, so once the spraying had

properly dried I used a fine brush to apply a thin mix of the black/leather weathering paint to these areas. I also brushed a fairly light shade of the mix on to the stepboards on both sides. I thought about not doing the emergency door stepboard (the centre door on the corridor side) on the basis that it might have seen less wear, but in the end decided to treat it because even though the door was only designed to be opened from the inside railway staff must have used it. That's my story and I'm sticking to it!

I then took a very watery mix of thinners and matt black and ran it down the representations of the gap between the doors and the bodysides. This task obviously results in thin black paint lying on the bodyside either side of the door 'gap'. A small

'flatty' type brush sweeping longitudinally along the coach side removes the excess and if the brush is kept as much on its side as possible the paint remains in the gap, creating the desired effect. The remaining paint on the brush can then be spread all over the body sides creating a dulling down effect that I was seeking to achieve.

An added bonus for me was that I could also spread some of this paint up to just below roof level where it served the purpose of reducing the glare of the yellow First Class cantrail band. In doing this using the flat brush I made sure the brush strokes were continued full height of the vehicle to avoid any noticeable brush marks or unsightly patches. I am very pleased with the result - I've just got to think of a reason to run this one now! **BRM**

FURTHER READING

- ▶ Nigel Burkin's review of the Graham Farish Mk 1 Sleeper
W bit.ly/1xTAwFG
- ▶ More on Commonwealth bogies
W en.wikipedia.org/wiki/File:Commonwealth_bogie.jpg
- ▶ *British Railways Mark 1 Coaches*, Keith Parkin, HMRS published by Pendragon Books 1991

USEFUL CONTACTS

- ▶ AK Interactive Products
W ak-interactive.com
- ▶ Airbrush Company
W airbrushes.com
- ▶ Humbrol
W www.humbrol.com

7TH & 8TH FEBRUARY 2015

SHOW PREVIEW

THE FESTIVAL OF
BRITISH RAILWAY
MODELLING

DONCASTER

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one of over
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THE FESTIVAL OF BRITISH RAILWAY MODELLING

See the best British layouts in action at 'Donny' 2015

With the show season fully underway, the festival of British Railway Modelling will be returning to Doncaster for an event packed with the best layouts in the hobby.

GUEST LAYOUTS

- Burnham on Sea (N)
- Imperial Yard (N)
- Stokesay Junction (N)
- Stoney Lane Depot (N)
- Aldbury (OO)
- Alderford (OO)
- Borders Reach (OO)
- Brancaster (OO)
- Towcester (OO)
- Widnes Vine Yard (OO)
- Edgeworth (OO)
- Empingham (OO)
- Florinstone (OO)
- Glendevon (OO)
- Halston Junctions (OO)
- Newbie Bridge (OO)
- Northwick (OO)
- Oulton TMD (OO)
- Parcel Point (OO)
- Summat Colliery (OO)
- The Clydach Railway (009)
- Owen's Bridge (009)
- Kimmundy (EM)
- Minories (EM)
- Three Mills (3mm)
- Moxley Heath (O)
- Penpolt Quay (O)
- Ravens Rock (O)
- St Georges Quay (O)
- Bankfield Road (O)
- Tinkers Green Sidings (S7)

OTHER ATTRACTIONS

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- Connoisseur Wrenn
- Daves Railway Films
- DC Kits
- Digitrains Limited
- Doon Valley Models
- Eileen's Emporium
- Elaines Trains
- Footplate/Flangeway
- Golden Age Models
- Gramodels
- Green Scene
- Hafixs
- Hobby Holidays
- Invicta Model Rail Ltd
- Keen Systems
- Layouts 4U
- M&J Taylor T/A Going Loco
- Modelmania
- Model Masters
- P & D Marsh Models
- P & H Models
- Pennine Models
- Replica Railways
- Ron Connor
- Shawplan Model Products
- Steve Currinn Books
- Taunton Controls Ltd
- Ten Commandments
- The 2MM Scale Association
- The Hereford Model Centre
- The Model Centre (TMC)
- Tools 2000
- TPA Books
- Train-Tech
- Wealistic Models
- Wizard Models (MSE/51L)
- W M Collectables

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HOW TO BUILD AN...

NR TRACK INSPECTION COACH

Completing his Network Rail test train project, *Nigel Burkin* demonstrates the construction of a unique Mk 1-based vehicle using a kit by Britannia Pacific Models.



Above Out and about on the author's layout, working with Mk 2f RTOV 9701 (see October BRM). Kadee couplings are fitted to the frames of both coaches making propelling of the train more reliable.

Below A top-and-tail formation with Hornby Class 31s. DB999508 is not an inspection saloon in this guise. When operated as a track inspection coach, it has to be hauled or marshalled in the formation of a push-pull train consisting of top-tailed locomotives or a driving trailer.





A Network Rail track inspection train makes a great modern train for small layouts; DRS 37 667 propels DB999508 and former DBSO 9701 into Nairn station on 5th March 2012.



As we showed in the October 2014 edition of **BRM**, Network Rail test trains are a great subject for modellers of the contemporary railway. Having shown how to convert an Airfix Mk 2 brake coach into Remote Train Operating Vehicle (RTOV) using the PH Designs kit, it's now time to look at the other vehicle in this short, but interesting train.

Three inspection saloons were built by BR's Swindon Works in the early-1960s to a completely different design to the more numerous 50' LMS design recently introduced by Bachmann. Classified as Q13 under WR diagrams, they are not as well known as the LMS saloons but still survive today, either in private ownership, preservation or in the case of our subject, DB999508, as a Track Inspection Coach (TIC). Construction dates vary according to which source is consulted. One suggests a date of 1957 for DB999506; others *circa* 1960 for DB999508/509.

Built on 57' underframes and measuring 60' over the buffers, the Swindon saloons have Mk 1 coach characteristics including the underframe, body profile and windows. They are instantly identified from the LMS saloons by having two large cab windows and a different body profile. For some, the Swindon-built saloons are more attractive than their LMS-designed counterparts, although I find all saloons interesting subjects to research and model, especially on compact layouts.

One saloon of this design, DB999508, was converted to a Track Inspection Coach in mid-1987 at Cardiff Cathays. The work involved the fitting of the side recesses for observation work, which set this vehicle apart from the other two. Later, the coach was upgraded with the fitting of a generator *circa* 2003 and upgraded instrumentation. Latterly, the coach has been painted Network Rail yellow and, with its propelling days being long gone, the ends are black rather than warning panel yellow. For a while, DB999508 was painted Serco red/grey



A formation consisting of two Class 31s: 31 602 and 31 233 working in top-and-tail mode. When the cost of Hornby Class 31s is factored in, this could be a short, but costly train to model!



A view of the roof of DB999508 showing the position of roof vents and water pipes.

with yellow ends and prior to that, a non-standard black, yellow and blue scheme. For the record, the unmodified saloons were, in BR days, painted BR lined maroon when new; subsequently replaced with BR blue/grey with warning panel yellow ends.

As a project, DB999508 is a lovely standalone for insertion in a test train, working top-and-tail with NR Class 31s or DRS Class 37s or a Network Rail DBSO (usually 9701). I chose to model it in post-2003 guise, pairing it with a DBSO and a Class 31/1.

**TURN OVER FOR A
STEP-BY-STEP GUIDE** ➤



PRACTICAL BRM

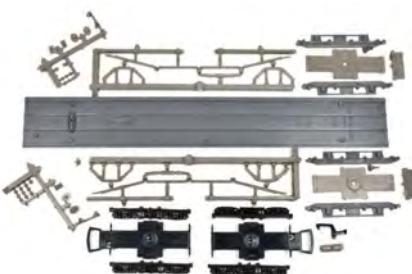


THE KIT

Multi-media kits (or fully assembled models) for the 57' Mk 1 inspection saloons and DB999508 in its post-1987 track inspection coach guise are available from Britannia Pacific Models. The kit is not difficult to build, even allowing for some tweaking and adjustment to fit the underframe floor to the body (when assembled) and to achieve the correct ride height from the rail. The kit has good instructions, albeit with some missing details and a couple of minor errors which can be easily corrected using reference photographs.

This DB999508 kit was supplied with Replica Railways B1 and B4 bogie kits; the latter being more suitable for our purposes. Many components are from the DC Kits range, including the roof moulding, buffers, rubbing plates, underframe trussing and floor.

The supplied roof vents are not the correct pattern and I replaced them with cast whitemetal



SHOPPING LIST

COMPONENTS

- Wheel brake discs
- 12mm diameter coach wheels
- 2mm diameter pin point bearing cups
- Comet extended oval coach buffers
- 0.45mm diameter brass wire
- NMS/NNK Mk 1 coach roof dome vents
- Comet Models catering vehicle roof cowls
- Air brake distributor and air tank
- Shawplan Models Mark 1 coach door furniture etchings

DOWNLOAD

Nigel Burkin's article on
modelling a Network Rail Mk 2f
DBSO from October 2014 issue of
BRM at www.pocketmags.com



A comprehensive multi-media kit for the Swindon-built 57' inspection saloons is available from Britannia Pacific Models, together with ready-assembled models. A mix of materials including brass, whitemetal and ABS plastic are used in its construction.

dome vents. I added cast metal extended oval buffers, extractor fan cowls and underframe battery boxes from the Comet Models range. The vacuum formed front glazing was abandoned in favour of acetate sheet whilst the underframe was detailed with air brake components. Before making a start, I seek as much reference material as possible on my chosen subject and compare the information with the kit instructions. Photographs were used to determine the position of the warning horns over each cab and additional equipment such as ventilation and extractor cowls.

It might be that changes were made to the project vehicle during the development of a particular kit or information simply was not available when it was being designed. Reference photographs are essential! Finally, I abandoned the tension lock couplings moulded to the bogie frames in favour of No. 146 Kadee couplers mounted on the underframe.

Left The kit utilises parts from the DC Kits range, particularly for the underframe and roof moulding. Bogies are supplied including BR B1 and B4, the latter being appropriate for DB999508 as a track recording coach. No interior details or partitions are provided in the kit.

USEFUL WEBSITES

- www.departmentals.com
- www.traintesting.com/TIC.htm
- www.britanniacapital.co.uk
- www.modsupplies.co.uk

Materials to finish the model include:

- 60 by 20 thou styrene strip (Evergreen)
- 100 by 20 thou styrene strip (Evergreen)
- 40 thou sheet styrene (NMS)
- 0.45mm brass wire for hand rails and water tank filler pipes
- 0.2 wire strands stripped from layout equipment wire
- 8BA 0.25" counter sink screws
- Clear acetate for glazing
- Squadron putty filler
- PlastiZap CA glue for difficult plastics
- Plastic weld or Super Weld (not MEK)
- Grey general purpose primer
- Phoenix Precision Network Rail yellow paint
- Phoenix Precision Network Rail roof grey paint
- Weathering colours and black
- Satin varnish

BUILDING THE BODY

Before making a start on the body, take the relevant components and lay them out on your workbench to place the side sections in the correct order. A dry run to determine the construction order with the assistance of the instructions will help.



The sides are composed of etched brass sections to allow for the side recess castings. Each piece is carefully rolled to introduce a slight curve to match the cab castings. Use a wooden dowel and with the sides resting on a computer mouse mat the correct curved profile was achieved using the cast resin ends as a guide.



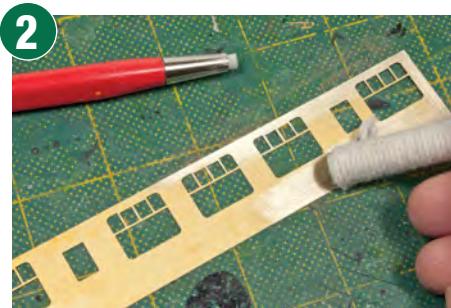
A length of ABS plastic roofing is supplied with the kit. The roof is prepared by removing moulding lines from the inside surface and cutting one end square. The ends of the saloons are flat which means there is no need for a bowed roof profile at the ends.

ADHESIVE ADVICE

A multi-media kit consists of components made from a mix of different materials. The key to successful assembly is to use high performance adhesives - do not go cheap. No matter how good the adhesives are, careful preparation of the parts is essential too. Brass should be rubbed down with a fibreglass scratch pencil or grade 800 wet-and-dry paper where glue is expected to bond to it. The roughened surface gives the glue a key for making a good bond. Plastic mouldings and resin castings must be washed to remove any traces of oil or other contaminants. Whitemetal castings may have mould release agent on them as well as tarnish, so clean them before assembly.

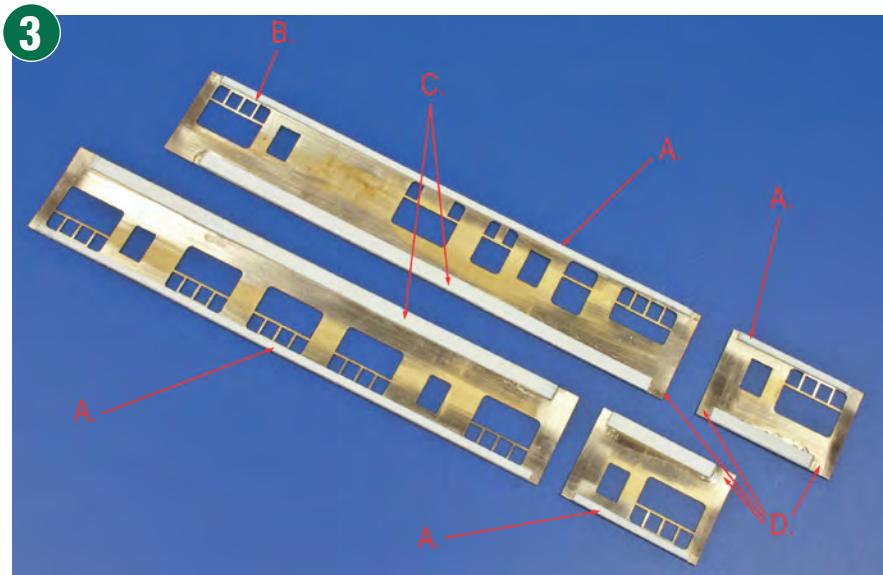
I prefer to use a specialised cyanoacrylate glue called PlastiZap (together with an accelerator) which is designed to cope with advanced plastics. It is a very efficient superglue with a semi-viscous consistency and a working time of about five seconds. It will bond plastic, styrene, ABS and resin to brass very efficiently following proper preparation of the kit parts.

ABS plastic is used for the grey material used to make the underframe parts, floor and roof. The appropriate solvent cement to bond them together is Plastic Weld or Super Weld. Apply it sparingly, ideally with a microbrush, to avoid flooding the model and distortion of the parts.

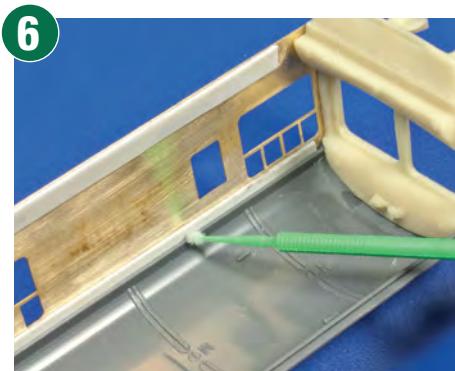


Above A fibreglass scratch pencil is used to clean the inside faces of the etchings to provide a key for adhesives.

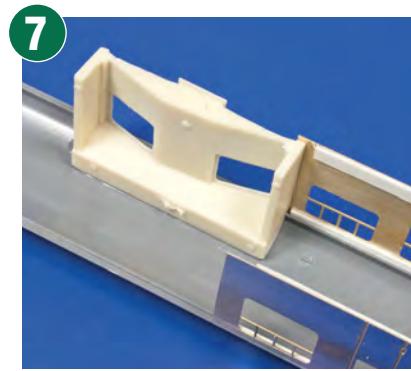
Right Pieces of 20thou thick styrene strip of two sizes are fitted to the inside edges of the sides to stiffen them and assist fitting to the roof moulding. The top edge pieces are composed of 60 thou (A) leaving a rebate for affixing the glazing (B), whilst the bottom edges are fitted with 100 thou wide strips (C). Note that the strips do not extend fully to the end of the etched sides so to leave room to fit the body side and cab castings (D).



The first piece of the body to be assembled to the roof is a cab casting. Once secure, the profiled front edge of the roof is cut flush with the cab front. Resin is particularly easy to glue to all sorts of materials with high performance CA glues, including the roof used in the kit.



Sides are progressively added to the roof moulding using solvent adhesive to make the bond. 20thou thick styrene strip also pads out the brass etchings so they sit correctly relative to the roof rain strip. The plastic strips applied to the inside of the brass sides make it easy to glue the roof in place.

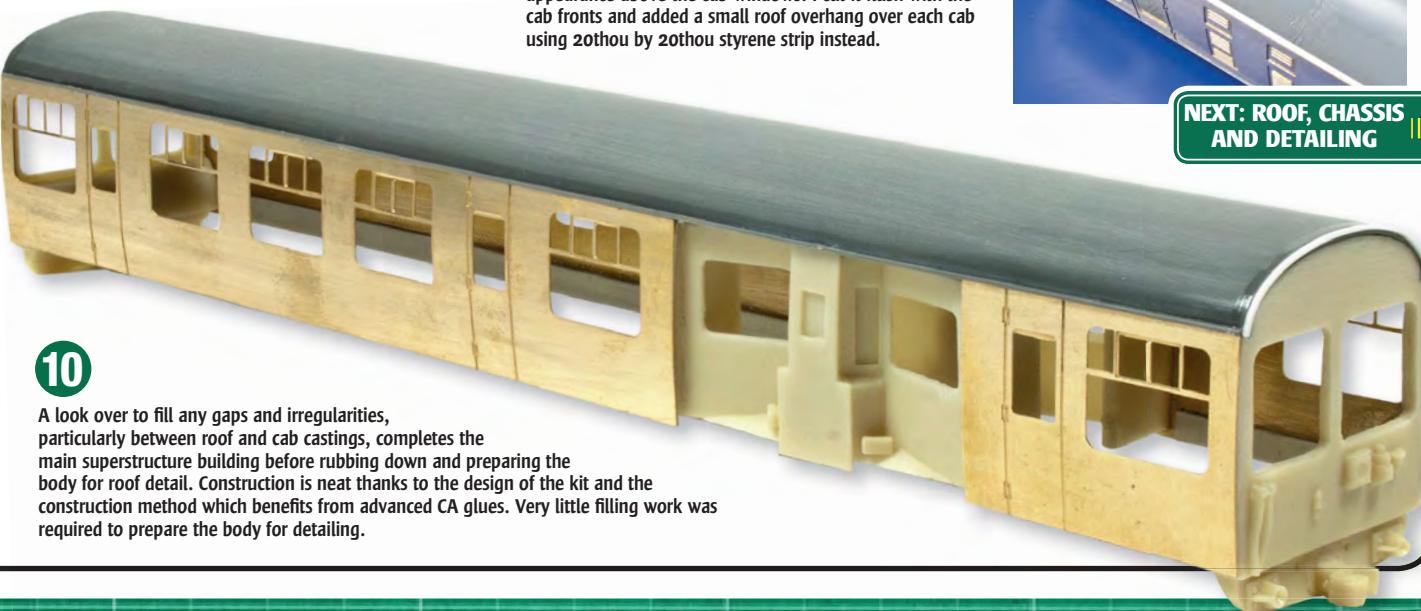


Care has to be taken to ensure the recess castings are fitted exactly opposite each other and sit clean against the roof. They must not bow inwards or sit even slightly forward relative to the other. Any misalignment should be corrected before gluing the side recess castings in place.



Left With the position of the second cab casting correctly determined, the cab roof may be cut to the exact length to fit the body as it has been assembled. I prefer to build the body to determine exactly the length required and cut the roof to fit the coach rather than measure it first to find it is a tad too short!

Right Care taken when rolling the sides to shape ensures they meet the cab castings with a neat join which is bonded with Plasti-Zap CA glue. Although the instructions suggest that the roof is cut to allow for a overhang at the ends, I found the plastic to be too thick for a convincing appearance above the cab windows. I cut it flush with the cab fronts and added a small roof overhang over each cab using 20thou by 20thou styrene strip instead.



10

A look over to fill any gaps and irregularities, particularly between roof and cab castings, completes the main superstructure building before rubbing down and preparing the body for roof detail. Construction is neat thanks to the design of the kit and the construction method which benefits from advanced CA glues. Very little filling work was required to prepare the body for detailing.

NEXT: ROOF, CHASSIS AND DETAILING

PRACTICAL BRM



Right Careful reference to photographs helps to determine the position of roof vents and long water tank filler pipes. I cross-referenced this information with the instructions before drawing a centre line along the length of the roof with a black marker pen.

ROOF DETAILS



2



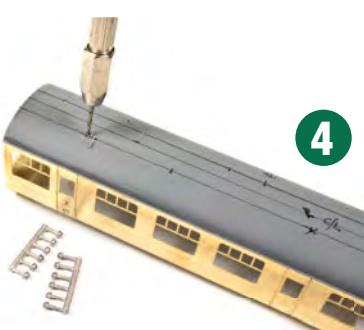
The roof vent lines were drawn in at 4.5mm on either side of the centre line, following the information taken from a BR diagram and drawn in place as accurately as possible.

3



With the vent locations determined from photographs and the kit instructions, small diameter pilot holes were drilled in each ventilator position. Pilot holes make the drilling of the larger hole more accurate.

4



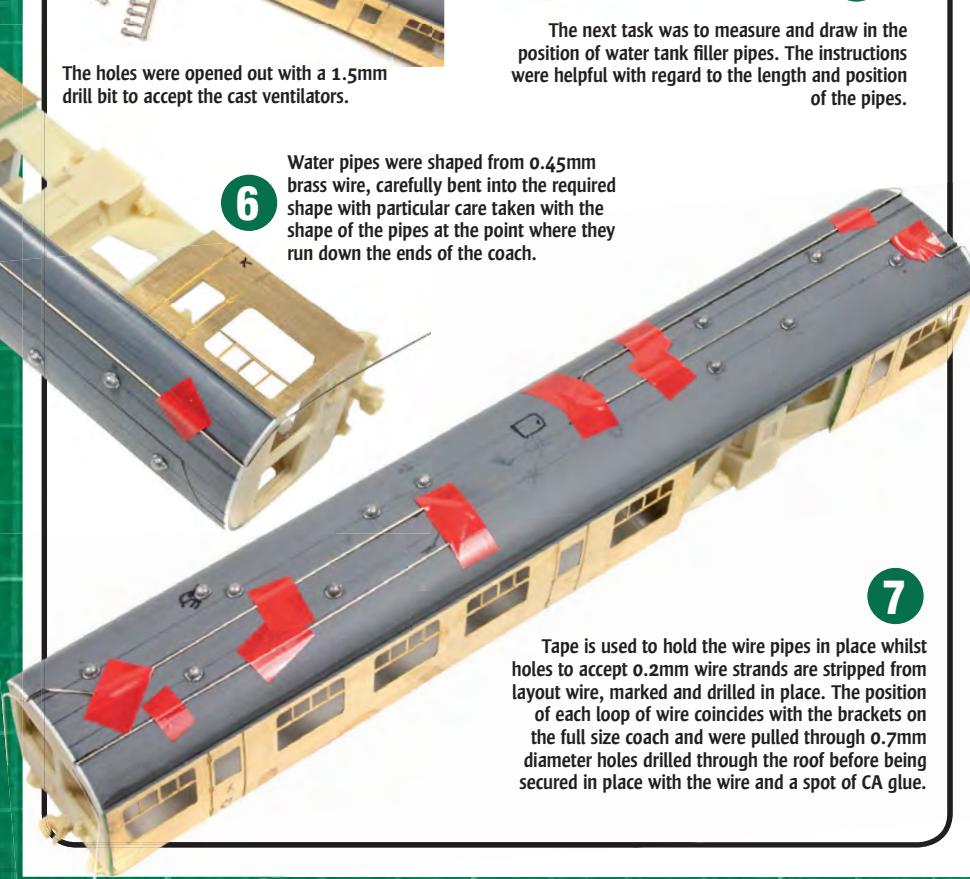
The holes were opened out with a 1.5mm drill bit to accept the cast ventilators.

5

The next task was to measure and draw in the position of water tank filler pipes. The instructions were helpful with regard to the length and position of the pipes.

6

Water pipes were shaped from 0.45mm brass wire, carefully bent into the required shape with particular care taken with the shape of the pipes at the point where they run down the ends of the coach.



7

Tape is used to hold the wire pipes in place whilst holes to accept 0.2mm wire strands are stripped from layout wire, marked and drilled in place. The position of each loop of wire coincides with the brackets on the full size coach and were pulled through 0.7mm diameter holes drilled through the roof before being secured in place with the wire and a spot of CA glue.

UNDERFRAME AND BOGIES

There was little in the instructions to assist with the assembly of the underframe. Working on the principle that the saloon was built on a Mk 1 57' coach underframe, I used a BG underframe together with reference photographs and diagrams to assist with the location of bogie centres and underframe trussing.

Bogies are assembled from the supplied Replica Railways kits and fitted with 2mm top hat bearings and DCCconcepts high-quality 12mm diameter wheels fitted with disc brake inserts. 8BA screws are used as bogie pivots; with washers used to adjust the ride height of one bogie at one end of the coach. This bogie will be free to move under the coach in all planes. A basic three-point compensation results if the second bogie is allowed to ride on the two moulded bearing pads on top of the bogie spacer. They will restrict its vertical movement in a plane across the width of the coach. Corresponding pads should be fitted to the underframe to ensure this bogie also supports the coach at the correct height (B). The coach can be levelled across its width using this method so it runs level over uneven track; one bogie keeps the coach stable whilst the other takes up undulations in the track. The result is a wobble-free ride, especially when the coach is correctly ballasted and quality wheels are fitted.



The Replica B4 bogies are assembled, wheels and bearings fitted and the clasp brake shoe mouldings removed. The supplied truss mouldings are for 64' Mk 1 coach kits, so they must be adapted to fit the shorter length frame. The floor has key measurements marked in place including the centre line and bogie centres. Drill 2mm diameter holes through the floor and the body cross members to allow 8BA screws to conveniently self-tap into the plastic making a cheap and effective body to underframe fixing method.

PAINTING AND FINISHING

There are a few small jobs to complete on the body before priming and painting. I did not like the etched door hinges in the coach sides and covered them with etched ones from a fret by Shawplan.

The moulded high-level air pipes were also removed and replaced with a separate casting. A square headlight housing from Replica Railways was fitted to both cab fronts (disused because the TIC is no longer propelled) and the moulded buffer shanks pared away to allow the fitting of cast metal oval buffers.

Painting of the livery is straightforward, the livery being simple, with minimal embellishments. An overall coat of primer was followed by a coat of light grey paint which is the ideal undercoat for Network Rail yellow. Roof grey followed, with the saloon finished with black ends. Detail painting includes the addition of an orange warning stripe along the gutter line, black to the generator compartment grilles and a dusting of exhaust on the roof adjacent to the ventilator which covers the exhaust opening. The water filler pipes should be painted blue where they run down the ends of the coach. Satin varnish neatly seals in the transfers which were taken from a variety of sheets, with black numerals and letters produced by Fox Transfers. No Network Rail logos are applied to this vehicle.





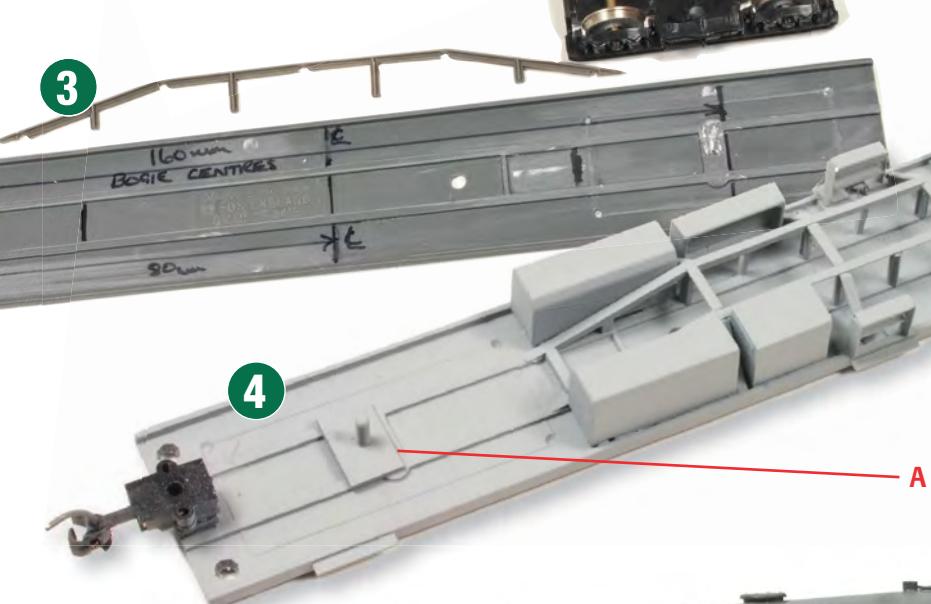
1

The floor moulding is intended for standard length Mk 1 64' coach kits and should be cut to length to suit the shorter 57' frame of DB999508. Construction is aided by drawing in a centre line across the floor. I added cross members of 40thou styrene to the body as fixing points for the floor



2

Solebar脚步 mouldings are marked in place and the unwanted脚步 moulding is pared away with a sharp modelling knife. Note that some of the doors in the coach are unused and one has no脚步 moulding.



3

The completed underframe is shown, primed ready for a coat of black paint. The bogies are pivoted on 8BA screws fitted to the underframe. The bogie to be fitted to the pivot nearest the camera (A) will be adjusted for ride height using washers. The one fitted at the pivot furthest from the camera (B) will ride on bearing pads to create a simple 3-point compensation.

4

A

B



DETAILING AND GLAZING

I confess to not modelling the interior at this stage. Most of the lower glazing in the full size coach is tinted, and quite heavily tinted at that, a feature of which I took full advantage at this stage to restrict the view into the coach. The glazing was cut from acetate sheet and glued to the inside of the brass sides. This creates a slightly recessed look which is just one of those features of brass-sided coach building techniques. Sometimes, glazing material simply will not sit neatly against the inside of a curved side without wanting to spring away from it slightly. I cut my own glazing for the cab windows, securing the pieces with gloss varnish to achieve a flush-glazed appearance. The supplied

windscreen wipers were painted black before being added to the model with a tiny touch of gloss varnish. Other details include the door handles and long handrails adjacent to those access doors in regular use.

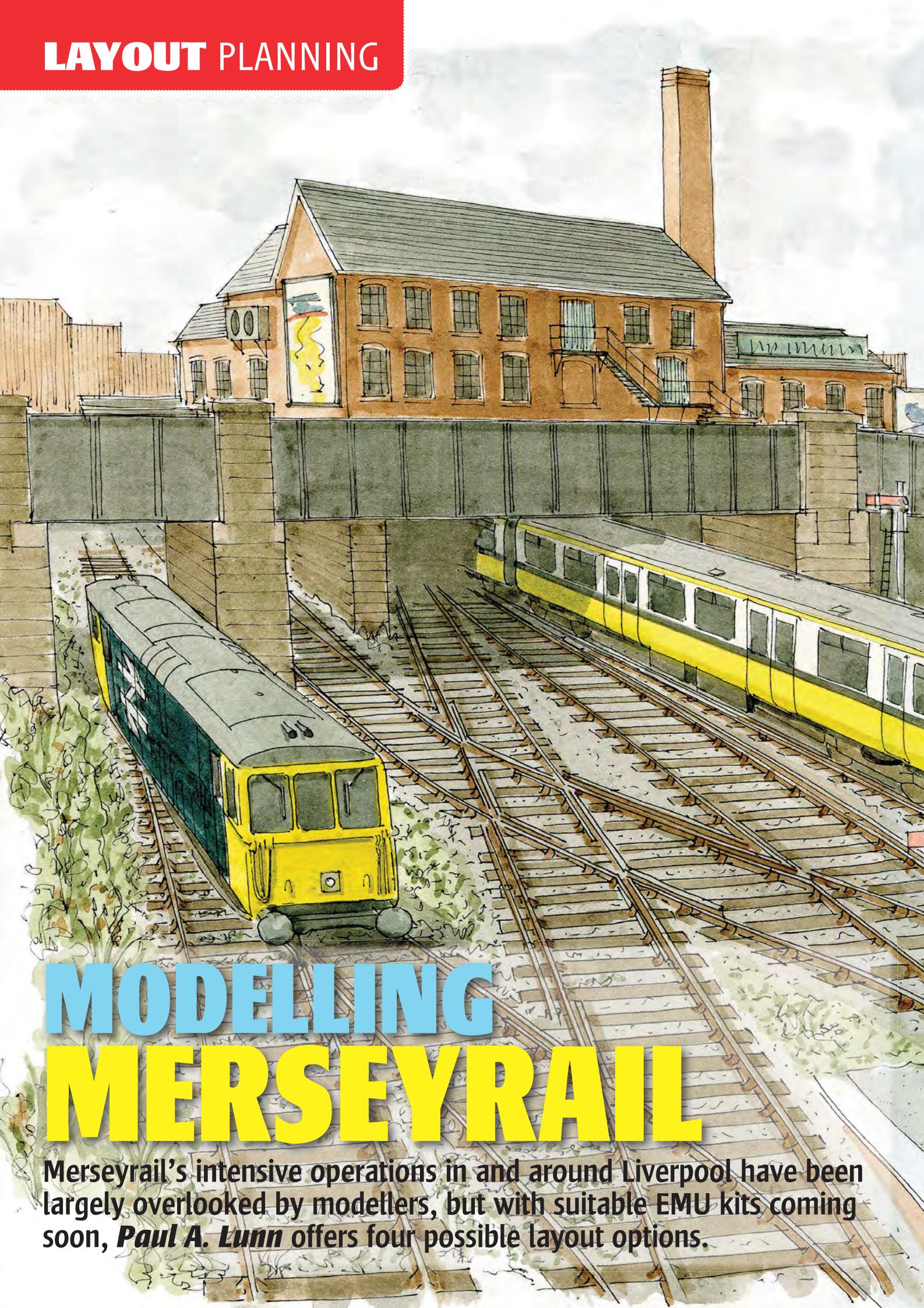
The model will be fitted out in due course, when more information comes to hand. In the meantime, some partitions for the lavatory and kitchen area could be fitted with confidence using the original BR diagram. For these, 40thou styrene card appropriately painted, would do the trick.

To finish, I weathered the underframe and bogies with frame dirt - only the gentlest application from an airbrush and nothing more. Assembly and final

A number of changes were made to the basic kit, including the replacement of the supplied ridge dome vents with cast metal dome vents; the fitting of door hinge details and additional details to the underframe. Overall, it was satisfying to build and makes an interesting addition to my collection which is increasingly dominated by RTR models.

adjustments to ensure the coach ran level and straight were undertaken; a job which takes time. I noticed that the buffer position was lower than those of my DBSO and Class 31, something which was almost impossible to fix during assembly.

To model such an interesting and unusual vehicle, the cost is quite reasonable because of the simplified livery and few transfers needed to finish it. It took about 30 hours over eight weeks to complete with a light touch - no overdone weathering! Should a model of a Diagram 552 saloon prove attractive to you, also give some consideration to DB999506 owned by West Coast Railways and finished in BR lined maroon.



MODELLING MERSEYRAIL

Merseyrail's intensive operations in and around Liverpool have been largely overlooked by modellers, but with suitable EMU kits coming soon, *Paul A. Lunn* offers four possible layout options.

The advent of Southern Region Models' Class 507/508 EMUs will give us, for the first time, accurate models of these trains, making Merseyrail layouts a viable proposition. They appear in two different liveries in this 3-D view across the minimum space layout design. To the right is a Provincial Class 150 DMU and extreme left is a Class 73/0, briefly used on engineer's trains on the system. Whatever your space or budget there are four layouts to choose from or be inspired by.



LAYOUT PLANNING



UNDERSTANDING THE PROTOTYPE

'The Story of Merseyrail' is briefly but effectively described in this complimentary booklet from 1978. Copies are relatively easy to obtain on the secondhand market at nominal cost. It describes, how as a culmination of all the relevant history,

'Between 1972 and 1977 the railway lines between Liverpool, Southport and Ormskirk and the Wirral were developed together with the routes to Garston and Kirkby to form a rapid transit system designed to provide fast, comfortable and convenient travel for Merseyside commuters, which is capable of further extension.' It particularly focuses on the Loop and Link, largely new underground sections, and these are featured at the time of construction.

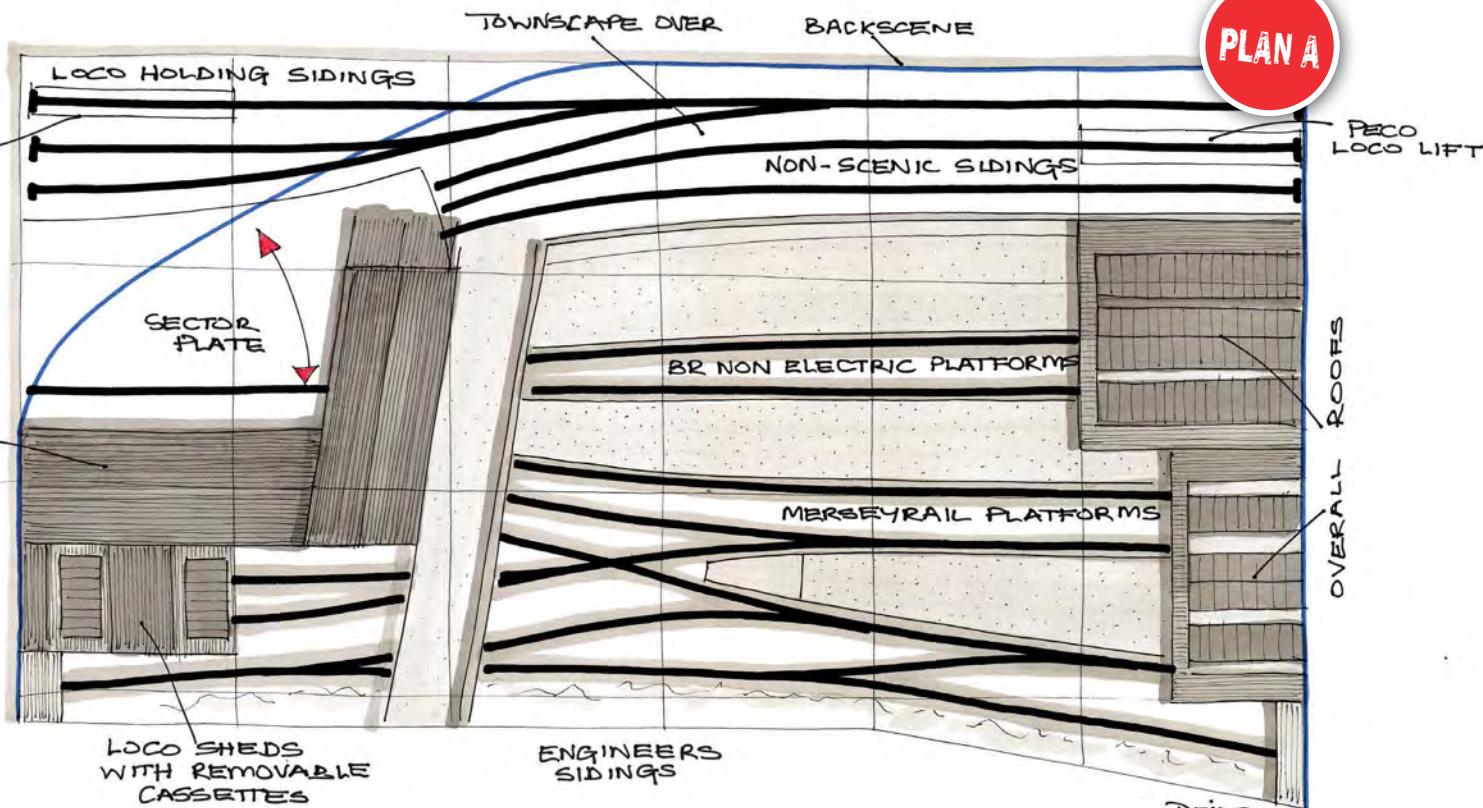
Merseyrail, a train operating company and commuter rail network, is generally considered as consisting of three lines; the Northern Line serving as far as Southport, Ormskirk and Kirkby, Wirral Line serving Chester, Ellesmere Port, New Brighton and West Kirby and finally the City Line, a separate non-electrified line operated by Northern serving much further afield; Crewe, Warrington, St Helens, Manchester and Preston. Whilst the latter has great relevance, particularly where joint stations exist, it is the Northern and Wirral lines that form the core inspiration for this article. There is considerable information in the public domain, especially the internet, including cab ride DVDs and I encourage you to explore such sources to gain greater knowledge on which to base your layout, bearing in mind the usual warnings with online material.



A pair of Class 73/0s in Merseyrail yellow, with 73001 taking centre stage outside Hall Road Depot. The electro-diesels, along with ex-Class 501 Sandite/de-icing vehicles offer further operational interest to all of the proposed designs, though a compromise to one coach only will have to be made to the smaller layouts. Note the shed construction behind, especially relevant for the pinched oval layout and its substantial depot.

PECO Loco Lift

Warehouses



A minimum space example containing Merseyrail and BR non-electric platforms together with a small depot and space for engineers trains, in what might be considered as a 'micro' space of 6' x 3' 6". Although relatively small, the design offers considerable operation between scenic and non-scenic sections, accessed via a sector plate, capable of holding a two-car EMU/DMU or a Class 73 and two to three wagons. Non-scenic sidings are covered by a high-level warehouse street scene and the arrangement is shown in the accompanying 3-D illustration.

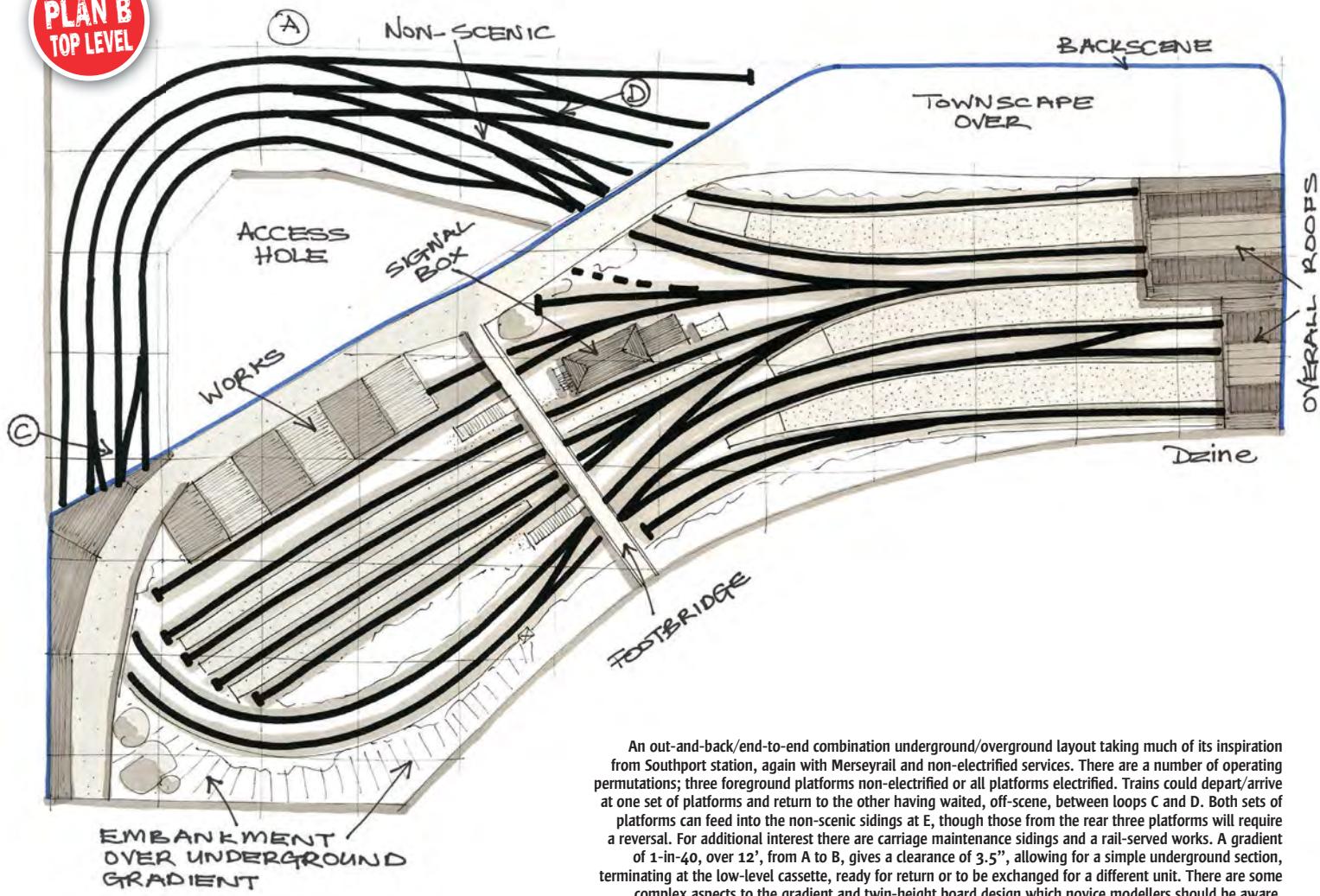
FACT FILE

CLASS 507/508 EMU – KIT AND PROTOTYPE

Essential to all layout designs is the proposed release, by Southern Region Models, of the Class 507/508 EMU. Due out in the first quarter of 2015, the cream coloured, largely resin kit will comprise a one-piece body with etched window overlays and glazing strips, a floor with interior seating, one-piece trailing bogies and overlays for the power bogie (to be provided by the customer, but expected to be a Tenshodo unit). Simple instructions will be included to aid assembly. For further information go to www.southernregionmodels.co.uk

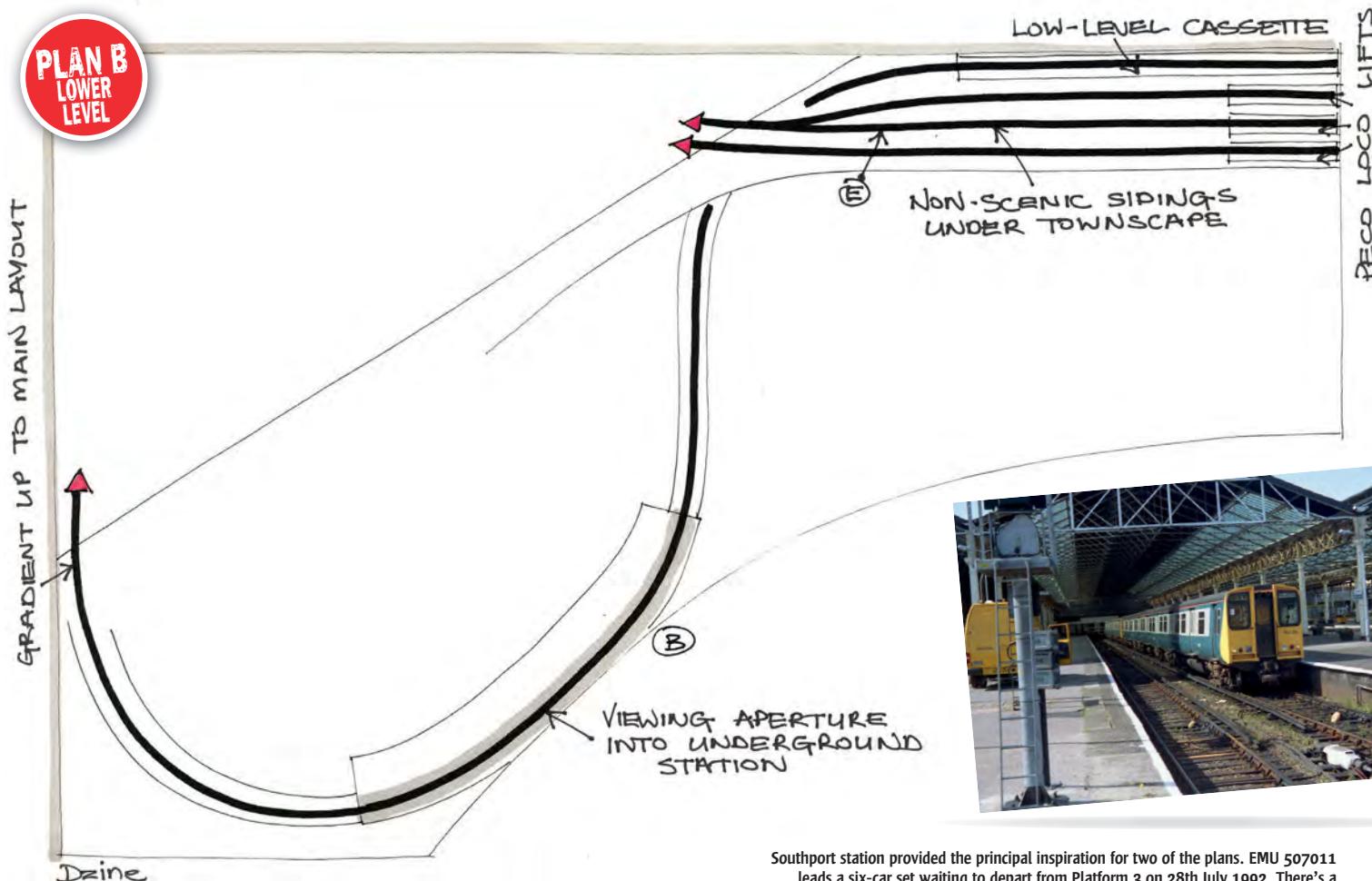


PLAN B
TOP LEVEL



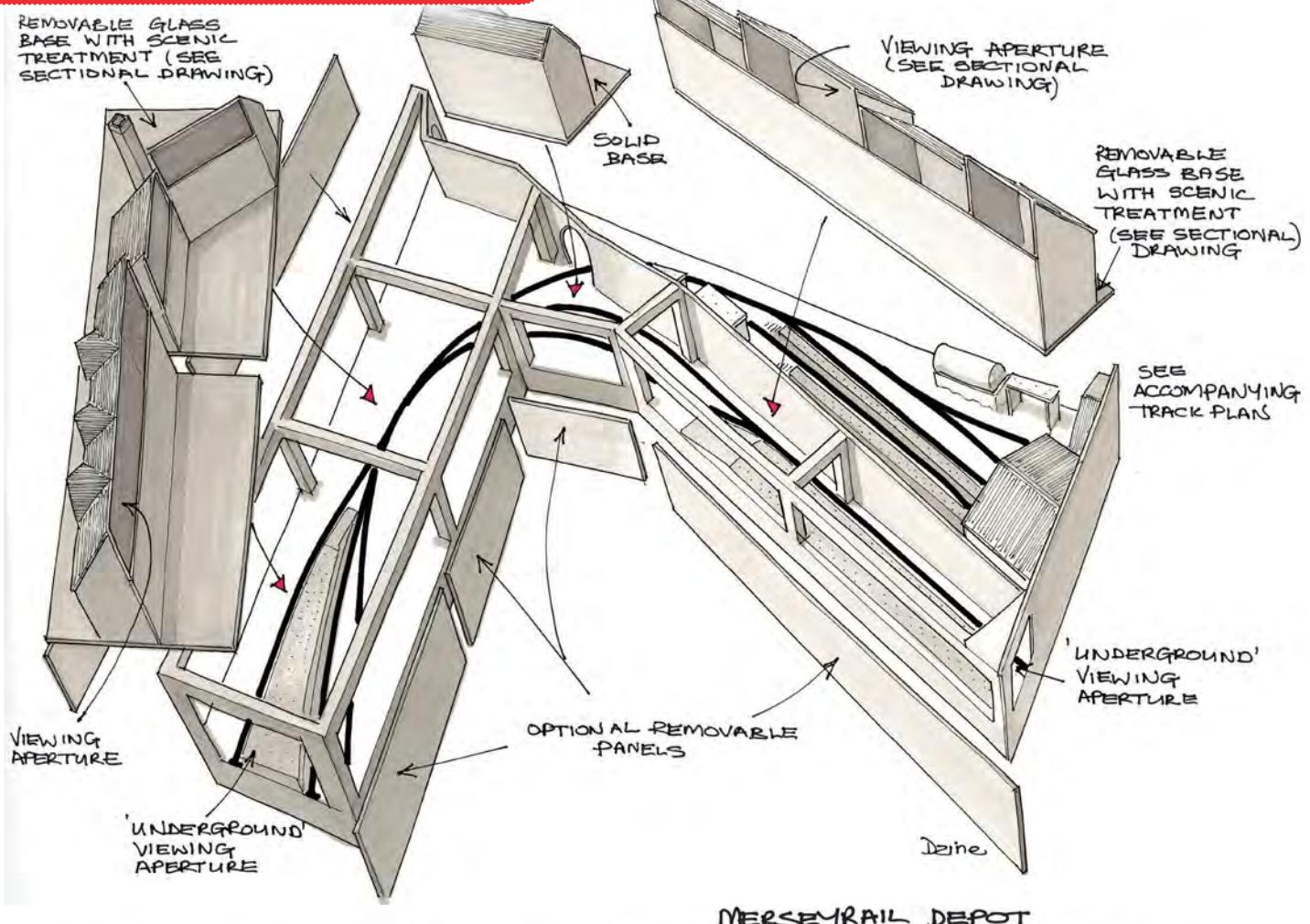
An out-and-back/end-to-end combination underground/overground layout taking much of its inspiration from Southport station, again with Merseyrail and non-electrified services. There are a number of operating permutations; three foreground platforms non-electrified or all platforms electrified. Trains could depart/arrive at one set of platforms and return to the other having waited, off-scene, between loops C and D. Both sets of platforms can feed into the non-scenic sidings at E, though those from the rear three platforms will require a reversal. For additional interest there are carriage maintenance sidings and a rail-served works. A gradient of 1-in-40, over 12', from A to B, gives a clearance of 3.5", allowing for a simple underground section, terminating at the low-level cassette, ready for return or to be exchanged for a different unit. There are some complex aspects to the gradient and twin-height board design which novice modellers should be aware.

PLAN B
LOWER LEVEL

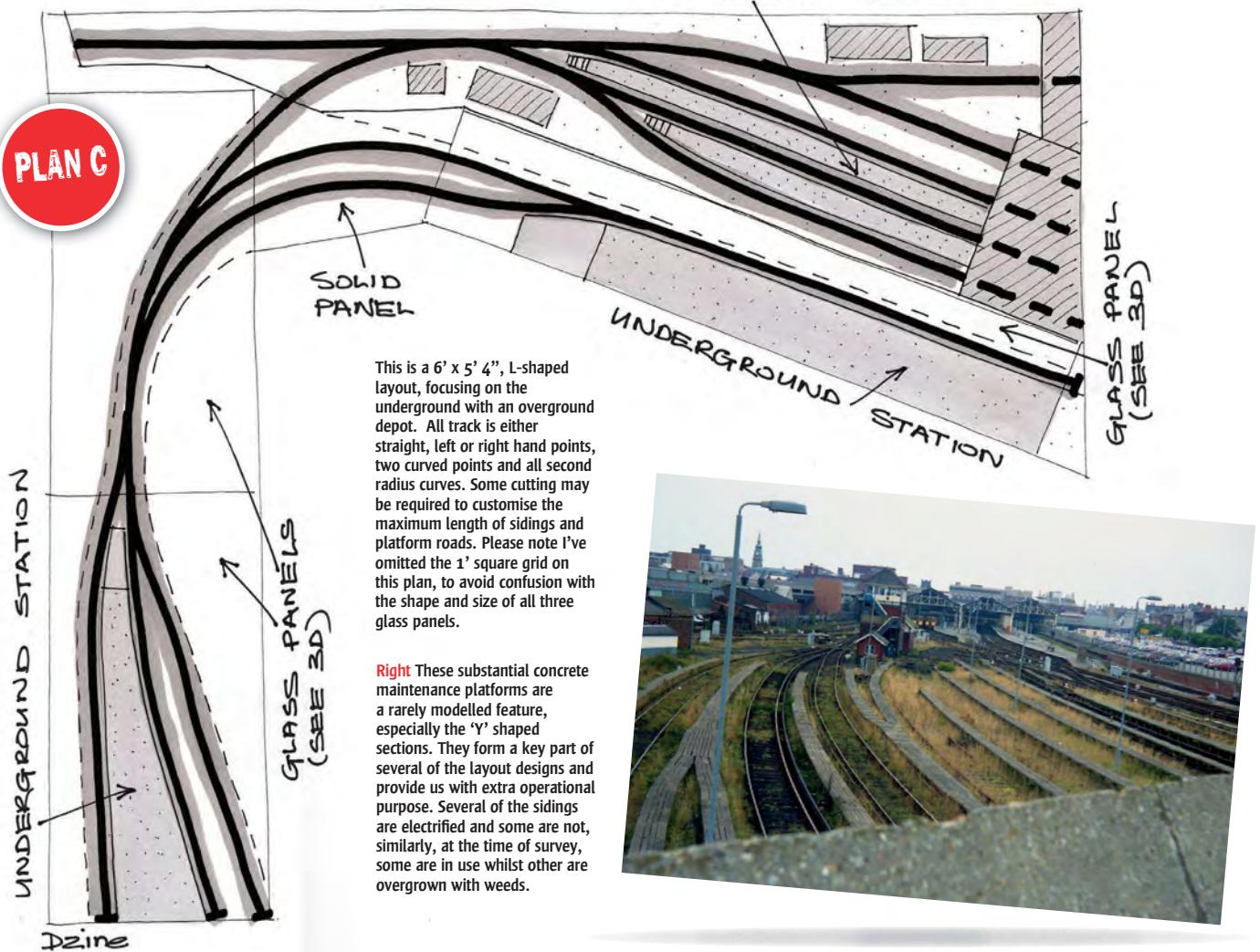


Southport station provided the principal inspiration for two of the plans. EMU 507011 leads a six-car set waiting to depart from Platform 3 on 28th July 1992. There's a wealth of modelling detail here relating to electrified track, point motors and signalling.

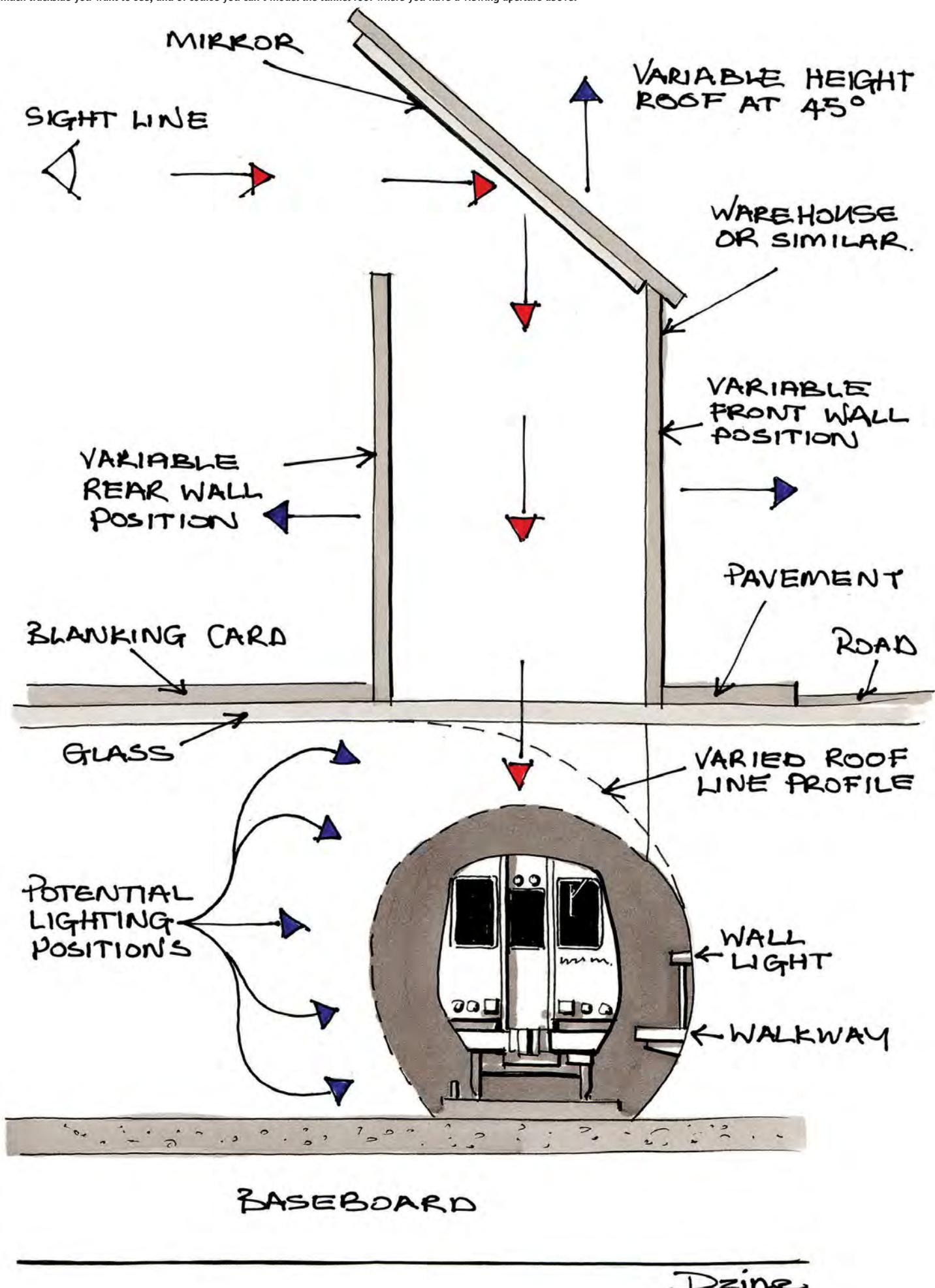
LAYOUT PLANNING



PLAN C



The final trackplan, whilst quite simple in its arrangement, introduces a new concept, relevant not only to this article but to anyone modelling an underground prototype. The 3-D diagram shows a novel arrangement together with a range of potential viewing apertures, both from above, through the glass sheet and sideways, through removable panels or viewing holes. The detailed elevation (below) gives a clear indication of how you can look through the back of warehouses, using a mirror at 45 degrees, under the sloping roof, to view the railway below. Please note I've kept any scenic representation to a minimum for the sake of clarity. Clearly the underground section should be modelled with tunnels, escalators and so on. As with all concept designs there is some experimentation to be undertaken on the part of the builder; does non-reflective glass work better than ordinary glass when you light up the underground section, or is it better with no glass at all? What I am convinced about is the half section periscope facing downwards is a tried and tested kids' toy from the past. Even with all that said, it will be trial and error; the size of buildings and how much trackside you want to see, and of course you can't model the tunnel roof where you have a viewing aperture above.





OWEN'S

Bringing his WW1 field railway project to a close, **Phil Parker** adds ruined farm buildings, more scenery and a period army lorry.



There's still half a baseboard to cover after the last two months work. Not wanting to have an entirely rural railway, a farmyard seemed a suitable subject to fill the space. The only problem with the plan is that I'm no expert on French farms and efforts to find suitable photographs from the era weren't successful either.

Military modellers are well served with ruined buildings for wartime dioramas so we've used a couple of these from the Airfix range and hoped that they are suitably anonymous. The farmhouse is apparently Italian but it sits well with the European workshop thanks to similar roof styles

and decidedly non-English tiles. Both buildings have large chunks of wall missing, excellent interior detail and only require painting before use.

Obviously the engineers who use the siding aren't going to be living in these ruins so they need some tents and once the battle has moved on, will want to keep warm and cook food on a fire. Remnants of bonfires have appeared on my layouts in the past and always attract a lot of positive attention at exhibitions so it's nice to have an excuse for another one here.

Finally, some road transport finishes off the scene. The First World War was the first mechanised war

**SEE OWEN'S
BRIDGE IN ACTION**
Visit the BRM stand at the Festival of
British Railway Modelling in
Doncaster on 7th/8th February to see
the completed 'Owen's Bridge'. Phil
Parker and the team will be on hand
all weekend to answer your
questions.

and away from the mud and trenches, large numbers of lorries began to appear. So many were produced that once repatriated, they prompted the start of the decline in railway goods traffic as ex-soldiers bought the vehicles they knew from military life and started up early road haulage businesses.

All this completes our wartime diorama 'Owen's Bridge'. While not a large layout, it has been great fun to build and provided the chance to try out a wide variety of modelmaking techniques. As the promised items of OO9 rolling stock appear on the market from Peco, Heljan and Bachmann, the layout will provide a useful test track too. **BRM**

BRIDGE

STEP-BY-STEP GUIDE



1

The two ruined buildings are from an Airfix range intended for military modellers. Each is a single-piece resin moulding with separate etched brass window frames. Detail is impressive both inside and out.



2

Although painting instructions are provided, I kept things simple on the farmhouse with a wash of Games Workshop Nulin Oil shade straight on to the resin producing a rather effective dirty stucco wall colour. If I'm honest, this was an experiment that turned out rather better than expected!



3

The workshop received a more conventional paint job with grey walls and tiles although these were also washed over with Games Workshop shading - Agrax Earthshade this time. Black weathering powders were liberally applied around areas of bombed walling.



Before fixing buildings in position, it's a good idea to sit them on the layout and stand back to see if the composition is pleasing to the eye. There weren't too many possibilities on such a small project but it's still a useful step and it's at this point I realised some tents would improve the scene. Remember to point damaged walls in the same direction if you assume that the holes are cause by enemy artillery.



5

Cobbles from a sheet of Slater's Plastikard were painted grey and brown then washed with more Earthshade. These are actually for N scale but make pretty good small sets.

6

Right Behind the workshop, earth colour emulsion was painted on and then sprinkled with a mix of chinchilla sand and sawdust. The colour soaks in to the mixture, especially if a few drops of water/washing up liquid mix are placed on it.

PART 3

SHOPPING LIST

- Airfix A75013 Italian Farmhouse - £16.99,
A75001 European ruined workshop - £12.99
W www.airfix.com
- Hornby R8538 Granite Wall Pack 3 - £8.75
W www.hornby.com
- Renedra Limited Dog tents (4) - £4.50
W www.renedra.co.uk
- Slater's Embossed Plastikard 2mm Grey
Paving - £2.60
W www.slaterplastikard.com
- Knightwing PM101 Crates Barrels Sacks -
£7.50
W www.knightwing.co.uk
- Games Workshop Nulin Oil Shade, Agrax
Earthshade Shade - £2.40ea
W www.games-workshop.com
- Greenscene Light Earth texture paint - £4.35
W www.green-scene.co.uk
- Pet Supermarket Chinchilla Bathing Sand (1
litre) - £2.60
W www.pet-supermarket.co.uk
- Wilkinson Nutmeg Spice/Java Bean Emulsion
paint test pots - £1.00ea
W www.wilko.com



PRACTICAL BRM



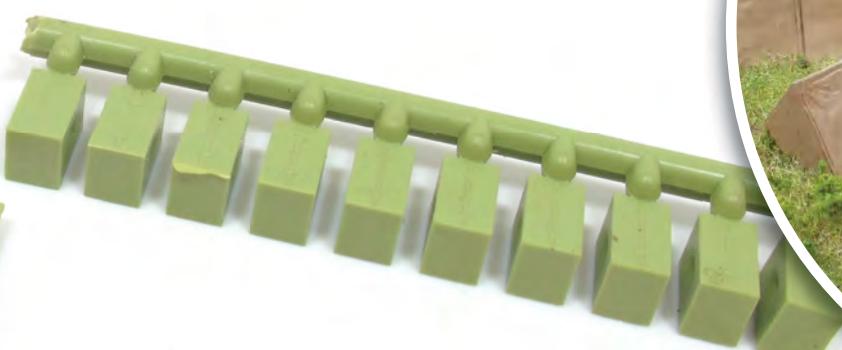
After a coat of beige Humbrol enamel, the touch-dry model was heavily dusted with talcum powder to accentuate the creases and give the smooth plastic a little texture.

10



13

Boxes for fireside seats are from the Kibri crates, barrels and sacks set now sold by Knightwing. While I was at it, a couple of workbenches were improvised from a couple of small boxes and half the side of a larger one.



Crossing the tracks with wheeled vehicles was obviously going to be necessary. Archive photographs showed the tracks mostly buried in earth but I thought this might prove to be a problem on a model with deeper than prototypical flanges. Small crossing timbers are easier to use and these were surrounded by earth made from chinchilla sand.

7



Rough stone walling comes from the Hornby Skaledale range. The ends have been trimmed with some big wire cutters to break them as though something large and tracked has driven through and knocked some stones away.

8

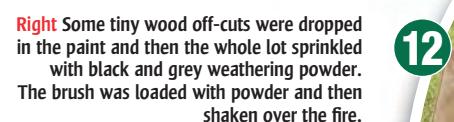


The wall is supplied in pieces which should interlock. I felt the gaps between these were too obvious but some tiny leaves from Greenscene, stuck on with PVA, covered everything up.



11

It's a good bet that the soldiers would have lit a fire to cook on and this starts with some textured paint. A glue spreader works as well as brush for this since a smooth finish wasn't what I was aiming for. It's easier to clean too.



12

Right Some tiny wood off-cuts were dropped in the paint and then the whole lot sprinkled with black and grey weathering powder. The brush was loaded with powder and then shaken over the fire.

15



Even though it is very fine, the sand still has a bit too much texture for compacted earth but some brown emulsion followed by the textured paint improved this.



16

STEP-BY-STEP GUIDE

AEC Y-TYPE LORRY

Ask most modellers to produce a vehicle for a wartime scene and the chances are you'll end up with a tank. Truth is though, that in all conflicts 'soft skin' transport outnumbers armoured vehicles several times over. After all, the fighting forces need substantial support with supplies of everything from food to ammunition to fuel.

With 10,000 produced between 1916 and 1923, the three-ton AEC Y-Type lorry must rate as one of the most common vehicles in WW1, making it an ideal candidate for the engineers at Owen's Bridge.

AEC was formed out of the London General Omnibus Company (LGOC) in 1912 when the later became part

of the Underground Group of companies.

As the manufacturing arm it initially produced a lorry based on a bus chassis. At the start of the war, it was one of the few firms with a production line capable of mass-producing vehicles at the rate the War Office required them.

After the war, many of the lorries were sold back into civilian service and variations of the design continued to be produced until 1923.

W^D Models LGOC Lorry kit is a detailed model produced in resin of the standard lorry complete with a canvas covered body. While not quite as simple as a plastic kit to assemble, with care a highly detailed and convincing model can be produced.

9

Tents are plastic models from Renedra intended for wargamers.

SUPPLIER

W^D Models WDMT9 -
LGOC lorry - £22.00
W www.wdmodels.com

MEET THE BRM EXPERTS

WHAT THEY'VE BEEN UP TO THIS MONTH



BEN JONES

Inspired by Harold Smith's Exceptional Load wagons last month, I've bought a derelict Tri-ang 12W Battlespace wagon for restoration and conversion to a BR Trestrol. I'm also making a diorama for the February issue!



ANDY YORK

Time for modelling has been at premium over the last few weeks. With all the shows, sorting out a new look for **RMweb** and photographing layouts, it's been a hectic time but I've got a few things lined up now!



PHIL PARKER

I didn't do much modelling last month, as I was attending the British Railway Modellers' of Australia conference in Adelaide. There are some cracking layouts 'down-under' and some decent model shops too.



HOWARD SMITH

I had an enjoyable weekend meeting **BRM** readers at the Warley NEC show - It was the perfect chance to buy the bits I needed to progress on the Road-Railer project.

I've also pushed on with painting of my station building, as you can see in this issue.

GOT A MODELLING QUESTION? BRM'S EXPERTS CAN HELP!

IF YOU HAVE A MODELLING QUESTION YOU WOULD LIKE ANSWERED, PLEASE E-MAIL brm@warnersgroup.co.uk AND INCLUDE 'Q&A' IN THE SUBJECT BOX

YOUR
BRM

Q&A

STAR
QUESTION

Q&A

I'm a recent returnee to model railways but despite the major improvements in the quality of models, I still find that couplings are still the least satisfactory aspect of RTR locomotives and rolling stock. What can I do to achieve a more realistic look and authentic operation?

K. Dee, Knucklas

Phil Parker replies: If ultimate realism is your modelmaking goal then for the traditional steam railway, none of the automatic couplings on offer will pass muster. For you, the only option is to use the same method as the real railway – essentially a length of chain.

Strictly speaking, three-link couplings refer only to those fitted to wagons and some industrial locomotives that literally have three chain links. Most locomotives, passenger stock and some wagons were fitted with screw couplings. These work in a similar way to the three-link, the bottom loop is dropped over the adjacent vehicle's hook but after this is complete, the couplings are tightened by spinning the 'tommy bar' so the buffers touch and provide cushioning between vehicles.



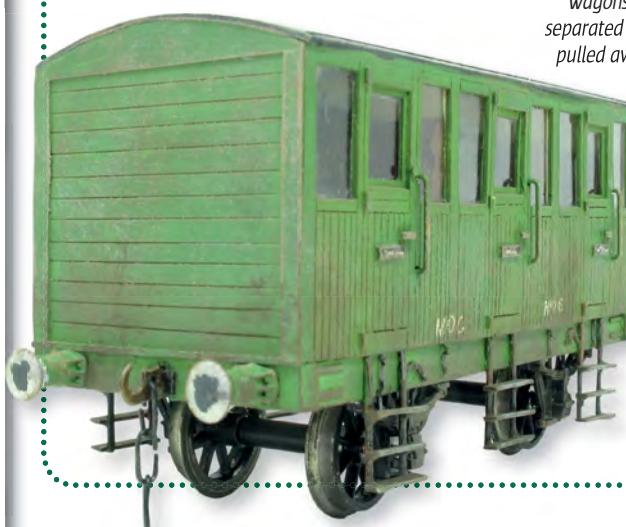
For most of their history, UK railway vehicles have been fitted with coupling chains at each end. Unlike this shunter, they normally made do with a single type though.

Wagons were loose coupled in that they could be separated by the length of the chain as the locomotive pulled away and then catch each other up as it slowed.

Unlike today, there was no continuous braking system on most goods trains.

For most loads, bouncing back and forth like this wasn't a problem but for those where it was, shock-absorbing wagons were developed with sprung bodies able to move back and forth to cushion the blow.

The other important factor was at the back of the train – the brake van. Guards



Three-links certainly look the part. The prototype for this coach, from the Devonport Dockyard Railway, was fitted with them and the model looks better for not having a huge tension-lock on each end.

NORTH BRITISH J88 WANTED



BEN JONES

Q&A

I'm modelling the Scottish Region in the 1950s and I've always wanted to add a North British Railway/LNER J88 0-6-0T to my fleet. The problem is, I can't find a 4mm scale kit, let alone a ready-to-run model. Can you point me in the right direction?

Stevie May, Perth

Ben Jones says: Sadly there's no kit of this handsome little NBR shunting tank currently available, although Falcon Brasworks does have it listed - see www.falconbrasworks.com.

It may be possible to obtain a secondhand kit. Built in 1904-19 to a Reid design for use on tightly curved dockyard lines and industrial sidings around Edinburgh and Glasgow, all 35 were absorbed by BR, with most lasting into the late-1950s and seven surviving until 1961.

The model pictured is one of two scratchbuilt J88s running on Edinburgh & Lothians Miniature Railway Club's excellent 'Glendevon' layout. One was completely scratchbuilt, but the other makes good use of an Electrotren HO scale outside cylinder 0-6-0T chassis and parts from a Bachmann J72 0-6-0T, including the cab and boiler.



Straight from the packet, you can see how the Romford version of the coupling is made up. At the back of the hook is a long tang which slides through a rectangular hole in the centre of the bufferbeam. A spring fits over this and is retained by the split pin. The chain then fits on the hook.

would try to keep all the couplings tight - at full stretch - by selectively applying the brakes. 'Snatching' couplings, when they were suddenly pulled, could snap the chain and lead to one half of the train become detached and, in the worst cases, running away.

In model form, our couplings are built to operate in the correct way. Coupling hooks aren't glued to the bufferbeam, they slide through a hole and are held with a spring on the back, which pulls out slightly when the train moves off. In practice, this is such a tiny movement that many modellers just glue the hook in place as it's easier than fiddling with tiny springs.

This throws up a problem for those with RTR stock as access to the back of the bufferbeam is required. With kit-built stock this isn't a problem but for manufacturing purposes, the chassis is normally solid in this area with the floor at the bottom of the bufferbeam. Fixing this is possible on some models but it's probably easier to the



replace the underpinnings with a kit.

Once three-links are fitted, the modeller has the challenge of coupling his or her train. For this, you need a coupling hook to lift the bottom link, which is then dropped over the adjacent hook. Easy to say, but even in 7mm scale, this can be an experience that will lead to frustration and bad language, especially if the operators eyes aren't as sharp as they used to be.

You might think this takes away much of the fun from operating a layout, but no. If you enjoy prototypical working then at least you are freed from the limitations imposed by trying to find uncoupling ramps or magnets. Should you want to drop a wagon part-way down a siding then you just stop and uncouple.

Another joy is that the train 'picks up' as the locomotive pulls away slowly. That is, you see each wagon start to move in turn as the chains tighten one

SUPPLIERS

- Romford three-link couplings (pair) - £1.44
- Smiths three-link couplings (4 pairs) - £5.40
- Slater's three-link Couplings (10 pairs) - £9.15

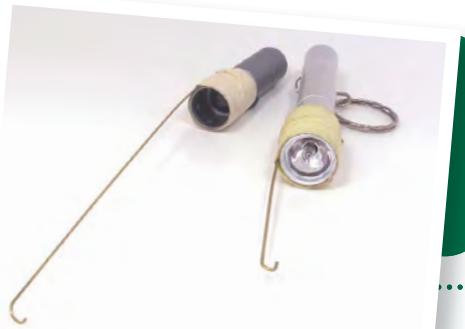
Prices from Kernow Model Rail Centre, see www.kernowmodelrailcentre.com

by one. There is also a space saving; three-links are the shortest couplings available so it can be possible to save inches in a siding because you don't need to accommodate over-sized hooks.

Best of all is the look. In 4mm:1ft scale, the chains are usually slightly larger than scale to make operation a little easier but even so, the vehicles look right at the ends with nothing that shouts 'model' in view.

EXPERT TIP

To attach and detach the chains, you need a coupling hook. Most modellers use a length of brass wire fixed to the side of a small torch. Why a torch? Well, it's often dark between a pair of vans and you need all the help you can get seeing what is going on.



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WARLEY 2014

All the big stories, images and interviews from the NEC.

HORNBY REVEALS 5 NEW MODELS!



1 An LMS horsebox was one of five previously unannounced models unveiled by Hornby at the NEC.

2 Rapid progress has seen the LNER J15 0-6-0 jump ahead. It is now expected to be released in March/April.

3 3-D prototype of the GWR 'King' 4-6-0.

4 All-new BR 21t hopper wagon for 2015.

5 Adams 'Radial' 4-4-2T was widely predicted and should be released in 2015.

6 LMS Brake Third is part of a new family of non-gangwayed stock due for release in 2016, according to Hornby.

7 Factory-decorated Peppercorn K1 2-6-0 - due March/April.

8 Already announced for 2016: BR Class 71 electric has been laser-scanned to ensure accurate shape and detail. See the **BRM Digital Edition** for more images and a video of the 3-D scanning artwork.

GET IN TOUCH If you have a new product that you would like us to feature, send it to Howard Smith by e-mail: howards@warnersgroup.co.uk



IN BRIEF...

► **ACCUCRAFT** was displaying its live steam locomotives and promoting its new range of commemorative First World War steam locomotives, starting with a Baldwin 4-6-0T.

W: www.accucraft.uk.com

► **BACHMANN** has produced a pair of OO gauge Mk1 coaches in 1980s Sealink livery for its Collectors Club. Exclusive to BCC members, just 504 sets have been made, priced at £74.99 plus P&P.

W: www.bachmann-collectorsclub.co.uk

BRATCHELL MODELS has added a Southern Class 455/8 third-rail EMU kit to its range. The 4mm scale four-car set costs £239.00 (wheels, bearings and couplings sold separately at £64.00).

W: www.bratchellmodels.com

► **CHELTENHAM MODEL**

CENTRE has raised £3,000 towards the overhaul of the Diesel Traction Group's D1015 Western Champion via sales of its limited edition Dapol OO model of the golden ochre 'Wizzo'. £10 from each sale was donated to the DTG.

W: www.cheltenhammodelcentre.com

► **DJMODELS, KERNOW MODEL RAIL CENTRE, BARROW HILL ENGINE SHED SOCIETY and BRM MAGAZINE** have come together to sponsor the restoration of Class 71 E5001 into 1970s BR blue. Part of the funding will come from sales of a special edition DJM OO gauge Class 71 as E5010 in BR green with full yellow ends - a version not previously included in production plans. DJM and KMRC are working together to release the first ready-to-run Class 71 models in late-2015.

► **HORNBY** will reveal its full 2015 range to the public on December 17th. See www.rmweb.co.uk for the fastest report on the new items and February issue of **BRM**. Unveiled at Warley for 2016 release was a Southern Region Class 71 electric in competition with the DJM product. A 3-D scan of the prototype was displayed at the NEC on November 22nd/23rd.

► **SANKEY SCENICS** launched a selection of pre-Grouping posters in both OO and O gauge. Full details and prices at...

W: www.sankeyscenics.co.uk

► **TRAIN TECH** demonstrated a new DMU interior lighting bar with added sound unit, powered

by battery and designed to fit easily into ready-to-run OO gauge models. The SFX20 diesel sound capsule is also now available. TT is also expanding into N gauge, with a coach interior lighting bar due shortly.

W: www.train-tech.com

► **New start-up SIG-NATRAK** is promising some innovative DCC products. At the show, a DCC solenoid point motor was demonstrated priced at £16.80. Details of this and future products will appear in BRM soon.

W: gfbdesigns.co.uk

► **FLANGEWAY** displayed a selection of its latest 'Mermaid' tipper wagons in BR 1960s-80s olive green and black, both weathered (£19.95) and pristine (£18.95). These OO wagons can be obtained from Footplate of Kidderminster. T: 01562 750076.

W: www.footplate.co.uk

► **PINNACLE Modelling Supplies**, new to the model railway market, displayed its range of weathering powders and modelling products. A self-healing heat resistant mat for soldering is its latest product, priced at £3.75, available to purchase online shortly.

W: www.model-supplies.org.uk

► Another newcomer to the market, **PETITE PROPERTIES** launched its first 4mm:1ft scale laser-cut kit of a large church. Priced at £17.99, the kit can now be ordered online. More kits are to be launched shortly.

W: www.petite-properties.com

► **TEN COMMANDMENTS**

has added two more industrial buildings to its 4mm:1ft scale range. One is a brick-built unit with rear loading bay and front office, while the other is a twin bay steel-clad unit with a peaked roof and two roller shutter doors.

W: www.cast-in-stone.co.uk

► **51L MODELS** has added a Hull & Barnsley Railway Diagram 13 10t van to its range of 4mm scale whitemetal kits. Available now, priced at £18.00.

W: www.wizardmodels.co.uk

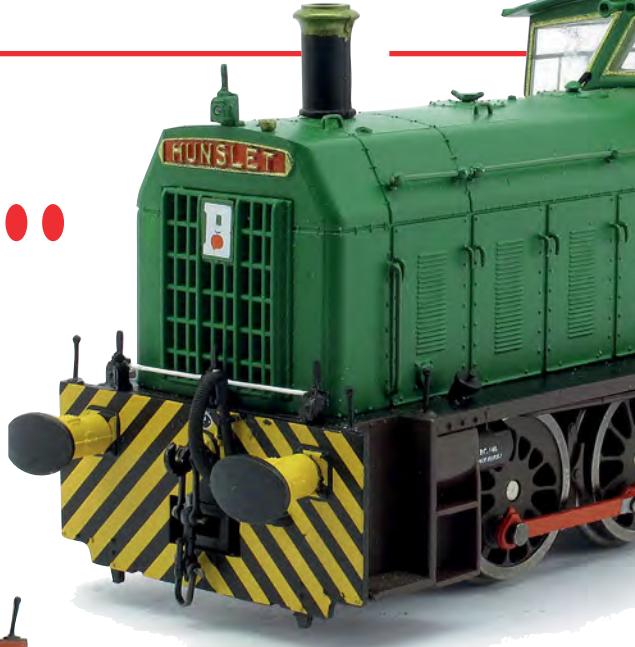
► **BRASSMASTERS** is offering a limited edition 4mm kit of an LMS 'Princess Royal' 4-6-2. Just 40 kits will be produced. The multi-media kit costs £220.00 (tender sold separately, £45.00).

W: www.brassmasters.co.uk

HELJAN LATEST...

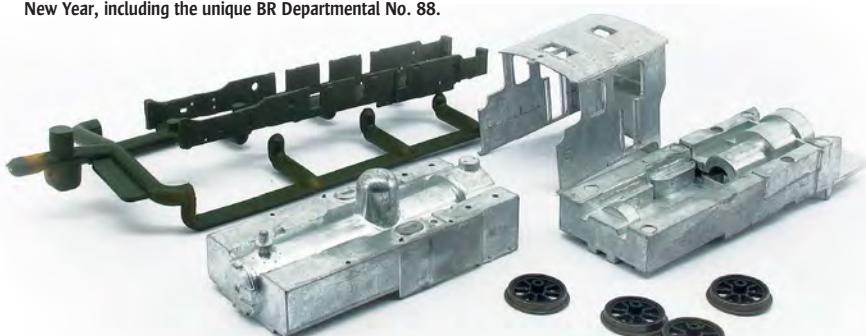


Heljan's Hunslet Class 05 diesel shunters are likely to be the next release, with several different late-cab versions due in the New Year, including the unique BR Departmental No. 88.



Above Final samples of the O gauge 'Catfish' (left) and 'Dogfish' ballast hoppers were on display along with components from several other 7mm scale items of freight stock.

Below For most, it was a first chance to take a detailed look at the OO gauge Metropolitan Railway Bo-Bo electric, which will have superb bogie and body detail when it arrives in late-2015.



Above The first tangible signs of progress on Heljan's OO gauge Lynton & Barnstaple Manning Wardle tank were these castings for the body and various plastic mouldings for the frames, detail parts and wheels.





Also coming soon is an industrial Class 05, decorated as Bulmer's of Hereford No. 2 *Cider Queen*, complete with copper-cap chimney.



HELJAN ADDS GWR '47XX'

Just one extra item was added to Heljan's 'to do' list at the NEC - a Great Western Railway '47XX' 2-8-0 in OO gauge.

The big Churchward express goods 2-8-0 is expected to be released in 2016. No prices or other details have yet been announced.

It will be designed and produced with the assistance of the Great Western Society's 'Night Owl' project, which is working on a new-build '47XX' using parts recovered from various other GWR locomotives and new components. All nine original locomotives were scrapped after withdrawal in 1962-64.

Heljan also informed **BRM** that despite good progress with the design of models, production difficulties in China were still delaying new releases. The Park Royal diesel railbus is not now expected until after the Chinese New Year, while the O gauge Class 60 is likely to be several months later than planned.

THE BRM QUICK INTERVIEW

LYNDON DAVIES, OXFORD RAIL

Oxford Rail's entry into the British OO gauge market has generated many questions from modellers. We spoke to the company's top man, Lyndon Davies, to find out more about its plans and capabilities.

BRM: What was behind Oxford's move into model railways?

LD: We already produce similar products, for demanding customers worldwide, at our dedicated factory that has been in operation for many years.

BRM: The shortage of manufacturers in China is well known. Who will produce for Oxford?

LD: We will produce the products at Oxford Diecast China Factory. We have expanded our factory in the last six months to accommodate the introduction of the Oxford Rail range. Our clean rooms have already been updated in preparation. The factory produces 2.8 million items per year. I visit our factory six times a year and my toolmakers fear my visits - that is my favourite time! Toolmaking is the heart of our business and I am so embarrassed that many of our competitors treat them with so much disrespect. They are not a commodity, they are our lifeblood.

BRM: Does Oxford have the capabilities to produce a complex RTR locomotive?

LD: Oxford is a UK based company. We are engineers, we have our R&D in Swansea and use cutting-edge modern technology with a blend of traditional model making skills. We have built up a team over the last few years with the aim of delivering new products each month. We work with many of the world's leading companies. We hold licences with over 100 companies worldwide. Our subsidiary companies in both the USA and Asia contribute to this research and help us with the development of new products. Oxford Rail's entry into the British OO gauge market has generated many questions from modellers. We spoke to the company's top man, Lyndon Davies, to find out more about its plans and capabilities.

BRM: Is this a one-off tester product or the start of a new range?

LD: We started the production of scale locomotives and associated products three to four years ago. We used this time to build up our manufacturing capability. We have a five year development programme and have developed a strategy, researching the market and identifying products that are wanted. We have products planned that have previously



A sneak preview of the Oxford Rail Adams 'Radial' - we'll bring you more next month.

been produced, but need updating. We have a programme that has identified locomotives, coaches and wagons for future release. We will announce new items throughout 2015. This is not a locomotive - it is a product range.

BRM: When will we see the first models?

LD: We commenced tooling three months ago after extensive research over the last few years. Pre-production components will be available in the first quarter of 2015. We will be giving more information to retailers at trade shows in early 2015.

BRM: What liveries will be released?

LD: We will be able to produce versions of the 0415 Class throughout its working life, from 1885 to the preserved locomotive at the Bluebell Railway. This is something Oxford has excelled at - producing variations of designs. That is why our research started over a year ago. Not only do we have data on the preserved 'Radial', we have extensive information on the boilers and configurations throughout its history from 1883. I have lived it, as I have lived the development of all of our products. I am currently working on our next locomotive and I just love it!

BRM: Where will we be able to buy Oxford Rail products?

LD: You will be able to get Oxford items from many places, we will work with reputable retailers - watch for announcements on our website. We will issue codes and so on at the trade fairs in January/February. Shockingly it was suggested in certain quarters that we had not started design work on the '0415'. Be assured we have, this is about product delivery. Our policy is to announce products when they are in tooling.

However as my die-cast collectors realise - sometimes I just release items without pre-warning. It makes it more exciting then, particularly when the products are relatively simple. I carry CAD on me at all time as we are always updating.

BRM: Does it worry you that Hornby has also announced the 'Radial'?

LD: Yes. We became aware of this earlier in the year. It is hard to keep secrets in this market particularly as we have so many friends within the industry. At that stage we had already started tooling. It will be exciting to compare our products with the competition, as it will allow us to firmly show our capabilities. It will be interesting to look at the competing engineering and tooling configurations. We have our strategy and that means we won't deviate.

BRM: Who is Taff?

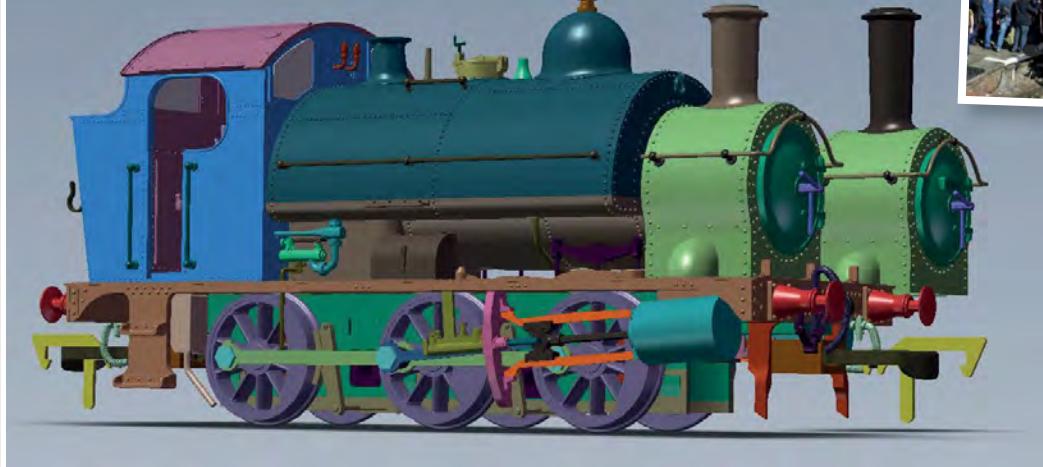
LD: That's me. I have been in manufacturing for nearly 40 years. I trained with the Mettoy Company in the 1970s. Mettoy employed 3,500 workers and was a leading producer of die-cast, plastic and, in its early years, tinplate items. We manufactured everything - toys, hand grenade mechanisms, electrical goods, razors and automotive products. I often joke, if you've used it I have made it! In my twenties I went on to run the factories of Mettoy/Corgi. It is this past that has been engraved into Oxford Diecast China Factory today. It is highly efficient using the latest manufacturing technologies, I would place a bet that our factory is in the top ten most efficient manufacturers of our type in China. It looks like Swansea 1979!

I bought the Mettoy factories in Swansea with two colleagues in the 1980s. During that time we sold the Corgi brand. Oxford started over 20 years ago after a four year non-competition clause imposed on me by Mattel - the most frustrating time of my life. I have a passion for engineering and the eventual return of manufacturing to the UK. I ran the last mass-production plant of die-cast vehicles in the UK - I plan at the right time to be the first to bring it back. Corgi legend Dusty told me to 'bring it home' last year and I promised that I would. I will, just give me time. We are here to stay and hope to provide you with products that will excite and interest you.

I have a passion for engineering and the eventual return of manufacturing to the UK. We are here to stay and hope to provide products that will excite you.

KERNOW CLAIMS GWR RAILMOTOR AND SUBURBAN DMUS

GWR '1361' 0-6-0ST, showing the two designs of smokebox and chimney, plus the prototypical gap between boiler and frames.



GWR Railmotor No. 93 at Southall. BEN JONES

Having been beaten to the Adams 'Radial' 4-4-2T by Oxford Rail (see **BRM** December 2014), Kernow Model Rail Centre has switched its attention to a GWR Railmotor in OO gauge. The Cornish retailer has also announced its intention to produce another much-requested item - BR three-car suburban DMUs. Both will be designed and manufactured by DJ Models, using 3-D laser scans of the full-size trains.

The Great Western Society's restored Railmotor No. 93 has greatly increased the profile of these long-lost precursors to the modern DMU, especially after its recent main line outings (see photograph). KMRC plans to release the model with a choice of running numbers in GWR maroon and chocolate/cream.

FACT FILE CLASS 116-118 DMUs

To replace steam-hauled suburban trains, the Western Region needed a Diesel Multiple Unit to carry passengers in a high-density formation. The result was a series of almost identical units from three different builders. From 1957 Derby Works built 42 units which became Class 116, followed from 1959 by Pressed Steel Co. which built a further 42 units which became Class 117. The final 15 units built from 1960 by the Birmingham Railway Carriage & Wagon Co became the Class 118. They were used extensively throughout the Western Region and later on most other regions and in the case of the Class 117 a small number spent their final years in Scotland, where they lasted in service until 2000.



Introduced in the early-20th century to reduce operating costs on branch lines, the trains were used right across the company's system and were often paired with trailers to provide extra capacity. However, their use was relatively short-lived and all had been retired by 1935, with many being converted into auto-trailers.

KMRC unveiled the new projects at the Warley NEC show, revealing that it has also scanned a Class 117 DMU to get the DMU project started. Careful tooling design will allow DJM and Kernow to offer three types of suburban DMU used by the Western Region - Classes 116, 117 and 118.

The units will have working directional lights, headlights and illuminated headcodes as appropriate, as well as working interior lights. The motor will be designed not to intrude

into the passenger space of the motor car and the units will have through-wiring so that only one 21-pin digital decoder will be needed. Gangwayed and non-gangwayed versions will be catered for. No prices or expected release dates have yet been advertised.

In a novel move, KMRC is asking customers to help choose which liveries will be produced by placing pre-orders while the models are in development.

It will list all three classes in prototypical combinations of liveries, running numbers, and two- and three-car versions, then invite customers to place their pre-orders.

Whilst there is no certainty that every model listed will happen, any version with at least 250 orders will be produced. The general list of livery options is as follows:

- BR Green with speed whiskers
- BR Green with small yellow panel
- BR Blue with full yellow ends
- BR white/blue refurbished
- BR blue/grey

- Network SouthEast
- Regional Railways
- GW150 Chocolate & Cream (Class 117 only)
- British Telecom Advertising Yellow (Class 118 only)

KMRC has also released the first CAD artwork of its OO gauge GWR '1361' 0-6-0ST, showing the different chimney options that will be offered, plus how the model has been designed with a prototypical gap between the boiler and frames.

The KMRC '1361' has been developed with full access to the original works drawings and surviving locomotive in conjunction with the Great Western Society at Didcot.

Finally, Kernow has also confirmed that the second run of its Bachmann Class 205 'Thumpers' will be released in the third quarter of 2015. Two BR green models, two BR blue and a de-branded Network SouthEast version are promised, priced at £210.00 per two-car set (£310.00 with DCC sound). Orders placed before the models are released next year will receive a £10 discount. See www.kernowmodelrailcentre.com for more information and to place pre-orders for any of these items.

See our exclusive interview on page 88 for more on Kernow Model Rail Centre and its models.

W www.kernowmodelrailcentre.com
T 01209 714099

New tooling will allow all three types of WR suburban DMU to be offered. This is a Class 118 on a special working at Bridport on May 2nd 1975. COLOUR-RAIL.COM



BACHMANN



1



2



3



4

1 Ready for release:
Graham Farish N gauge
Peppercorn A2.

2 Factory-decorated
OO 'Tube' wagon.

3 Due early-2015: SR
Billinton E4 0-6-2T.

4 Also due in the New
Year: GWR '64XX'
0-6-0PT.

THE BRM QUICK INTERVIEW

JASON SHRON, PRESIDENT, RAPIDO TRAINS INC.

talks to Howard Smith.



HS: Thanks for talking to BRM. We understand you have a new recruit. Who is this latest member of the Rapido team?

JS: It's none other than Gareth Bayer, former editor of *Rail Express* magazine and well-known author of prototype and modelling articles for the railway and model railway press. Gareth is currently living in Japan, and he'll be 'telecommuting' for Rapido until he can make a permanent move to the 'Great White North'.

HS: Rapido produces wagons for the Canadian market, so is this the first step in producing similar items for the UK?

JS: Gareth is coming on board for a load of reasons. He's extremely knowledgeable about British trains old and new, he has

extensive research experience, he knows how to communicate with customers, and he's just awesome in general. We are definitely open to the idea of producing British wagons and having Gareth on board will help ensure that any models we produce will be accurate.

HS: Wagons cost a lot to develop but sell for much lower prices. How do you plan to make them viable?

JS: Simply put, wagons usually aren't economically viable. Railway modellers rightly expect a high level of detail in their wagons to match the gorgeous locomotives pulling them. But while we are all willing to pay a extra for a beautifully-detailed locomotive, we aren't usually keen about spending on highly-detailed wagons because we need so many. The high costs of production coupled with their low selling price means that, as a manufacturer, the profit margins on wagons are very small. Small profit margins are fine if you are selling millions of bottles of Yamok sauce*. But for a railway model, of which you are only going

to sell a couple of thousand, wagons break even and that's about it.

We see wagons not as a way to make a fortune but as a way to promote the Rapido brand and get our products onto our customers' layouts. If you love your Rapido wagons, you might pay more attention to our next locomotive announcement!

HS: Are you open to suggestions from modellers?

JS: Of course! But we're especially open to suggestions like "I would like you to make model X and I happen to have a full set of blueprints from the original builder!" Most of the requests for models we receive are not viable. You'd be amazed at how many people contact us and say, "I just bought this model and I think you would do a better job so would you consider producing it?" Unless the original manufacturer completely messed up, there would not be a market for a second, competing model to show up a year later. When we get a request for a model that piques our interest, we are more likely to consider it if we can easily access reliable research material. Before Bill Schneider started working for us in 2009 he suggested I might want to produce a New Haven RR

passenger car.

He made a good argument for its sales potential, but then he did something even more important: he got me access to a complete set of blueprints.

HS: You're now involved in the plan to produce an N gauge Pendolino. Do you think crowd-funding can work?

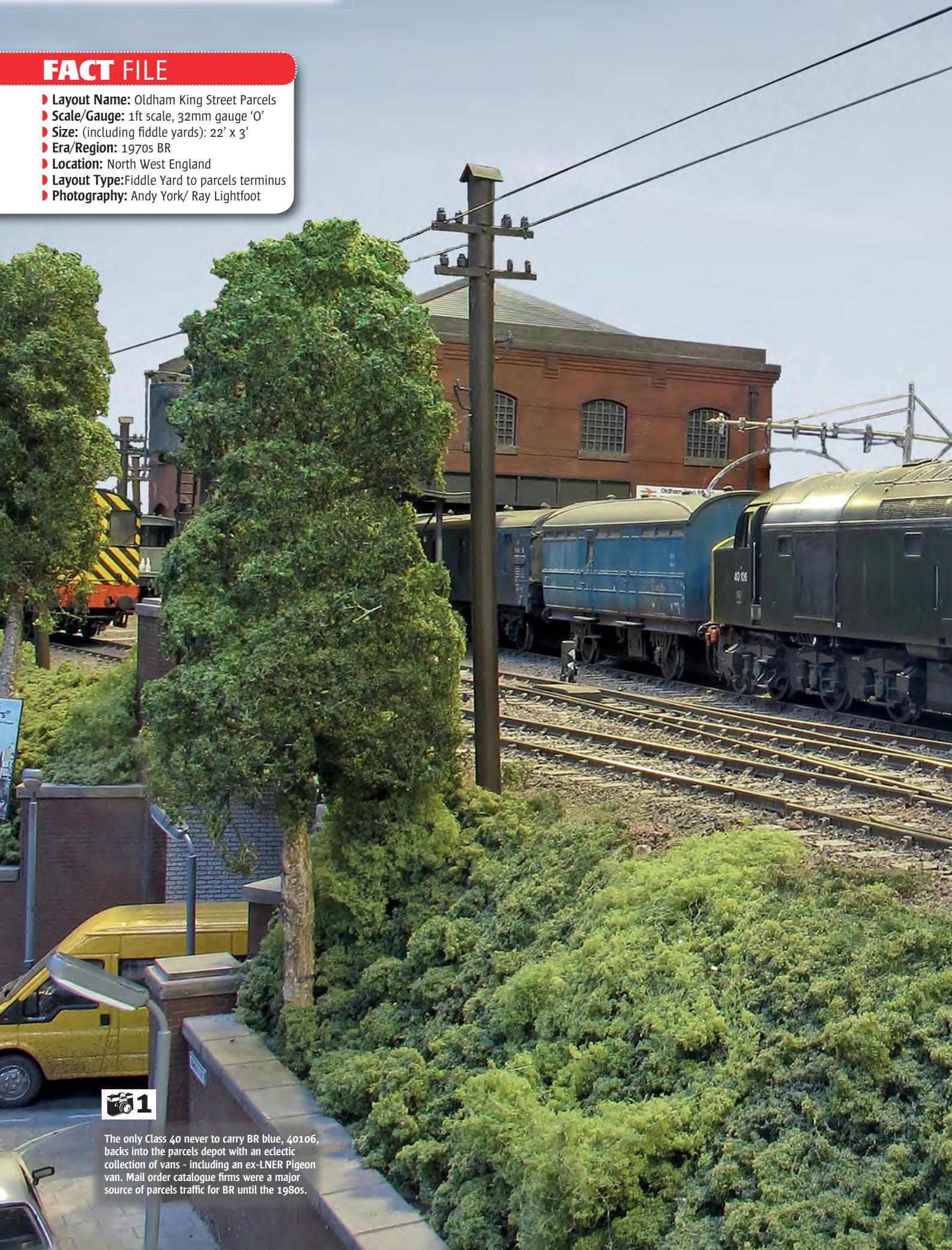
JS: I think it has the potential to work in a few special circumstances. Firstly, there needs to be enough demand. The Pendolino is a very high profile train and, at the right combination of price and quality, the demand is there. Because crowd-funded projects circumvent the normal trade routes, it is possible to have a highly-detailed model at an affordable price. An N gauge Pendolino would be a tougher sell at the higher prices needed to distribute it through the shops. But secondly - and this is just as important - the organisers have to be brilliant. Ben [Ando] and Mike [Hale] have a very good understanding of marketing and they know how to organise and build interest in their project. They bring a very real commitment to the Pendolino and it shows in their enthusiasm and communication. I hope that this project is successful, as it could open the door to many other projects of a similar nature - especially in N gauge.

*A popular Cardassian condiment from *Star Trek Deep Space 9*.



FACT FILE

- ▶ **Layout Name:** Oldham King Street Parcels
- ▶ **Scale/Gauge:** 1ft scale, 32mm gauge 'O'
- ▶ **Size:** (including fiddle yards): 22' x 3'
- ▶ **Era/Region:** 1970s BR
- ▶ **Location:** North West England
- ▶ **Layout Type:** Fiddle Yard to parcels terminus
- ▶ **Photography:** Andy York/ Ray Lightfoot



The only Class 40 never to carry BR blue, 40106, backs into the parcels depot with an eclectic collection of vans - including an ex-LNER Pigeon van. Mail order catalogue firms were a major source of parcels traffic for BR until the 1980s.



OLDHAM KING STREET PARCELS

This popular O gauge exhibition layout by **David Hampson** and **Keith Harrison** brings back the sights and sounds of Lancashire in the late-1960s and early-1970s. ➔

2

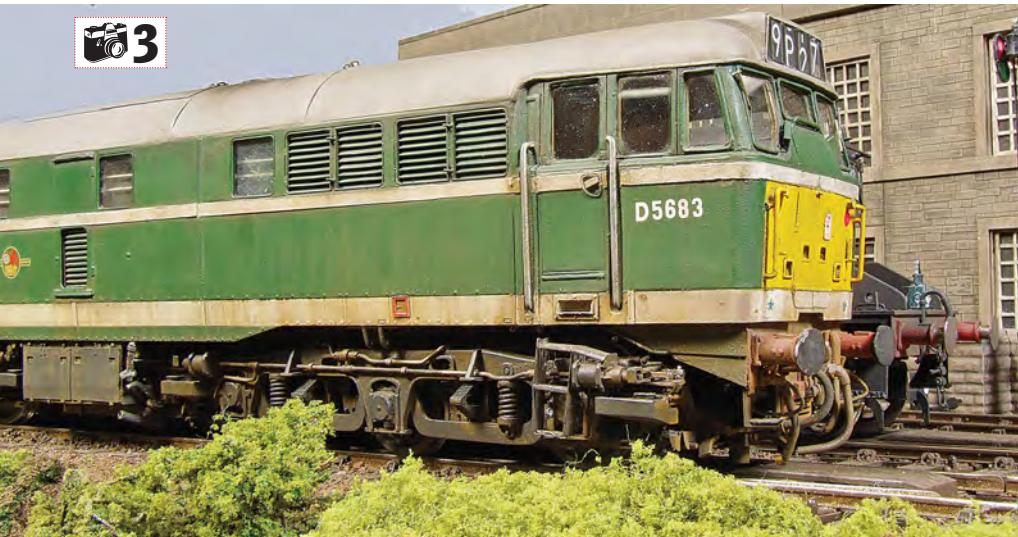


Above An aerial view gives some idea of the heavily built up environment in which the layout is set, and which was common for railways in and around the Lancashire mill towns. The District Engineer's inspection saloon is a rare visitor in amongst the usual DMUs and parcels trains.

Below left Going back a few years to the mid-1960s, a BR green Brush Type 2 sits outside the parcels depot after arriving from the Eastern Region. The Class 9 headcode suggests it has been hauling an unfitted goods - maybe a load of coal for the local mills?

Below right Another view of the 'Brush', accompanied by a local Stanier 8F 2-8-0, which worked in the north-west of England until the very end of BR steam in August 1968 and would have been seen alongside BR blue diesels and rolling stock in their final years.

3



4



When exhibiting Oldham King Street Parcels I find one of the most interesting aspects to be talking to members of the public about the layout and answering questions. One of the most frequently asked is 'What scale is this?' because the size of the locomotives and stock is unfamiliar to many exhibition visitors.

Though O gauge is more common than it was a few years ago, I am regularly asked why I model O gauge diesels. The answer to this is in two parts; I model diesels because I am of an age where they are the locomotives I remember from my youth, and I model in O gauge because I feel the size of the stock allows a level of detail which is not easy to achieve in smaller scales. I started in my teens modelling in N gauge, because it was easy to fit a layout running around the edge of my bedroom. A move to 'OO' gauge followed, but was abandoned soon after purchasing my first O gauge kit.

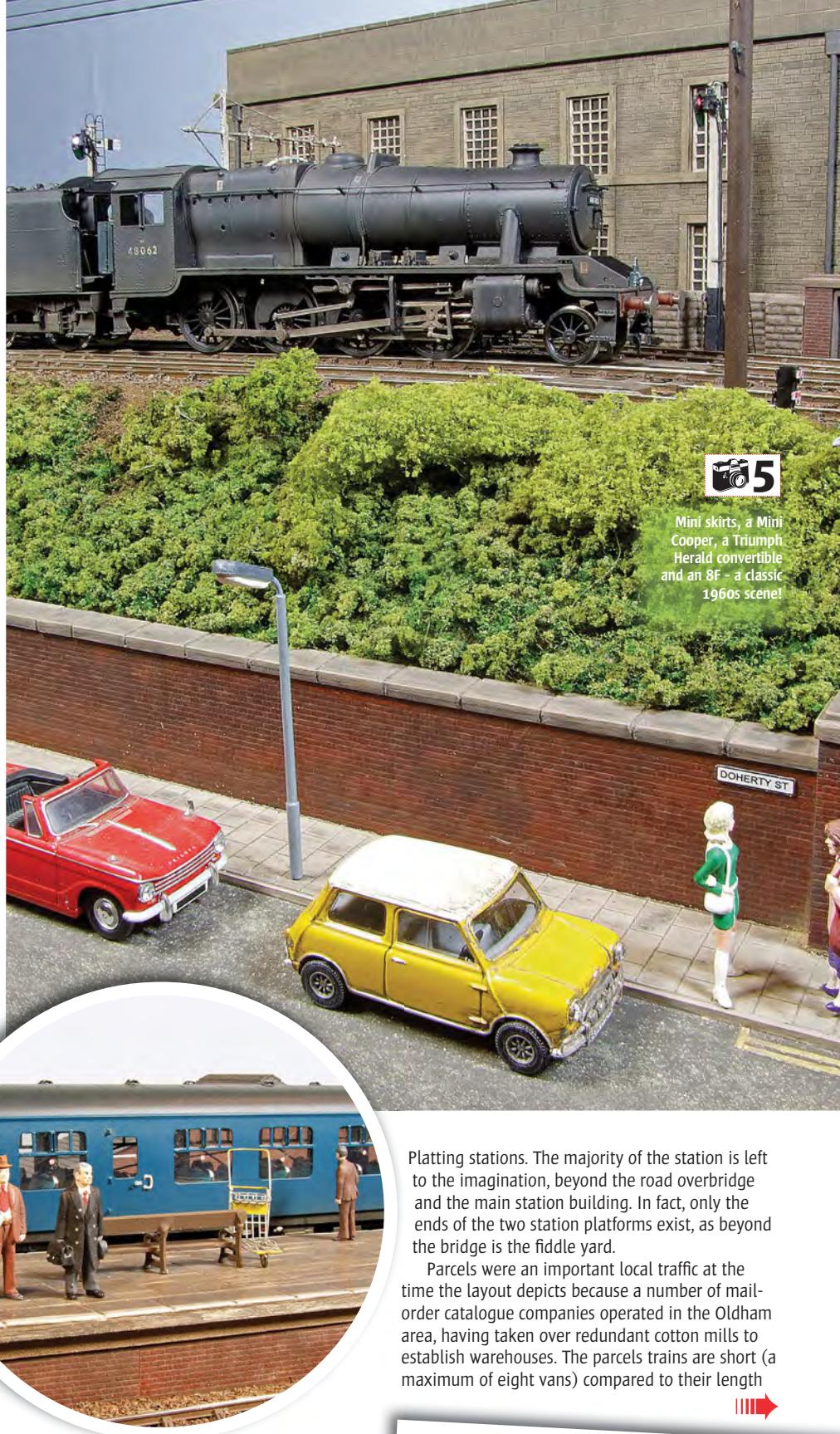
To many people, 7mm scale has a physical presence that gives layouts a great feeling of authenticity.

To many people, 7mm scale has a physical presence that gives layouts a great feeling of authenticity. O gauge can capture the bulk and 'heaviness' of the real thing in a way which is difficult to achieve in smaller scales. It is also possible in O gauge to add small details much more easily to increase realism. Sharp-eyed readers will have spotted the pigeons on the overbridges, but what about the mess they have made on the road below?

Of course, one of the down sides of modelling in O gauge is that everything takes up much more space, so expectations as to what can fit on a layout have to be scaled down. One of my favourite layouts was the famous N gauge 'Chee Tor' layout by Manchester Model Railway Society. This depicted scale length trains running through a fabulous depiction of the Peak District. To replicate this in O gauge would require a layout so large that it would be impractical to build and operate.

So, it's 'horses for courses'. 'Oldham King Street Parcels' depicts a small, fictitious parcels operation with the end of a small station handling local passenger traffic. However, viewers are often surprised at how much will fit in to a layout of 22' by 3'. Indeed, they are often more surprised to hear that the baseboards have been designed and built by Keith so that by omitting the central part of the platform, the rear DMU road and much of the fiddle yard, the layout will reassemble to an alternative configuration which is 13' by 2' for use at home.

Although the layout is fictitious, it contains many elements from the Oldham area. Oldham King Street station does now exist though it looks



nothing like the model - the first real King Street station opened much more recently - in 2014 as part of the Manchester Metrolink extension to Oldham town centre.

BUILDINGS

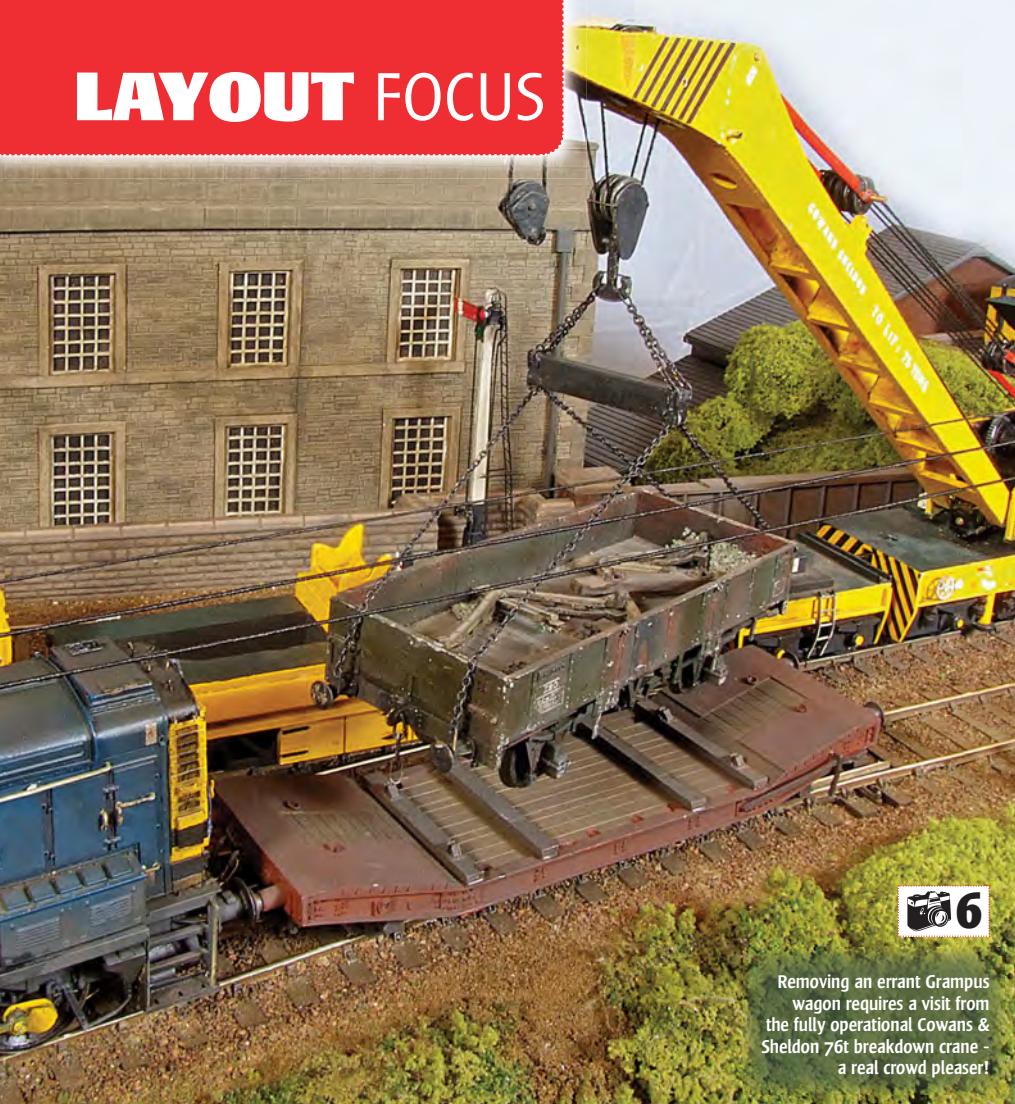
The parcels shed, or more correctly 'Parcels Concentration Depot', was scratchbuilt by Keith along with all the other buildings on the layout. It is representative of buildings typical of the Oldham area, but does not represent an actual location. The station building is closely based on the long-gone Clegg Street station, with its booking office above track level, while the low-level entrance via the underpass is typical of Hollinwood and Miles

Plattting stations. The majority of the station is left to the imagination, beyond the road overbridge and the main station building. In fact, only the ends of the two station platforms exist, as beyond the bridge is the fiddle yard.

Parcels were an important local traffic at the time the layout depicts because a number of mail-order catalogue companies operated in the Oldham area, having taken over redundant cotton mills to establish warehouses. The parcels trains are short (a maximum of eight vans) compared to their length



Parcels vans were rarely kept in good condition and so a scruffy, weathered and faded look is essential - as demonstrated by this SPV and ex-LMS 'Stove R'.



Removing an errant Grampus wagon requires a visit from the fully operational Cowans & Sheldon 76t breakdown crane - a real crowd pleaser!

O gauge is increasingly supported by established manufacturers such as Dapol and Heljan. Be warned though; once you try it, you might never go back.

in reality, but the intensive nature of the operation means that the layout often looks full and the shed is rarely empty.

The platforms contain a number of BRUTE trolleys ready to load or unload the vans. As is typical of the time, the parcels stock is heavily weathered, with dirty or faded paintwork being the norm. A wide and sometimes eclectic range of stock can be seen, from standard BR types to ex-LMS or LNER designs.

Passenger traffic does not amount to 12-coach main line trains, but then these were the exception on the Oldham Loop, often only seen during holiday weeks or for football specials. Instead, the passengers are conveyed in two-car multiple units which were typical of the area until the 1980s.

I have tried to build stock for the layout which could have been used in the Oldham area at around this time. Many of the DMUs are based on Newton Heath or Longsight sets, and include Classes 100, 104, 105, 108, 120 and 128, though sometimes units from further afield are seen.

The Class 100 Gloucester RCW unit was built using parts kindly supplied by Dick Taylor at Westdale Coaches. It has the unusual bodyside profile and front end which were characteristic

of these units, and contains a smoke unit for the exhausts.

ADVANTAGES

An advantage of O gauge is that there is more room to play with inside locomotives and coaches. This allows the possibility of adding exhaust smoke units (we use those supplied by Peter Clark Models) to the stock. These exhaust units allow smoke to be blown out of a locomotive or DMU on demand. It is not uncommon to see operators on the layout deliberately starting up a DMU underneath the station overbridge, just to see the platform fill with smoke!

The space inside an O gauge locomotive also allows larger speakers to be used for DCC sound, giving a more realistic sound reproduction. The quality of DCC sound decoders has increased remarkably in recent years, not only from the quality of the sound they produce, but also in terms of the driving experience. We have been particularly fortunate to have been supported in completing this layout by the ever-helpful Steve and Caroline from South West Digital, who have supplied the ESU sound decoders fitted in our stock.

MY FAVOURITE MODELS



I particularly enjoy building models which are unusual, and have found a number of O gauge kit manufacturers to be particularly helpful in responding to my requests for something a bit 'different'. The Class 504 Bury DC electric unit is a recent addition, and is a little distance away from home - it must have got lost at Manchester Victoria. This was built using parts mainly from Easybuild Coaches, with sides cut specially by Shawn Kay. The front ends and many underframe parts have been scratchbuilt to complete the model. The EMU even has sound (thanks to the L&YDCC Group) and sparks from the pick-up shoes. It still remains for me to fit the unique side contact third-rail on the layout!

The Cowans & Sheldon 76 ton breakdown crane often makes an appearance around lunchtime when exhibiting, to give the operators a break. The crane is fully DCC operational and can be seen either re-railing wagons or lifting heavy equipment from the road below onto the railway.



Over time, the locomotives are being updated to the latest (Version 4.0) ESU decoder with the SWD 'Udrive' facility. This allows locomotives to be driven very realistically, even on a short layout such as this.

So, why not give O gauge a try? The most common reasons given when discussing this at exhibitions are size and cost. Hopefully, this article will have shown that it is possible to enjoy O gauge in a relatively modest space. However, as far as cost goes, it is important to realise that even though individual items are more expensive, less is needed - less track, fewer points, fewer locomotives, less stock.

In value for money terms, a ready-to-run Heljan diesel in O gauge (such as the new Class 40, see page xx) is hard to beat, and bargains can be had online or with secondhand stock.

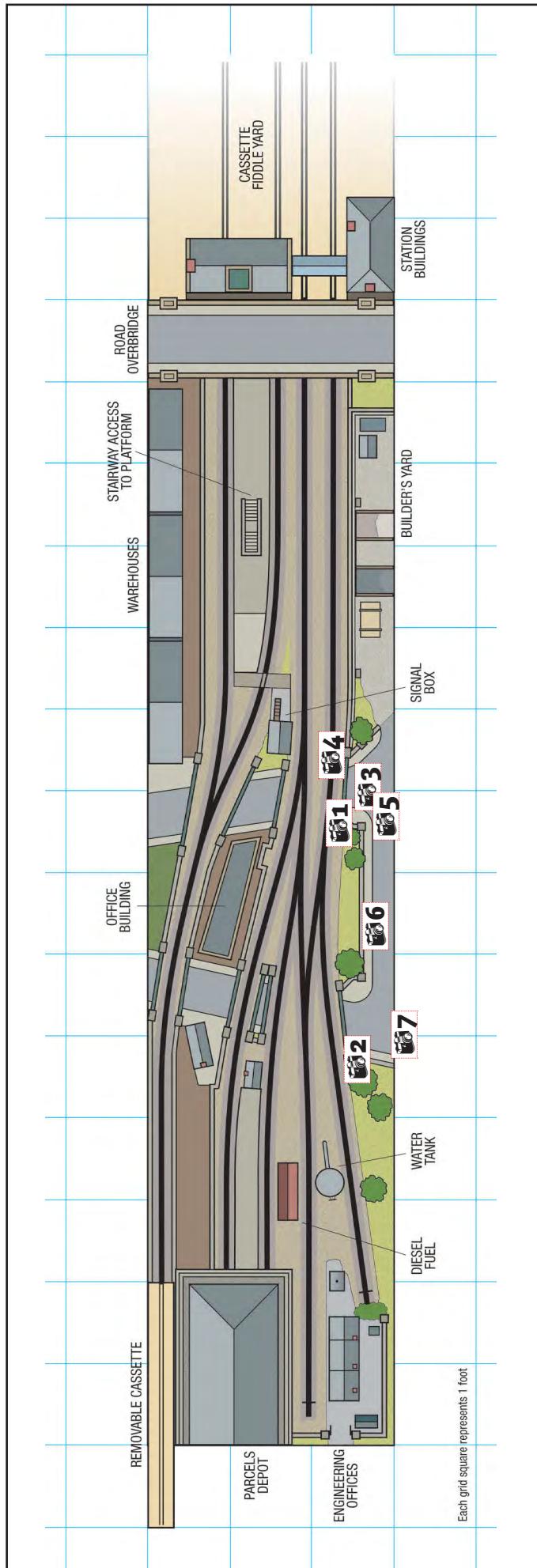
It is perfectly possible to operate and enjoy a layout such as this with perhaps two locomotives (a shunter and one other), one or two DMUs (or railcars), and some parcels vans. The availability and quality of RTR models and track is now greater than ever, and O gauge is increasingly supported by established manufacturers such as Dapol and Heljan. Be warned though; once you try it you might never go back. **BRM**



A detailed, weathered and repainted Heljan Class 47 rumbles across the solid looking girder bridge on its way to the parcels depot.

0 GAUGE LAYOUT OF THE MONTH

OLDHAM KING STREET PARCELS



Q&A

How did you get started in model railways?

David Hampson: I gained my interest in railways from my father who worked for BR in the Signal & Telegraph department. As a child I travelled widely by train, and the layout depicts the typical scenes I remember - lots of DMUs and BR blue diesels.

Keith Harrison: I also gained my interest in railways from my father, Eric, who was the signalman at Godley junction. Having spent many years modelling Continental HO, I was bitten by the O gauge bug.

What was the inspiration for Oldham King Street Parcels?

The layout was inspired by the railways in the Oldham area, north of Manchester. The station building is based on Oldham Clegg Street, which later became the site of a 'Parcels Concentration Depot' to serve the many mail order catalogue businesses in the area. The overbridges are typical of those found in the area, where the topography demands substantial civil engineering features, including embankments, tunnels and viaducts.

How is the layout operated?

The layout is DCC operated using the Lenz 100 system. All the points and semaphore signals are operated from a laptop computer. This enables all the points for each move to be set using a single key stroke. All the locomotives and multiple units are fitted with ESU LokSound decoders obtained from South West Digital. Many of the locomotives also have smoke units fitted to create extra atmosphere and bring the scene to life.

David Hampson



Class 390 Pendolino in N Gauge

Rapido Trains Inc. and **NGaugePendolino.com** are pleased to announce the **N Gauge Pendolino Project**. Working with the full support of Virgin Trains, this is the first time that the Class 390 Pendolino has ever been offered in N gauge.

The **N Gauge Pendolino** will feature full interior detail, constant interior lighting, finely-crafted pantographs, directional headlights and tail lights, and the option for exceptional, factory-fitted DCC and sound recorded from the real train.

This model will only be made if there is strong enough demand. Please sign up through the Kickstarter crowdfunding campaign organised by ngaugependolino.com

International customers can order directly from Rapido at RapidoUK.com

Planned Options

£255 - 9 car set **with DCC sound - £350**



£255 pledge wins full 9-car train with two powered driving cars and correct formation of pantograph and trailer vehicles. DCC sound fitted in both power cars for £350

£195 - 5 car set **with DCC sound - £290**



£195 pledge wins "mini" 5-car train with two powered driving cars, two pantograph cars and single trailer vehicle. DCC sound fitted in both power cars for £290

£30 - Add on set **works with DC or DCC**



£30 pledge wins reward of correct two-car add on set to boost 9-car set to 11-car unit as was done on the real thing to handle increasing passenger numbers.

No money is needed now but the project will only go ahead if enough backers have pledged by **January 18th 2015.**

Please order your Pendolino today!

ngaugependolino.com



www.RapidoUK.com



Prototype photo courtesy Jason Rodhouse.

BRM MEETS... KERNOW MODEL RAIL CENTRE

In little more than a decade, this Cornish retailer has grown into a major player in the British model railway trade. **Ben Jones** talks to **Chris Trerise** about exclusive commissions, working with manufacturers and much more.

Whether your interests lie in the West Country or elsewhere, few British modellers should now be unaware of Kernow Model Rail Centre's unique approach to selling model railways. KMRC is a family-owned business based in Camborne. It stocks model railway products in most gauges and supplies to most of the world via its popular website, telephone orders or visitors to its shop in the Cornish town. Over the last few years, KMRC has consistently made headlines with its ambitious programme of exclusive models, commissioned from the likes of Dapol, Bachmann and DJ Models.

KMRC's driving force is its founder and Managing Director, Chris Trerise, a former railwayman with a strong interest in the railways of his native county.

BJ: How did you get started in the model railway trade?

Chris Trerise: "I had always been interested in model railways, going right back to when my Dad bought me a Hornby train set in 1976. The 0-4-0 Industrial Dock Shunter from that set is still in my office today! I worked for British Rail, starting at platform level and worked up through Operations to senior management before getting disillusioned with dealing with Railtrack, as it then was. We decided to move back to Cornwall and start a model railway shop."

BJ: KMRC is perhaps best known for its exclusive products - how did you get started in this area and why?

CT: "We happened to open for business at the same time as a new member of staff at Bachmann started and we just clicked! He was then the Sales Office Manager and suggested commissioning models direct from Bachmann.

We came up with 37142 in BR Blue (the first Class 37 to work in Cornwall) and GWR 'Prairie' No. 5552 in BR lined green (Truro allocated and also preserved at Bodmin). Both sold well; we had found our niche and have worked closely with Bachmann ever since. The logical development was to progress to models where we pay for and own the tooling. It makes little sense to try and fight for business against companies ten times your size when they are happy to work for as little as a 3% return on their sales. We could not stay in business on such low margins and if we were to avoid going the way of many other local model shops we had to expand the number of exclusive models - thankfully our customers have supported our endeavours."

BJ: What influences your decisions on these products? For example, why the GWR Railmotor and the new suburban DMUs?

CT: "Primarily the models are usually something I want for my layout, and they are also connected to Cornwall. We stretch that a bit as having started on the Southern Region I also had a great interest in the South Western Division, so really anything GWR/



LSWR is on my radar. I have no interest in becoming a major manufacturer so will always be looking at models which are under their radar.

"The [Beattie] Well Tank was a great example of this, needing three different tools to cater for the variations and there were only three locomotives that could ever be made. The O2 (see December **BRM**) is another example - we have seven different tools for this and even then that does not allow us to do the last ten with higher cabs or any with the Drummond boiler.

"All of our future models feature as many prototypical variations as possible in quite small production runs - no cheap aluminium tools for us. The Adams 'Radial' would have been ideal as it needs many tooling variations and it was disappointing when we found out another company [Oxford Rail] was further advanced than us. At least it appears to be doing the complete range of options and indications are that it will be a decent model."

"The GWR Railmotor was planned for 2016 and we have had to bring it forward at fairly short notice to replace the 'Radial'. The Railmotor is a bit of a gamble as they last ran in public service a long, long time ago but the interest generated by the restored train will hopefully help sales. It will actually be one of the simplest models we have done, with no tooling variations at all needed!"

"The suburban DMUs were again for my layout with the Class 118s being one of my favourite classes, and of course regulars in Cornwall. Once we got to the detailed research stage we found that clever use of the tooling will allow us to produce the entire Class 116/117/118 family and if I can do anything clever with tooling I will!"

"Interestingly the 'Thumper' [Class 205] model was considered niche when we announced it. Now it would be firmly in the mainstream - it shows how quickly things can change!"





In development: Class 117 DMU 3-D scan.

You can be fairly certain that there are further GWR and LSWR models to come, building on our links with preservationists.

BJ: What else is in the pipeline?

CT: "You can be fairly certain that there are further GWR and LSWR models to come, building on our links with the Great Western Society, Bluebell Railway and Isle of Wight Steam Railway."

BJ: When do you expect to see models such as the 'O2', LSWR Gate Stock and D600 'Warship'?

CT: "I have stopped giving dates for models as quite honestly they are all made up, albeit from educated guesses. Until the livery samples of any model are approved you cannot get a delivery date. Our O2s are at the livery sample stage and the 'Gate Stock' is at the tooling stage, so these will be the next to be released. They should be followed by the PBA Tiger wagon and LSWR Road Van, both of which are at advanced CAD stage.

"The D600, '1361', WR DMUs and Railmotor are at the CAD stage. The final project, Bulleid diesels 10201-203, are still awaiting additional data. I am going to have to search the NRM archives to try and find what we need to get the CADs for this model completed."

BJ: How do you find working with the manufacturers?

CT: "I have always had a close working relationship with Bachmann and continue to work with them. There are two more projects in progress that I cannot discuss at the moment, but I used to work very closely with both in my previous employment.

"Working directly with the factory in conjunction with DJ Models has dramatically improved the speed at which our models are progressing. Twelve months ago I would never have contemplated announcing any new models as I had no idea when anything was going to happen with our existing projects. That situation has been resolved by working directly, as can be seen by the progress made over the last year. Some people keep talking about 'track records', but it is exactly the same factory that produced our Beattie Well Tank and that won a Model of the Year award! I have no doubts about the quality of the models to come."

BJ: After the success of the Class 205, do you still plan to introduce centre cars and three-car sets?

CT: "The Class 205 is a stunning model and now that production capacity has become available we are able to add the three final two-car versions in Network SouthEast, BR green and BR blue (see What's New). These should be available in the third quarter of 2015. It's a complicated model to assemble and the price rises mean that I don't know if a three-car unit will ever be viable but we will look at it again next year."

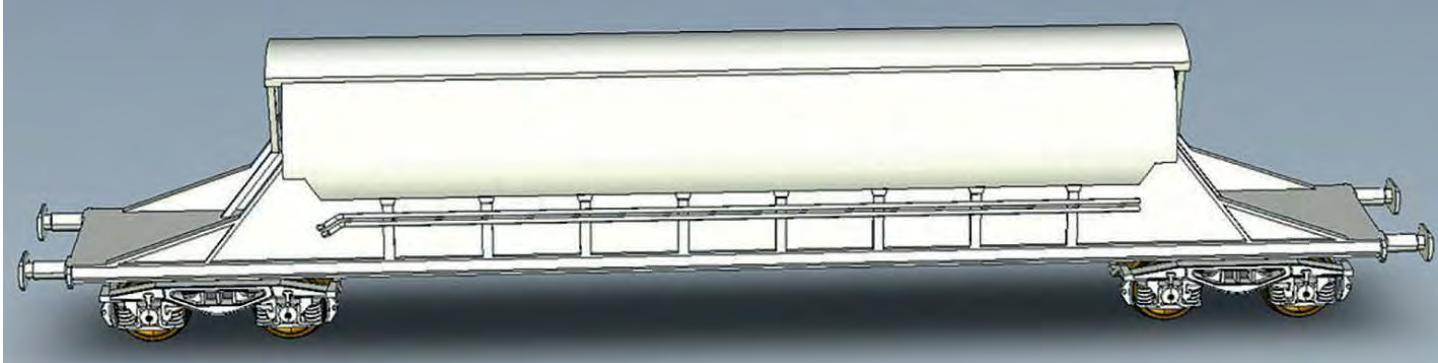
BJ: Is it difficult balancing the development of so many new model projects with the need to run a busy retail business?

CT: "There are times when lots of models suddenly need work all at once and that can be a challenge! For example the PBA Clay Tiger wagon has been on my computer for a month now. I have not had a chance to look at it because I have been busy on last-minute items for the O2, which is of course much closer to production. I have a great team though and so I can leave the day-to-day shop operation to Greg and the team, although I always keep a close eye on what is going on!"

Due Spring 2015:
Adams 02 0-4-4T



PBA 'Tiger' China clay wagon.



BJ: What was your reaction to Heljan's announcement of a rival GWR '1361'? Will it affect how you proceed?

CT: "It was a total shock to be honest. We had also been working on a '1366' last year when we found out it was also working on that, so we changed to the '1361' instead. Heljan told us it was ready to start tooling the '1366' at Warley last year. As we are almost 12 months on and there are still no prices or liveries I find it surprising that it claims to be at the same point with the '1361' as well, especially as we have been working closely with the Great Western Society at Didcot. We know that Heljan cannot have been to see the actual locomotive as part of its development.

"If we had not done much beyond the initial research we would have pulled out as we have with the Adams 'Radial', but we're too far down the development route to stop now. Nothing will change as a result for us; we will still make the model as accurate as possible (with the benefit of having laser-scanned parts of the original) and we will also incorporate the various differences between individual locomotives. The only thing that may change is we will probably not be quite so open about sharing our development of the model."

BJ: If you could produce one item, regardless of demand or cost, what would it be?

CT: "A working double-track level crossing complete with lights, warblers, four barriers and the swinging skirts!"

BJ: How do you view the British model railway trade at the moment?

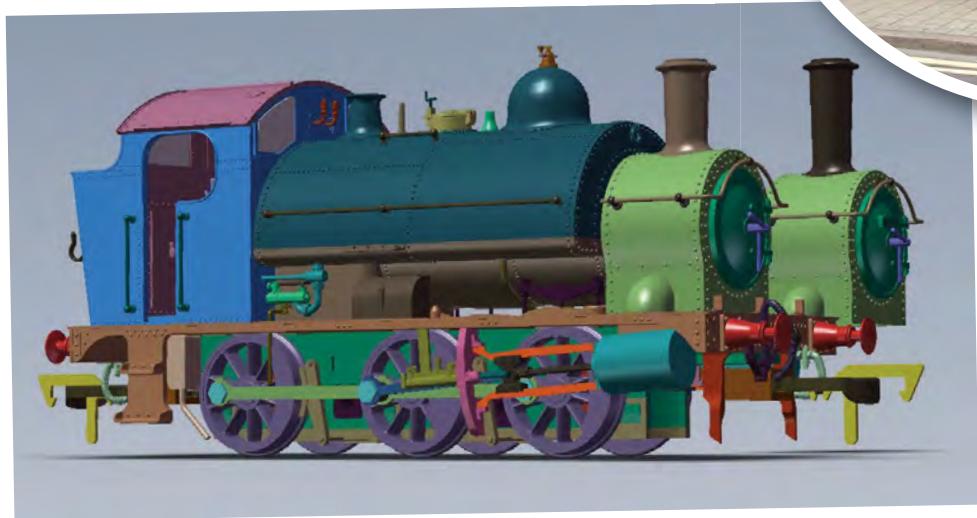
CT: "Some of the manufacturers are really struggling at the moment and I do question some of their strategies. Bachmann and Peco are exemplary in their support for high street model shops and I genuinely appreciate that. I truly believe we need high street shops to promote the hobby. Even our simple 6' x 4' tail-chaser window display layout never fails to stop passers-by when there are trains running."

BJ: How have the recent supply problems affected KMRC?

CT: "There have been some lean months with very few new models to bring people into the store. It has meant that some of the previous models that have been in stock for quite a long time have sold out so it's 'swings and roundabouts' I suppose!"

BJ: How do you see it developing over the next five years?

CT: "Interesting question. Is there a new development that could totally revolutionise the hobby I wonder? Will people finally decide they have enough locomotives and actually buy some stock to run with them?! Will other gauges grow and



KMRC is going head-to-head with Heljan on the GWR '1361' 0-6-0T.

challenge the dominance of OO?"

"It is interesting to note that shopping habits are changing and the huge out of town stores are seeing business fall, while smaller stores are now seen as the way forward. Possibly good news for model shops?"

BJ: What does the future hold for KMRC?

CT: "I hope we can continue to provide a high-quality service to all our customers and that we will keep producing exclusive models as long as there is demand for them." **BRM**

This month's **OXFORD** New Releases



1:72



Grumman Avenger - GHW Bush
VT51 USS Jacinto 1943
AC046 1:72

1:43



Jaguar V12 -
Light Blue
JAGV12001 1:43
**NEW
Tooling!**

1:76



Leyland Royal Tiger -
Maidstone & District
76LRT004 1:76



BMC Car Transporter & Two
Minis - BMC Competitions Dept
76BMC003 1:76



Healey Tickford - Black
HT002 1:43



Lotus Elan +2 -
Black/Silver
LE004 1:43



Scania Horsebox - Police
76SCA02HB 1:76



Land Rover Defender - AA
76DEF009 1:76



Land Rover Discovery 4 -
Aintree Green
76DIS003 1:76



Mini Coupé -
Midnight Black/Red
76MC002 1:76



Mini 1275GT - Black
76MINGT002 1:76



Atkinson 8-Wheel
Flatbed Lorry - Chivers
76ATK002 1:76



ERF LV Flatbed -
Red
76LV001 1:76
**NEW
Tooling!**



Scania 110 Flatbed - BRS
76SC110002 1:76



Land Rover SII Tow Truck -
Bronze Green
76LAN2009 1:76



Mobile Canteen - NFS
76TR009 1:76



Bedford OX & Queen Mary
Trailer - RAF
76BD011 1:76



AEC Matador - 2nd Batt
Gordon Highlanders
76AEC017 1:76



CMP LAA Tractor Desert
2nd NZ 41 Battery
76CMP005 1:76



Morris J Van -
Devon General
76MJ009 1:76

1:148



Foden FG Dropside -
Pickfords
NFG003 1:148



Scania R Curtainside -
Knights of Old
NSCA004 1:148



Scania T Cab Tipper -
Metropolitan Demolition
NTCAB004 1:148



Foden FG Round Tanker -
Milk Marketing Board
NFG002 1:148



Guy Arab Utility - Midland
Red - Correct Colour
NU003_1 1:148

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READERS' L

Here's your chance to have your layout or latest project highlighted in the pages of **BRM** for all our readers to enjoy. Send your photos and text to the address below. We look forward to receiving them!

BISHOP'S GATE

**STAR
LAYOUT**



I have had a model railway since the age of six, some 59 years ago. We moved to our current house in 2005, where I had the opportunity to expand up into the roof with a loft conversion and have a purpose-built model railway area, giving a space of 23' x 18'.

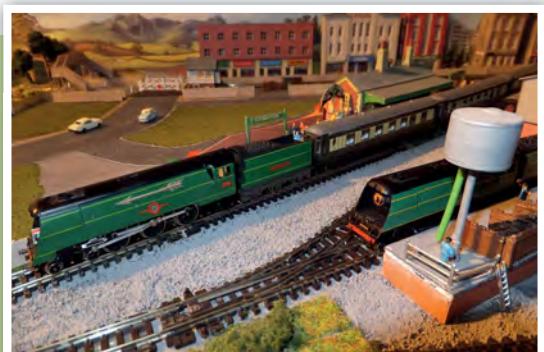
The basis of the layout is circular with a triangular junction to Bishopsgate, the London terminus. There is a through junction station called 'Stroudley Junction' strongly influenced by W. Norris, a seaside terminus called 'Eastport Central' and a through line to 'Eastport Marine', a passenger ferry terminal. The other side of the layout contains storage sidings.

Richard Beavan, via email

A NAME WITH A TWIST

My N gauge loft layout is approximately 8' x 2'. Part of the layout depicts the first run of the 'Golden Arrow' after World War Two. The photographs show 21C1 *Channel Packet* about to depart, while 21C101 *Exeter* is fed and watered at the coaling station. I named the station Tothampton, living just outside Southampton in Totton I combined both names to give an imaginary country town serviced by the Southern Railway.

John Gilbert, Southampton



AYOUTS

A PHOTOGRAPHIC PLANK



Here is a picture of a photographic plank complete with turntable and locomotive that I have produced following Andy York's article in a past issue of **BRM**.

I am currently working on a very long term project creating a 4mm scale layout of Haymarket MPD as it was in the 1958-61 period and thought that producing the planks would be good experience in practising my modelling skills which are limited at the present time.

When I saw Andy's article (March 2014) it was just what I was looking for to enable me to take photos of my model locomotive collection. I had an off-cut of wood and had just finished converting a Peco turntable into something similar to Haymarket's turntable.

David, via email

ACHNAREID

Liking the new look! Here are a few photographs of my 'Loch Dubh' U-shaped layout. Built in my garage, it is a fictional ex-Caledonian Railway line from Glasgow to 'somewhere' on the West Coast.

A Class 27 has arrived at Loch Dubh on the early morning train from Glasgow. MacBrayne buses will connect with this train. My favourite scene of the loch side is the hand-painted backscene that was copied from a classic Norman Wilkinson railway poster of North Wales!

The small ground frame is based on that at Luib on the old Callander & Oban line.

Alasdair W. Reid, Cambuslang



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WHAT'S NEW?

News and Events from the model railway trade

For much more new product news see our
WARLEY REPORT
on page 74

HATTON'S COMMISSIONS GWR '14XX' FROM DJM

All-new Collett 0-4-2T to include versions not previously offered in RTR form.



Following its recent announcement of a GWR 'King' 4-6-0, Hatton's Model Railways is now working on a second Swindon favourite in OO gauge - the ever-popular Collett '14XX' 0-4-2T.

No fewer than 16 different versions are promised, covering the entire career of the class, numerous detail differences and, for the first time,

original '48XX' locomotives and '58XXs' without auto train control gear. As with the 'King', the models are being designed and manufactured by DJ Models. According to Hatton's, the 0-4-2T will "set new standards for RTR small locomotives with levels of detail only previously seen on high-quality brass locomotives."

Priced at £99.00 each, the models are expected in late-2015/early-2016.

Detail variations will include top feed arrangement, whistle guards, auto gear and Automatic Train Control (ATC) boxes, appropriate to period, livery and locomotive.

The impressive specification will also include; RP25 wheel profiles, a six-pin DCC decoder socket, provision for a speaker in the bunker, a five-pole motor, fully detailed and painted cab interior, separately fitted

BR shedplate, smokebox door and cabside numberplates, separately supplied and fitted headcode lamps, pick-up on all wheels, cosmetic inside motion and gap between boiler and frames and removable cab doors.

See www.ehattons.com/14xx and bit.ly/1ulqPHT for full details of all 16 models and to see what **RMweb** members are saying about this latest announcement.

GET IN TOUCH If you have a new product that you would like us to feature, send it to Howard Smith by e-mail: howards@warnersgroup.co.uk



For the
Top 50 of each
category, see
bit.ly/1xA007M



WORKING LEVEL CROSSING TOPS 2014 'WISH LIST'

Operating accessories were the surprise winners in this year's 'Wish List' poll. In the OO gauge category, a working steam era gated level crossing garnered more votes than any locomotive or multiple unit, while a British 70' turntable came in fifth. Amongst the steam locomotives, a BR Standard 2MT 2-6-0 took top spot, narrowly ahead of a Bulleid air-smoothed 'Merchant Navy' 4-6-2, GWR Railmotor (see page 78), SR 'S15' and Adams 'Radial' 4-4-2T.

DMUs dominated the top places in the non-steam category in OO, with a

Swindon Class 120 three-car finishing ahead of Class 117/118 three-car suburban sets (see page 78) and Class 124 Trans-Pennine unit. Top non-steam locomotive was a Class 87 electric, polling just ahead of a '4-COR' EMU.

'Most Wanted' in the Coaching Stock section was a BR Mk 1 Brake Second Open (BSO), followed by a Mk 1 TPO Stowage Brake Van, GWR Churchward 'Toplight' and Collett gangwayed coaches, Mk 3a/b and Mk 2b/c stock. A 1940s 'Warwell' armoured vehicle carrier was the most

requested wagon, followed by BR 'Palvan' and 'Prestwin' silo wagon.

Class 117/118 suburban DMUs also topped the N gauge poll, beating a Mk 1 TPO Stowage Brake Van, Class 40, Class 92 electric and Class 158 DMU to first place. The highest placed steam locomotive was a 'King Arthur' 4-6-0 in ninth place. Further back was a BR Standard 4MT 4-6-0, SR 'Lord Nelson' and GWR 'Dean Goods'.

Other popular items included a BR 'Shark' ballast plough, Class 120 DMU, BR Mk 2b/c stock, FFA/FGA flats and a BR 75t breakdown crane.



WIN THIS TRAIN PACK WORTH £160!

Bachmann First World War Ambulance Train pack

The first of Bachmann's attractively packaged themed train packs is now arriving. This First World War ambulance train features GWR 4-4-0 *City of Birmingham* in wartime khaki livery with three modified ambulance coaches based on Bachmann's LMS wooden-panelled stock. The pack also contains an exclusive set of Bachmann Scenecraft WW1 medical staff and soldier figures.

Competitively priced at £159.95, this pack is likely to become highly collectable.

Thanks to Bachmann, we've got one of these superb packs to give away to a lucky **BRM** reader. For your chance to win, just enter our competition now at www.model-railways-live.co.uk

TAKING NUMBERS

3

new worker figures from Dart Castings have been added to its Monty's Models collection. One is in 4mm scale (MSV37) and priced at £1.65, the other two are for 7mm scale (MGV15 and MGV16) and priced at £3.80. The figures are supplied as unpainted whitemetal castings.

www.dartcastings.com

3.25

miles are covered a day by Bachmann trains on the model railway at New Romney station on the 15" gauge Romney, Hythe & Dymchurch Railway. The model railway, housed above the catering facility, has been using Bachmann locomotives since last year. By the end of each day a lap counter reaches 535 with each of the 17 trains passing it at least 31 times. Entry is free to holders of RH&DR Rover train tickets, with an admission charge for non-holders.

www.rhdr.org.uk

10

years of Scalescenes.com will be celebrated next year. To coincide with the anniversary, a new school kit is being released in both N and OO gauges. The kit captures the look of an Edwardian-era school and is priced at £4.99, with a choice of 3 different brick colours.

www.scalescenes.com

40

BR insulated containers are being produced by Amberley Services in a limited run. The O gauge wagon loads are painted and lettered and are available from shows or mail order for

£29.00 each including P&P (payments by cheque only).

A Amberley Services, 25 Heol Llywd, Ammanford Carmarthenshire SA18 2EN
T 07802 271 081

TEN HUNSLETS FOR HATTON'S



Hatton's Model Railways is working with DJ Models to produce ten exclusive Hunslet 'Austerity' 0-6-0STs in BR, industrial and military liveries. Limited to just 200 pieces each, the models will be priced at £99.00 and will feature a wide range of detail variations, appropriate to the prototype and period.

Most of the models depict National Coal Board locomotives from collieries

across Britain, but the collection also includes weathered BR late crest black J94 No. 68012, as used on the Cromford & High Peak Railway in Derbyshire until 1967, British Army green No. 98 *Royal Engineer* and Wemyss Private Railway lined brown No. 15.

For the full summary of liveries, identities and detail variations being produced, visit bit.ly/1uEtCM.

HATTON'S HUNSLETS

- J94-01 Austerity 0-6-0ST *Robert* in NCB Bold Colliery lined green
- J94-02 Austerity 0-6-0ST No. 71515 in Mech Navvies maroon
- J94-03 BR J94 No. 68012 in BR black late crest - lightly weathered
- J94-04 NCB Peckfield Colliery lined maroon No. 1763 with chevrons - very heavily weathered
- J94-05 Hurricane NCB Bickershaw Colliery lined green - lightly weathered
- J94-06 NCB Mountain Ash Colliery lined green No. 8 - very heavily weathered
- J94-07 NCB Backworth Colliery lined black No. 4
- J94-08 Army green No. 98 *Royal Engineer*
- J94-09 NCB Littleton Colliery lined blue No. 7 - lightly weathered
- J94-10 Wemyss Private Railway lined brown No. 15

ARRIVING
SOON

DELLNER '57' AND MR BRAKEVAN



Look out next month for a review of the latest DRS Class 57/3 from Graham Farish, now with prototypical Dellner retractable coupler. Also arriving in shops shortly will be the Farish Midland Railway 20t brake van. See www.bachmann.co.uk for information and prices.

DIARY DATES

2/3

10/11

25

Things to
SEE & DO
in January

WINTER WARMER DAYS

Join the Llangollen Railway for New Year Celebrations. An intensive two-day timetable with a demonstration parcels train, real ale train and 'New Year Cheer train' will feature. A cocktail of double heading, top and tailing with plenty more in the mix. Full details on the website.

E Llangollen.railway@btinternet.com
A Llangollen Railway, The Station,
 Abbey Road, Llangollen LL20 8SN
T 01978 860 979

ST. ALBANS MODEL RAILWAY EXHIBITION

Over 20 excellent layouts, many scales, gauges and prototypes. Trade stands plus demonstrations. Saturday 1000-1800, Sunday 1000-1700. A free regular vintage bus service will run between the Alban Arena and both of St Albans railway stations.

E exhibition@cmra.org.uk
T 01727 844 488
W www.cmra.org.uk

BRISTOL O GAUGE SHOW

The Bristol Group's 20th show will feature O gauge layouts from all over the UK. A large selection of traders and 14 layouts will be present. Open 1000-1600. Prices: Adults £9.00, Concessions £7.00, Family £18.00.

A University of the West of England,
 Filton Road, Bristol, Bristol
BS34 8QZ
T 07738 143 766
W www.bogg7mmexhibition.com

DIECAST CORNER

For more diecast models, see BRM's sister titles - Diecast Collector and Collector's Gazette.

PENDOLINO SWITCHES TO RAPIDO

The N Gauge Pendolino project has reached an agreement with Rapido Trains to produce its proposed model of the Class 390 Pendolino electric multiple unit in British N scale.

Assuming its revised Kickstarter pledge target of 1,000 models is reached, the models will be made in Rapido's factory in China. Specification will include power cars at both ends, directional lighting, pick-ups on all wheels and power-conducting couplers to ensure good running of the basic model, at a pledge price of £255. Rapido will

fund the production of 200 units, to be sold internationally.

Project organiser Ben Ando said: "We are delighted to be working with Rapido, who've certainly created a stir with their OO model of APT-E. It's great that it is keen to get into the British N Gauge market, and we would urge anyone interested in a model of this iconic train, at an amazingly low price for the specification on offer, to support us."

For more information go to www.ngaugependolino.com or www.rapidotrains.com

NEW CLUB HQ DESPITE ARSON ATTACK



Richard Medlock, master carpenter (left), responsible for rebuilding the 'box after the fire in 2010 with Barnham Signal Box Trust Chairman Mike Burton (right).

Bognor Regis Model Railway Club has moved into its new premises, the restored and re-located Barnham signalbox. The wooden structure has undergone a full restoration, a task made more difficult after an arson attack in 2010. The signalbox is a fitting location to house the club's projects and celebrates its 105th birthday in 2015.

Signal Box Trust Chairman Mike Burton said "The task to restore the

signal box has been immense. With volunteers, mainly from the Bognor Regis Club, it has taken us 5 years to reach completion. I'd like to thank all those who have so generously given their time, money and materials to restore this wonderful example of railway history. And they said we could never do it, especially after the fire!"

Bognor Regis MRC welcomes new members of all ages. Visit the club's website for further details.

31/1

STAFFORD RAILWAY CIRCLE - MODEL RAILWAY EXHIBITION

Biggest show ever for Stafford Railway Circle. A total of 46 confirmed layouts in all scales and gauges with 47 trade stands and a demonstration area. Free bus service connection between Stafford railway station and the County Showground. Open: Saturday 1000-1700, Sunday 1000-1630.

W www.staffordrailwaycircle.org.uk

A Stafford County Showground, Weston Road, Stafford, Staffordshire ST18 0BD

T 01785 211 992

WARLEY & WAKEFIELD 2015 DATE CHANGES

Warley MRC and Wakefield RMS have announced revised 2015 show dates. The changes are in wake of the dates forced on the Warley Show by the NEC. Wakefield show will now take place on 20th-22nd November 2015 and Warley show on 28th/29th November.

W www.thewarleyshow.co.uk and www.wakefieldrms.org

EXCLUSIVE FIRST EDITIONS

LEYLAND OLYMPIAN 'Bristol'

(Ref: E29704)

OO Gauge



EXCLUSIVE FIRST EDITIONS

RMC ROUTEMASTER -

Green Line

(Ref: E31708)

OO Gauge



OXFORD DIECAST

LAND ROVER SERIES II

TOW TRUCK

(Ref: 76LAN2009)

OO Gauge



OXFORD DIECAST

SCANIA CRANE LORRY

(Ref: 76SCL001)

OO Gauge



OXFORD DIECAST

SCANIA HIGHLINE TIPPER

(Ref: NSCA003)

N Gauge



B-T MODELS

LEYLAND DUPLE DOMINANT II - Ribble, Grey-

Green, Maidstone & District

(Refs: NB003, NB004, NB005)

N Gauge

Duchess of Norfolk is one of six models being produced, covering all the major BR liveries carried by the class between 1948 and 1964. Fit and finish is superb.



GRAHAM FARISH 'PRINCESS CORONATION'

Ben Jones reviews an impressive addition to the N gauge locomotive fleet.

Along with Sir Nigel Gresley's LNER 'Pacifc's, the LMS 'Princess Coronations' captured the public's imagination instantly in the 1930s, and retain a loyal following to this day.

There have been numerous RTR models over the decades, but none has ever quite captured the bulk and sheer presence of Sir William Stanier's masterpiece. Achieving that in 1:148 scale

would seem like a tall order, but advance samples of the model suggested that Graham Farish had got closer than most.

Reviewed here is de-streamlined No. 46226 *Duchess of Norfolk* in early-1950s lined blue. It's probably not the livery that immediately springs to mind when you think of a 'Duchess', but it certainly suits the big Stanier 'Pacific' and it has been beautifully executed by Bachmann.

No fewer than six versions are promised in this first batch, ranging from plain black No. 46236 *City of Bradford*, through BR green No. 46229 *Duchess of Hamilton* (early emblem) and No. 46235 *City of Birmingham* (late crest) to maroon No. 46240 *City of Coventry* (orange lining) and No. 46245 *City of London* (yellow/black lining).

Rebuilding, de-streamlining and modifications over the years left resulted in a fleet of 38 locomotives with enough detail differences to fill a book - and make life difficult for modelmakers. To keep things comparatively simple, Graham Farish has chosen to model six similar, formerly streamlined,

locomotives - recognisable by the gap in the running plate under the smoke deflectors. All have full round smokeboxes rather than the sloping top design evident after the streamlined casing was removed in 1946-49. The locomotives also have de-streamlined tenders, with the tell-tale remains of the extended side sheets at the rear.

No. 46226 carries a Carlisle Uppery (12A) shedplate on the smokebox door. Apart from brief spells on loan at Camden, Edge Hill and Crewe in the 1950s, the locomotive was resident in the border city throughout its BR career. Transferred to Kingmoor in March 1961, it was withdrawn in September 1964.

Compared to previous attempts, Graham Farish has done an excellent job of capturing the powerful outline of these machines. The front end, with those large smoke deflectors, is utterly convincing and the overall shape and detail is superb. Dimensionally and aesthetically, it compares well with the prototype and should delight the many 'Duchess' fans out there.

Separate details include fine wire handrails, lubricators, vacuum pipes and a metal hooter on top of the firebox. Boiler backhead details are neatly picked out in gold and white for the gauges. Turned metal buffers are also fitted.

The depth of the cylinders appears to have been compromised slightly to allow the bogie to move freely on 'train set' curves. This has the effect of making them look marginally too long, but the discrepancy is less than 0.5mm. Our only other minor gripe is the cab front glazing, which was poorly fitted on our sample and detracted from the otherwise exemplary fit and finish.

The large 4,000gal tender is an impressive model in its own right, particularly the underframe with its extensive rivet, axlebox and frame detail and spoked wheels. Separate components include a water scoop, rear ladder and wire handrails. As there's no motor inside the tender body, I'd like to have seen a bit less 'coal' and a bit more of the coal space, rather than the shiny plastic mound provided.

FACT FILE

- **MANUFACTURER** Graham Farish by Bachmann
- **MODEL** 372-186 BR early emblem lined blue 'Princess Coronation' 4-6-2 No. 46226 *Duchess of Norfolk*
- **PRICE** RRP £149.95
- **AVAILABILITY** Bachmann stockists
- **WORDS** Ben Jones
- **PHOTOGRAPHY** Tony Wright



If any locomotive needs to be capable of hauling big trains at express speeds, it's a 'Duchess', and the model does not disappoint.

LMS 'PRINCESS CORONATION'

- **DESIGNER:** Sir William Stanier*
- **BUILT:** 1937-48
- **POWER CLASSIFICATION:** 8P
- **NUMBER BUILT:** 38*
- **LENGTH:** 73' 10 1/4"
- **WEIGHT:** 105 1/4 tons
- **DRIVING WHEEL DIAMETER:** 6' 9"
- **CYLINDERS:** 4
- **TRACTION EFFORT:** 40,000lbf
- **COAL CAPACITY:** 10 tons
- **WATER CAPACITY:** 4,000gal
- **BOILER PRESSURE:** 250psi
- **FIREGRATE AREA:** 50 square feet
- * Nos. 46256/257 built 1947-48 to a modified H.G. Ivatt design.

TOP LINK TRACTION

As with other recent Farish steam locomotives, the 'Duchess' has a slimline coreless motor located in the boiler space, with gears to the middle driving axle. Performance is excellent; our sample was smooth and quiet and easily hauled ten bogie coaches on level track. If any locomotive needs to be capable of taking big trains at express speeds, it's a 'Duchess' and the model does not disappoint.

Pick-ups are fitted on the six driving and six tender wheels, the latter via brass inserts and pin-point axles. A six-pin DCC decoder socket is housed in the tender and connected to the motor via

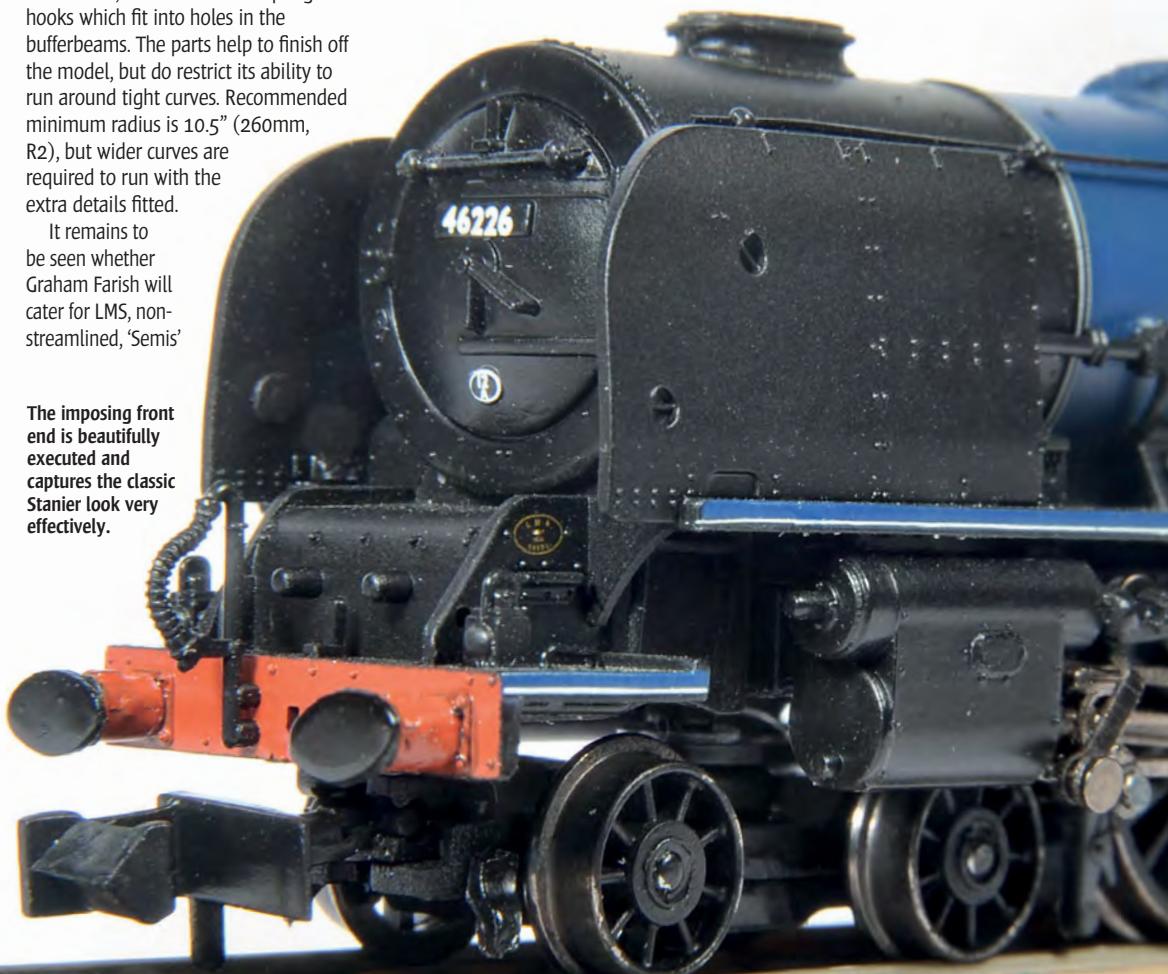
wires neatly tucked in either side of the tender coupling bar. Detachable NEM couplings are fitted front and rear.

A bag of extra detail parts contains front footsteps, valve guides, cylinder drain cocks, cab doors and coupling hooks which fit into holes in the bufferbeams. The parts help to finish off the model, but do restrict its ability to run around tight curves. Recommended minimum radius is 10.5" (260mm, R2), but wider curves are required to run with the extra details fitted.

It remains to be seen whether Graham Farish will cater for LMS, non-streamlined, 'Semis'

or even fully streamlined locomotives. However, for the majority of modellers, these BR era machines will fit the bill perfectly. This impressive new 'Duchess' is a worthy addition at the head of the

Farish LMS family - a model that finally does justice to these imposing machines, even in this small scale. Can we have it in OO gauge as well now please? **BRM**





HELJAN CLASS 40

FACT FILE

- **MANUFACTURER** Heljan A/S, Denmark
- **PRODUCT** BR blue Class 40 1-Co-Co-1 diesel
- **PRICE** RRP £649.00
- **SUPPLIERS** Heljan stockists and www.tower-models.com
- **REVIEW** Howard Smith
- **PHOTOGRAPHY** Tony Wright

Heljan continues to produce models of the most common British diesel locomotives in 0 gauge. Its latest release is the English Electric (EE) Type 4 1-Co-Co-1, later known as Class 40.

Having covered many of the most numerous and popular classes over

recent years, the heavyweight EE design fills a considerable gap in the fleet.

So, with this weighty 4kg mammoth in front of me, what do I make of it? Let's start with the price. With an RRP of £649.00 it's a fair amount of money to part with, and that doesn't get you DCC sound, or even DCC at all, although the model is designed for installation of a

suitable decoder. What it does get you though is a model of one of the largest and heaviest of BR's first generation diesels in a scale already known for its sense of presence. Now, that alone is worth having, surely? Even Tony Wright admitted it was tricky trying to photograph all 484mm of this model in a single shot!

Howard Smith examines the EE Type 4; Heljan's biggest British model to date.

Forget weightlifting, just putting one of these models on the track will give you a serious workout.



From this angle, this giant's size is best seen. Heljan's latest has made use of everything that 0 gauge can currently offer.

and light apertures - it's all there and looks just as it should. In fact, the grab handles are incredibly fine and despite being unpainted, they are a nice finishing touch.

And, it comes with plenty of the usual Heljan 'toys'. A working roof fan, directional lights and working screw-link couplings all form part of the package.

But, there are a few niggling areas that I can't quite get my head around. The front cab windows for instance, seemed to be too 'upright' and so I checked - and they are, by a few degrees. Not by much, but enough to be noticed by an English Electric connoisseur. And the cabside windows are missing their window side supports;

instead they are transparent and moulded into the glazing. Whilst this problem can be quickly solved with a paintbrush, the angle of the windows can't. If you can live with it, fine. But if you can't, some hacking of plastic will be necessary - not a small job.

Unfortunately for Heljan, the faults don't end there. Moving down to the

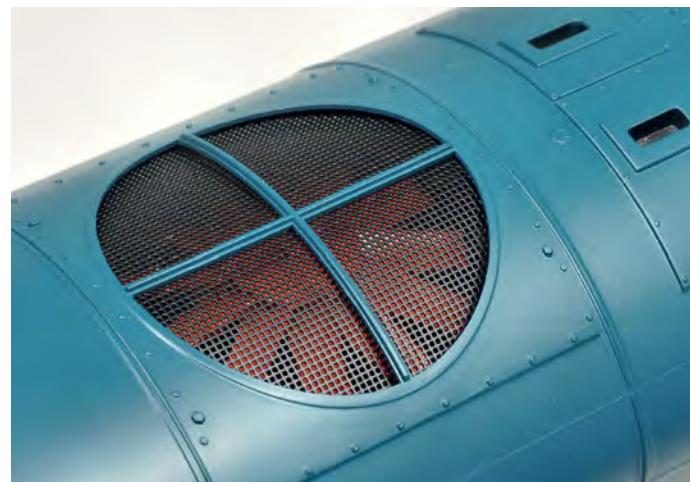
bodysides, the cab doors are too deep at the bottom by around 3mm. They should align with the bogie air tank gauges on the nose. This has changed the appearance of the door kickplate and step, making both look squashed.

However, the underframe and bogies are nicely detailed, with rivet heads - like braille on a Class 40 - fully present.



Left From the wipers, to the grab handles, bonnet hinges and interior cab detail, all is there. A pity about the angle of those windows though.

Right There's no margin for error in O gauge - everything is visible. Just as well then that the mesh grille and roof fan are both excellent in detail and quality.





Superb bogie detail is given. 'BR TIMKEN - MADE IN ENGLAND' can be read on each axlebox cover, around which can be seen a fantastic selection of nuts and bolts.

The bogie side jumper cables look like they have been on a strict diet, but still, at least they are there and their appearance is correct. You'll also notice the bogie vacuum hoses; quite striking in fact, painted white along with the air tanks and dials. Even some of the pipework to which they are connected has been represented.

I can't help but think that some of the CAD design artwork for this model is a fraction short of the mark. The sandbox tops for instance are oval, not round. I'd be surprised if this was down to moulding capabilities, more likely it dates back to the initial design.

EXTRAS INCLUDED

Also in the big blue box is a packet containing the etched frost protection grilles for the radiators. These too have full rivet detail and can be applied if you are modelling an earlier period - they were removed during overhauls in the 1970s. Another packet contains the headcode disc indicators and front nose steps - again, to be applied depending on period. Despite being factory painted, I'd recommend running a file over these to remove some of the rough edges left by the moulding process.

The '40s' didn't last as long as some of their counterparts - they were



Complicated or what? The system of nylon gears transferring power to each outer axle. For such a heavy locomotive, could this prove problematic? Only time will tell...

withdrawn in the early-1980s and so didn't undergo as many livery changes as the classes that lasted into the sectorisation era. Heljan is offering the '40s' in either BR green or blue, so no problems there, all tastes and eras are covered. As usual for Heljan O gauge diesels, they will need numbering and because of the variations between locomotives, I suggest you consult photographs to ensure that you choose an appropriate locomotive. If you don't feel confident enough to do this yourself, some of Heljan's retailers can.

Our '40' was supplied by Tower Models which offers a bespoke

numbering, naming, weathering and painting service. Tower is also offering the basic locomotives for £500.00. See www.tower-models.com for more information.

HEAVY HAULAGE

As for power, these locomotives are up to the usual Heljan standard. A hefty five-pole motor on each bogie enables every locomotive to pull a metaphorical house down. A total of 13 gears transfer power from the worm on the motor to the outer 'driven' axles of each bogie. The mechanism, for all its complexity, skirts around the centre axle. This seems like a missed opportunity. The pick-ups make use of sprung phosphor bronze wire, again picking up from the same four driven axles. So the centre axle just floats, neither picking up nor providing traction.

To the front of each bogie, the pony wheels are sprung from above and have enough lateral freedom to negotiate even the tightest of curves - within reason. Heljan's recommended minimum curve is 800mm (31.5").

But the company has pushed the boat out further with this model with the addition of illuminated cab dials - a nice touch when running in the dark.

In this model the core essence of a Class 40 is there, but I feel that some of the problems pointed out were avoidable, given the amount of information and technologies available to manufacturers today.

I've built a few Class 40s in this scale from primitive kits and as you become more familiar with these machines, you notice the detail more. Studying photographs, measurements and the real thing at close quarters was necessary to make them look like how they should. This latest model from Heljan is now the quickest way to become an O gauge Class 40 owner.

Once out of its coffin-sized box, and is numbered and weathered with sound fitted, that whistle will certainly put a smile on your face. **BRM**



My favourite part of this model by far - the ends. Nothing really lets it down here and it looks every bit a Class 40. The control gear is exemplary, using common parts from the Heljan range. Both the OLE warning flashes and Blue Star coupling code transfers are sharp too.

RAILFREIGHT SPA FILLS THE GAP

Ben Jones assesses the first wagon from a new supplier - FTG Models.

With all the fuss around new manufacturers coming into the market in recent months, it's easy to overlook the fact that one new supplier has quietly been building up to release its maiden OO gauge wagon. FTG Models, living up to its 'Filling The Gap' name, has just received the first batch of its Railfreight SPA steel plate carriers. Between 1979 and 1981, 1,100 of these low-sided open wagons were built to carry a range of products, including steel plate, rod, wire and pig iron. Many minor modifications were made to the basic design to accommodate a variety of payloads resulting in changes of TOPS code - wagons also carried the codes SDA, SEA, SHA, SKA and KOA.

With the downturn in steel traffic, many were soon transferred to departmental use where they were classified as ZAA 'Pike' and used as ballast/spoil carriers or runners for over-length loads. Some were later modified as ZCA 'Sea Hare' or rebuilt with new bodies as 'Sea Urchins'.

Although it has been produced by Graham Farish in N gauge, the SPA had been overlooked until now in

4mm scale - surprising when it has much in common with the OBA/OCA opens and VAA/VDA vans offered by Bachmann. It's also an ideal companion for the latter's BAA and BDA bogie steel wagons.

FTG has worked with DJModels to fill this particular gap and is offering several running numbers with differences in decoration. Our review sample carries 1980s Railfreight red with Cardiff Rod Mill logos printed on the right-hand doors. A substantial part of the SPA fleet was once allocated to traffic from this customer, radiating out from South Wales to various locations across the country. To protect the products, many SPAs were later fitted with vinyl hoods and coded SEA.

Printing of the CRM logos, data panels, Railfreight branding and other small details is good, although the red base colour is perhaps a little on the glossy side.

The wagon includes a separate, removable cradle to protect the load and features a number of separately fitted components. These are most evident on the underframe, which has steel brake rods and neatly moulded air braking equipment.

Much like the Hornby and

Bachmann models of this generation of long-wheelbase, air-braked wagons, rotating axle units are fitted - allowing reliable operation on tight 'train set' curves. As part of this compromise, the leaf spring suspension is attached to the solebar, while the axle guards are part of the rotating axle unit.

Free-running pin-point axles with metal wheels are fitted. The axle unit also incorporates the NEM coupler pocket. Our sample ran well, even when marshalled into a heavy steel train.

The overall look and dimensions of the wagon have been well reproduced, with all the requisite door detail moulded on to the outside of the body, a diamond plate floor and plenty of detail on the underframe and suspension.

However, the moulding work and decoration isn't quite as crisp as similar wagons from other manufacturers. On the plus side, at £16.95 each, FTG's wagons are around 15% cheaper than Bachmann OBA/OCAs.

For the keen modeller, there's an opportunity to personalise the SPA by adding authentic loads and a typically grotty finish of rust and dirt. Ready-

FACT FILE

► MANUFACTURER

FTG Models

► PRODUCT Railfreight red SPA steel carrier 460672 (with Cardiff Rod Mill logos)

► PRICE £16.95

► SUPPLIER Direct from www.ftgmodels.co.uk

► REVIEW Ben Jones

► PHOTOGRAPHY Tony Wright

made steel loads from the Czech firm Duha should work well with these wagons - see pandhmodels.com for availability.

With small batch production of around 300 pieces for each version, and numerous liveries/variations planned, FTG Models is giving modellers the opportunity to build up more prototypical steel trains for the Railfreight, Sectorisation and privatised eras. We look forward to seeing more models from this supplier, and hopefully SPAs in departmental, Trainload Freight, EWS and even Network Rail yellow before too long. **BRM**



Complete with Cardiff Rod Mill logo, this SPA wagon is the perfect addition to a steel train comprising of BAAs and BDAs.



ARNOLD DEBUTS WITH 'BRIGHTON BELLE'



A five-car set looking very much at home on 'Vale of Oxbury'. ANDY YORK

Ben Jones looks at a new EMU bringing Pullman glamour and German engineering to N gauge.

Rumours that Hornby was about to venture into N gauge have abounded for years, but not until late-2012 did the company confirm its intention to offer the 'Brighton Belle' in 1:148 scale. Taking advantage of the long experience of its famous German brand, the model has been released as a joint Arnold/Hornby product.

Somewhat controversially, the model is not being sold through the usual Hornby stockist network, but is exclusive to www.hornby.com. However, this may partially explain the surprisingly reasonable price at which it is being sold - a penny under £200 for a complete, high quality train looks like good value in today's market.

The five-car train is presented in two packs, one containing the Driving Motor cars (one powered, one dummy) and other with three intermediate trailer cars. Reviewed here is the 1969 version with its unique interpretation of BR corporate image blue/grey. Also available is a set in 1934 Pullman umber/cream livery. Decoration is to a very high standard.

Arnold has undoubtedly captured the overall shape and character of the trains to good effect. The unique body profile, quite different to locomotive-hauled Pullman Cars, is there, as are the tapered cab ends and roof profile. Areas such

as the heavily riveted roofs, bogies and underframes are beautifully detailed. In every respect the model is the equal of Hornby's OO model. More of the detail is moulded, as you'd expect in this scale, but it is executed to a high standard. Just a couple of aspects would have been improved by separately fitted components - namely water tank filler pipes on the roof of each car and wire handrails.

One error has also been carried over from the 1:76 scale model; the bogies on this 1969 version have original style suspension, rather than the revised arrangement introduced when the trains

FACT FILE

► MANUFACTURER

Arnold/Hornby

► PRODUCT HN3001 BR blue/grey '5-BEL' EMU driving car pack S292/293S, HN3501 BR blue/grey '5-BEL' intermediate cars S281/283/285S pack

► PRICE £199.99

► AVAILABILITY Exclusive to www.hornby.com

► WORDS Ben Jones

► PHOTOGRAPHY Tony Wright

Due to an error in the coupler orientation, it's not possible to couple the set in the correct formation, although it can be corrected by swapping the Kitchen car bodies around.



For the money, this is a superb 1:148 scale debut from Arnold and a fine addition to the Southern Region fleet...

were refurbished in the 1950s.

On closer inspection, there are two small cut-outs in the solebar above the bogie on each side. These are a compromise to allow operation on tight curves but are barely visible when the train is running.

GERMAN ENGINEERING

As one of the pioneers of N gauge, albeit in 1:160 scale, Arnold had a well-deserved reputation for high-quality mechanisms - especially compared to those endured by British 'N-gaugers' at the time. The 'Belle' does nothing to alter that perception; our sample ran superbly with good slow speed control and reliable operation.

Driving Motor Brake Parlour Third

S293S contains the powered mechanism for the set, which drives all four axles from a central skew-wound motor. Plastic drive shafts link to gear towers on each bogie and although the arrangement is visible through the windows of the passenger saloon, from usual viewing distances it does not detract from the overall visual effect. One traction tyre is fitted on each bogie (at opposite corners of the vehicle) to provide sufficient haulage power. However, the trailer cars have pin-point axles with fine low-profile wheels and are free running, so the motor car should have more than enough 'oomph'.

A six-pin DCC decoder socket is mounted on the main printed circuit board above the mechanism. Only one

decoder is required for the whole train thanks to the three-pin electrical couplers between cars. The latter are simple to use, although they are relatively chunky and therefore quite prominent when the train is coupled. Close coupling on straight track is OK, but the gangways aren't quite as 'cosy' as on many European N models of similar standard.

Bright working table lamps are fitted throughout, and the leading cab interior plus, on this version, SR route headcode panels illuminated in the direction of travel. It's a superbly executed feature that sets a benchmark for others to follow.

Unlike its Hornby 'big sister', Arnold's '5-BEL' has been provided with NEM couplers at the outer ends, allowing a

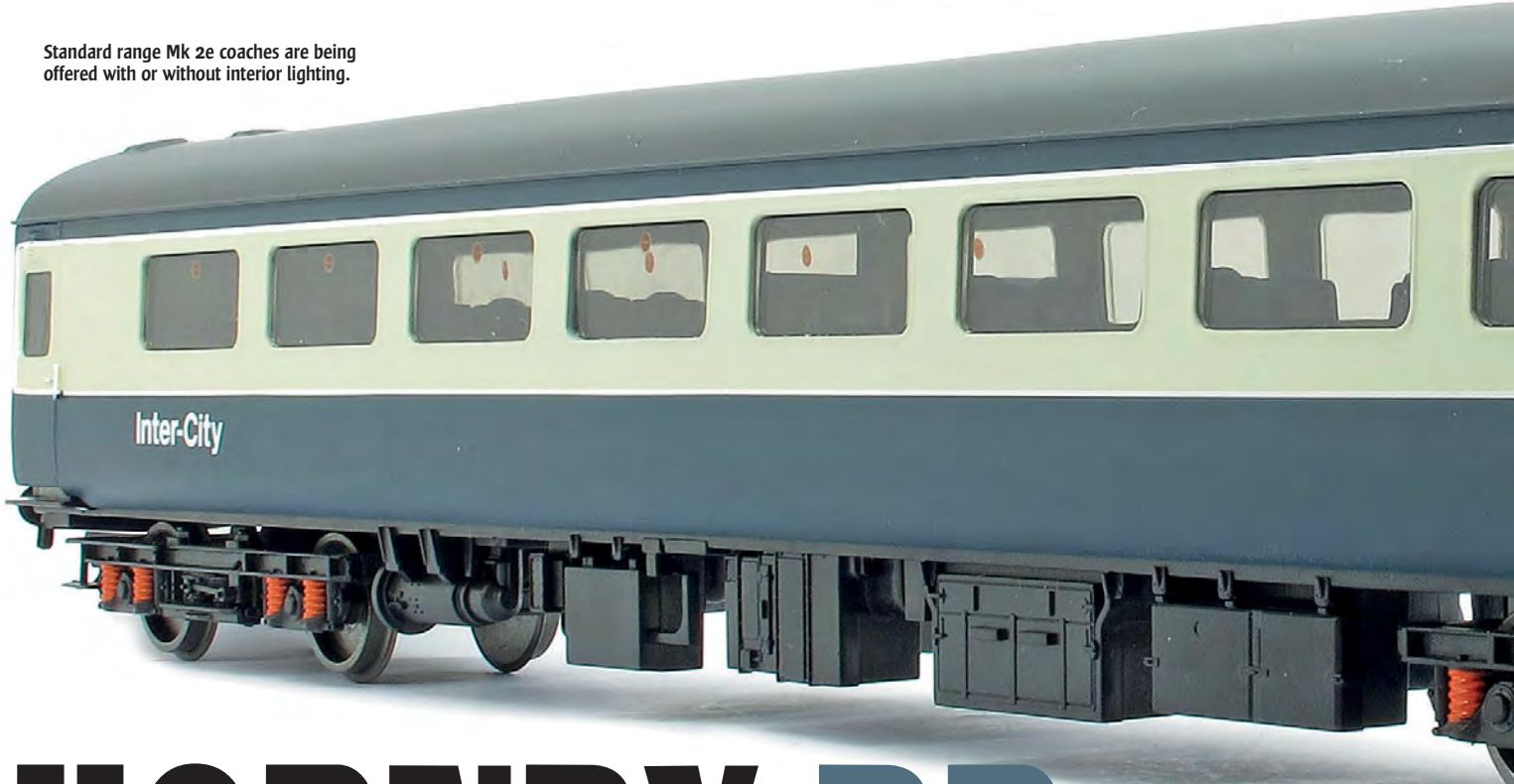
proper ten-car train to be operated. All the couplers are mounted on sprung, self-centring cams which push the cars apart on curves.

Outstanding detail and decoration, reliable performance and features such as the table lamps put it on a par with some of the best N models from Europe. To put this in context a little, a five-car Fleischmann ICE-T unit in N currently costs £460.00 in the UK. While the spec of the German train is marginally superior, there certainly isn't £260.00 of difference! For the money, this is a superb 1:148 scale debut from Arnold and a fine addition to the Southern Region fleet, bringing some welcome *Vorsprung durch Technik* to British N gauge. **BRM**



At a penny under £200, the Arnold '5-BEL' offers excellent value for money. ANDY YORK

Standard range Mk 2e coaches are being offered with or without interior lighting.



HORNBY BR Mk 2e COACHES

Ben Jones casts his eye over the long-awaited new Mk 2 'air-con' stock from Hornby.

FACT FILE

► MANUFACTURER

Hornby Hobbies

► **PRODUCT** R4613 BR blue/grey Mk 2e TSO W5871, R4623 BR blue/grey Mk 2e FO W3244

► **PRICE** R4613: RRP £24.99, R4623: £22.99

► **AVAILABILITY** Hornby stockists

► **WORDS** Ben Jones

► **PHOTOGRAPHY** Andy York

All-new air-conditioned Mk 2s to contemporary standards have been high on the priority list for some years. Airfix Mk 2d vehicles have served us well since the late-1970s, subsequently being produced by Mainline, Dapol and Hornby, but the latter has now released replacement coaches, based on the Mk 2e variant.

Continuing the blurring of the distinction between Railroad and standard 'red box' range products, the models are being produced under both brands. Railroad models have simplified decoration and plastic wheels, but for just £2 extra, standard range coaches have more complete decoration and metal wheels/axles. A third option adds interior LED lighting for a further £7. All three Mk 2e types have been produced at each level; First Open (FO), Tourist Second Open (TSO) and Brake Second Open (BSO).

Reviewed here are Railroad FO W3244 and 'red box' TSO W5871. Looking at the common factors first, the overall shape of the 'air-con' Mk 2

bodyshell has been captured more effectively than any previous model. Roof and end profile are excellent, as is the tumblehome at the bottom of the bodyside. Other positives include the superb glazing, which is flat, non-prismatic and subtly smoked, just like the real thing. The slightly raised windowframes have also been well executed. Separate details are kept to a minimum, most noticeably on the ends.

The fine seams between roof panels have been omitted, although this is arguably a blessing as they are often

too prominent when included. However, the Roe-Vac vents at each end are too large, as are the air vents at the top of the passenger doors.

Underframe equipment is moulded to the floor, but to a high standard and the B4 bogies are crisply detailed. Mk 2 bodyshells are of monocoque construction, without a separate underframe but unfortunately this area is let down somewhat by the unprototypical 'solebar' which protrudes below the tumblehome. Initially we wondered if it was an assembly fault,



The fully decorated TSO sample (left) and lower spec Railroad FO (right). This view shows how the coaches look side by side when used with Hornby close couplers (not included).



The Railroad Mk 2e, whilst not sporting all the 'bells and whistles' of its main range cousin, is a cheaper option. The plastic and clean appearance of the underframes on both models stand out - weathering will improve both models.



Roof and end profile are excellent, as is the tumblehome at the bottom of the bodyside.

but it is present on all the samples seen so far. Keen modellers have already identified at ways of curing it, but fairly major surgery is required.

The interior is well modelled and includes a good representation of the internal partition. The smoked glazing makes painting the seats, tables and interior walls in the correct colours a less pressing task, but a few passengers would be a useful addition.

Application of the BR blue/grey livery is reasonably good, although not without its flaws. Quality varied on the Railroad models we checked, with some more neatly finished than others. This appears to be less of a problem

on the higher-priced coaches, which are generally good. However, both the FO and TSO reviewed had a distinct yellowish tinge to the grey band.

Also evident on the TSO is the incorrect depth of the blue cantrail band above the windows. When compared to photographs of new Mk 2e TSOs, the discrepancy is perhaps only a fraction of a millimetre but it does have a noticeable effect. The FO and BSO are both better in this respect. A more minor fault is that the tops of the droplights in each door have been painted grey rather than picked out in aluminium, making the window look too small. This should be easy to

correct with a fine paintbrush or lining pen.

As well as metal wheels (slightly overscale at 12.5mm), the extra £2 investment in the mid-range models brings additional decoration on the ends, overhead line warning flashes, gangway doors painted in the correct putty colour and 'No Smoking' or 'First Class' signs printed on the inside of the glazing where appropriate.

All models have detachable tension lock couplings in NEM pockets attached to the bogie frames. As delivered, the coaches are some way apart but Hornby/Roco close-couplers (not supplied) can be used to bring the

BR Mk 2e Coaches

An improved version of the Mk 2d, BR's first production air-conditioned coaches, the Mk 2e variant was introduced in early-1972. Experience in service with the Mk 2d had revealed a number of weaknesses and areas for improvement of the design. The Mk 2e addressed some of these, but others would have to wait until the next stage of development, the Mk 2f, introduced in 1973. More seats, redesigned vestibule areas and smaller toilets situated at opposite corners of the vehicle set the Mk 2e apart from its predecessor. Interior furnishings were unchanged. In contrast to previous Mk 2 builds, no compartment stock was included. Just three types were delivered, totalling 229 vehicles; First Opens W3221-63, E3264-75, Tourist Second Opens M5744-5804, W5809-79, E5880-5907 and Brake Second Opens M9496-9509. Deliveries allowed older Mk 2s to be cascaded to replace the remaining Mk 1s on Great Western, West Coast and East Coast Main Line expresses.

gangways closer together.

Whilst not perfect, these new Mk 2e coaches represent good value for money. At this price, buyers should not expect the definitive, ultra-refined 'air-con' Mk 2, but they do offer a clear improvement over the old Airfix models they are designed to replace. Bachmann's Mk 2f vehicles might well deliver the premium option in due course, but they are also likely to be considerably more expensive. Considering the small difference in cost between Hornby's Railroad and standard models, we would have no hesitation in recommending that buyers select the latter. **BRM**

BACHMANN 'SPRINTER' REBOOTED



Bachmann's Class 150 'Sprinters' filled a significant gap in the second generation DMU fleet when they were first released in 2009. However, they weren't without flaws - most notably the heavy die-cast chassis filling the whole of one car. Whilst this undoubtedly gave excellent performance, the ability to haul a 40-wagon MGR train is one seldom required of a two-car DMU.

A few years on, and Bachmann has addressed this and other criticisms of the original models by releasing a revised Class 150 with a new chassis and mechanism, better lighting and more realistic flush-glazing. First to arrive for review is 150128 in

contemporary First Great Western (FGW) livery; one of four new editions covering both the '150/1' and '150/2' variants. Also expected shortly are Provincial Services 'Sprinter' livery 150150, 150202 in Centro (West Midlands PTE) green/grey and Northern Rail purple/white/pink 150204.

Anyone familiar with Bachmann's first generation BR DMUs will immediately recognise the new chassis powering the Class 150. With the chassis block occupying around one-third of the Driving Motor Second Lavatory (DMSL) vehicle, the visual effect is much improved. The central and outer end saloons of the DMSL now have seats, but the block surrounding the motor bogie fills the inner vestibule and saloon/toilet area.

SR 'SCOTCH ARTHUR'

Seven years after its debut, the 'King Arthur' remains among the best steam locomotives in Hornby's range. It's a fine model of an outstanding design that served the Southern Railway and BR well until 1962. Hornby's latest edition features North British-built No. 771 *Sir Sagamore* in 1930s green, fitted with smoke deflectors (a change from the 2014 catalogue image) and coupled to a Urie eight-wheel bogie tender. The latter was acquired in July 1932, while the smoke deflectors

were added in October 1928.

No. 771 looks superb in its dark green with white and black lining. Application of the Maunsell livery is impressive, and features crisp printing throughout. The nameplates and worksplates are particularly good, and worthy of close examination under a magnifier.

If your model is for static display, or you have the luxury of gentle curves, a number of extra detail components are supplied to further enhance the 'Arthur'. Front footsteps,

cylinder drain cocks, brake rigging and bufferbeam details are included, along with a front coupling should you wish to double-head your trains. An unpainted footplate crew is also provided to complete the exquisitely detailed cab.

Other features include NEM couplers, an eight-pin DCC decoder socket on the locomotive chassis, pick-ups on all eight tender wheels as well as the driving wheels and sprung metal buffers. Hornby also offers a 'DCC Fitted' option for an extra £17.

FACT FILE

- **MANUFACTURER** Hornby
- **MODEL** R3010/X[®] Southern green N15 4-6-0 No. 771 Sir Sagamore
- **PRICE** RRP £149.99 (£166.99 DCC Fitted)
- **SUPPLIER** Hornby stockists
- **WORDS** Ben Jones
- **PHOTOGRAPHS** Tony Wright

Originally announced as part of Hornby's 2012 range, this 'Scotch Arthur' has been a long time coming, but the end result is most impressive. Hornby's model will really look the part at the head of a train of SR green Maunsell coaches or pre-war Pullman Cars.



FACT FILE

- **MANUFACTURER** Bachmann Europe
- **MODEL** 32-927 First Great Western Class 150/1 two-car DMU
- **PRICE** RRP £149.95
- **SUPPLIER** Bachmann stockists
- **WORDS** Ben Jones
- **PHOTOGRAPHS** Tony Wright

It's still not a perfect solution, especially since the RealTrack Class 143/144 has shown the way DMU chassis should be done in the 21st century, but it's better than it was. As a result of the new chassis, Bachmann has also been able to replace the smoked glazing of the



saloon windows with more authentic clear glazing, again improving the appearance of the unit.

A further advance is the inclusion of LED interior lighting in both cars, as seen on Bachmann's first generation DMUs. Conductive couplings between

the cars have been retained, meaning that just one 21-pin decoder is required for DCC conversion.

As before, the underbody detail is hugely impressive, featuring dozens of separate engine and transmission components, fuel tanks, exhaust systems, battery boxes and air tanks.

Extra detail parts are also supplied, in the form of dummy BSI auto-couplers, large snowplough/obstacle deflectors for each end and an additional equipment box which fits under the cab of the DMSL.

This is one of the simpler interpretations of FGW livery, but it has been executed to an extremely high standard. The bodyside lettering and 'Flying F' logos are pin-sharp, as are the various pictograms around the doors denoting where the bicycle and wheelchair spaces are located.

Destination blinds read 'Gloucester' and 'Frome', although this gives only a small clue as to the vast area covered by FGW's Exeter and Bristol-based Class 150s. Seen on local and regional services encompassing Worcester, Cardiff, Weymouth, Penzance and many points in between, an FGW '150/1' will appeal to many modellers of the current scene.



BR DEPARTMENTAL LOCOMOTIVES

For someone like your reviewer with a long-standing interest in the oddball machines that hid in obscure corners of the railway, a book on this fascinating subject is long overdue.

Split into four chapters, the book isn't quite what you might expect from the title, although it does contain plenty of useful information. Chapter 1 is a list of every known locomotive used for internal departmental (*i.e.* non revenue-earning) purposes by BR between 1948 and 1968, whether on a permanent basis or on loan from the capital fleet. Covering steam, diesel, petrol, battery electric and narrow gauge traction, each entry includes a very brief potted history making it a useful reference guide.

Numerous photographs have been sourced, including some rare images of esoteric machines, but I'd like to have

seen more (and larger) images, more detailed histories - where possible - and a more even spread across the regions at the expense of Chapter 2, which at 40+ pages occupies the biggest section of the book.



BRITISH RAIL DEPARTMENTAL LOCOMOTIVES 1948-1968

INCLUDES DEPOTS AND STABLING POINTS

PAUL SMITH & SHIRLEY SMITH

This second part covers depots and stabling points, with Ordnance Survey site plans, allocation histories and a potted history for each location. Some of the trackplans will be useful for modellers wishing to re-create a particular site or depot.

Chapters 3 and 4 look in depth at what is clearly a favourite subject of the authors - the Eastern Region B1 4-6-0 seconded to carriage heating duties in 1963-68. Potted histories reveal a great deal about the shadowy final years of these locomotives and there are useful photographs for modellers. Chapter 4 brings more OS site plans of the locations at which they were used.

An appendix lists the surviving locomotives of all types and there's also an index of all the locations mentioned and their current status.

While there's no doubt that a great deal of research and time

has gone into the book, it left this reader hankering for more information on the locomotives themselves, particularly some of the more numerous departmental types such as the Western Region's Ruston PWM diesels and the various industrial types from suppliers such as Ruston, Sentinel and Fowler. An interesting reference guide in parts, but also a missed opportunity to shed more light on this neglected topic.

FACT FILE

- **TITLE** British Rail Departmental Locomotives, Paul & Shirley Smith, Ian Allan, ISBN 978 0 7110 3800 4
- **PRICE** £20.00
- **AVAILABILITY** All good railway bookshops and www.ianallanpublishing.com
- **WORDS** Ben Jones

HORNBY MK1 WITH LIGHTS

FACT FILE

- **MANUFACTURER** Hornby
- **MODEL** R6409/A BR(S) green Mk 1 Brake Second Corridor S34239/240
- **PRICE** RRP £36.50 each
- **SUPPLIER** Hornby stockists
- **WORDS** Ben Jones
- **PHOTOGRAPHS** Tony Wright



Replacements for the veteran ex-Tri-ang models, Hornby's all-new BR Mk 1 coaches were released last year under the 'Railroad' brand. With an RRP of less than £20, they have become a useful alternative to Bachmann's Mk 1 for those on tight budgets. However, Hornby has now added a 'mid-range' option by introducing an upgraded version of

the new Mk 1 with metal wheels, better decoration and, for the first time, interior lighting.

Whilst we've had Pullman Cars with working table lamps for some years, it's a long time since any more mundane OO gauge passenger coaches have been offered with factory-fitted lighting. It's a welcome, and long overdue, development and

hopefully others will follow Hornby's lead in due course.

First to arrive is a pair of BSKs in post-1956 Southern Region green, complete with BR coaching stock roundels, as applied to vehicles used on expresses such as 'The Royal Wessex'.

Decoration is neat and accurate and although printed detail is

fairly minimal on this livery, all the important elements have been included. This extends to an SR coach set number on the van end of each BSK. Matching Composite Corridor (SK) and Second Corridor (CK) coaches are also being released (R4607/08), allowing authentic SR Mk 1 sets to be assembled.

An LED lighting bar is installed in

LATE CREST T9

FACT FILE

- **MANUFACTURER** Hornby
- **MODEL** R3107 BR late crest lined black T9 4-4-0 No. 30313
- **PRICE** RRP £109.99
- **SUPPLIER** Hornby stockists
- **WORDS** Ben Jones
- **PHOTOGRAPHS** Tony Wright

Hornby's Southern theme for this month continues with a welcome return for the gorgeous T9 4-4-0 in late BR condition. No. 30313 is decorated with the late BR crest and an Exmouth Junction (72A) shedplate, as carried from August 1959 until withdrawal from the Exeter depot in July 1961. In this final chapter

of its 60-year career, No. 30313 would have been employed on lightweight passenger trains west of Exeter, reaching destinations such as Padstow, Bude and Plymouth via the Southern's 'Withered Arm'.

Although the locomotive has the later wide cab and splasher arrangement, it is paired with an older six-wheel tender - a legacy of its use on the Central or Eastern

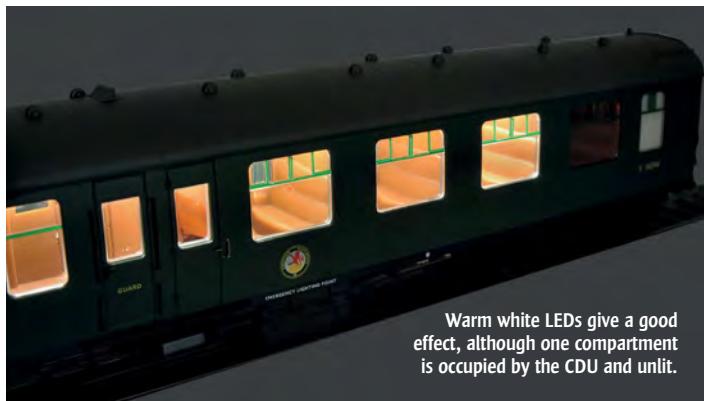
Section by the SR after 1925. Six-wheel tenders were obtained from 700 Class 0-6-0s or K10 4-4-0s to enable the exiled T9s to fit on the shorter turntables of their new homes, and retained after they returned to the Western Section.

Standard features include sprung metal buffers, outstanding cab detail, NEM couplers, an eight-pin DCC decoder socket in the tender,

five pole motor and traction tyres on the leading pair of driving wheels to give extra power.

Detail and decoration is well executed and the model will be a fine addition to any layout set on the SR's West Country lines towards the end of the steam era.





the roof space, providing 'warm white' illumination for the compartments and van space. Electrical current comes from the track via brass wipers on the backs of all four wheels of one bogie. No pick-ups are fitted on the bogie at the van end. To eliminate the flickering that can spoil the effect of coach lighting, a capacitor discharge unit (CDU) is fitted at the toilet end of the lighting bar. It works well too, our samples exhibited no flicker when tested, even in less than ideal conditions.

However, the positioning of the CDU means that one of the four compartments stays in darkness. On the BSK at least, it would have been better if the lighting bar was arranged with the CDU in the van area, which doesn't need to be illuminated. The bright lighting also exposes the

uniform colour of the interior and the lack of passengers. Both issues can easily be addressed and will result in an even more satisfying visual effect.

Although it features a little more moulded and simplified detail than the Bachmann Mk 1, Hornby has done a good job in capturing the body profile, look and overall shape of the design. In this improved form, they don't look out of place in rakes of mixed origin either.

Prices compare favourably too; the RRP for a Bachmann Mk 1 is now £32.95, against £36.00 for illuminated coaches and £24.99 for those without lights.

For now, interior lighting is limited to these BR(S) green Mk 1s, but if it's a success it will surely spread to other liveries and hopefully other coaches in the Hornby range.

ALSO OUT NOW...



BACHMANN 38-072 SR 'EXPRESS DAIRY CO. ENGLISH EGGS' 1.2T VENT VAN NO. 48323,

1:76 scale OO, RRP £13.95

A rare example of a pre-BR van in advertising livery, decorated to promote fresh eggs from Devonshire farms. Although this livery was produced many years ago by Airfix, this new van is in a different league with superb cream lettering shaded in light blue and white-walled tyres. An unusual and very attractive vehicle for SR Western Division layouts and beyond.

BACHMANN SCENECRAFT/ KERNOW 44-182Z LSWR GROUND FRAME HUT

1:76 scale, £14.99

The diminutive building made exclusively for Kernow Model Rail Centre will delight many modellers of BR(S) in the south-west. Half of the limited edition run of 500 pieces has already been sold. It is a typical ground frame hut with pitched felted roof and boarded sides, although based on the example at Boscarne Junction they were common throughout the LSWR system and could easily be accommodated in many situations. Available now for £14.99, plus postage from www.kernowmodelrailcentre.com



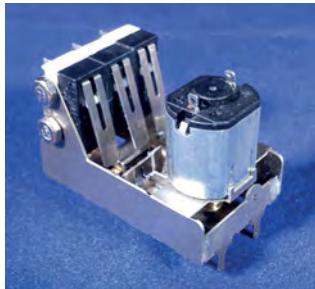
DAPOL/KERNOW B-850ZA/ZB WEATHERED ECC/NACCO 'SILVER BULLET' CHINA CLAY SLURRY TANKS

1:76 scale OO, £37.99ea (plus P&P)

The weathered finish on these 1990s period 'Silver Bullet' wagons is surely one of the best manufacturer-weathered finishes to date, with its variety of airbrushed tones and hand-painted spillages from the filler cap. The branding and lettering still show through - a difficult effect to achieve unless you're experienced in weathering. These wagons are exclusive to Kernow Model Rail Centre and are numbered 33 87 789 8 048 (B-850ZA) and 33 87 789 8 062 (B-850ZB, pictured). Available now, although as we went to press more than 75% of the limited edition run of 500 had been sold.



LITTLE JEMMY POINT MOTOR



The 'Little Jemmy' from Fawn Electronics is a small motor drive unit for operating model railway points and signals.

Measuring only 32mm x 19mm x 22mm it comes with mounting pins to fit directly to the underside of Peco and Hornby pointwork as standard, but is also capable of driving most makes of pointwork up to G scale. Supplied in kit form it is also available ready-built for those less able with a soldering iron.

With a small 9V DC motor and override clutch mechanism it does not need a constant supply voltage, unlike stall type motors. Supply voltage range is 5-13V and control

FACT FILE

- **MANUFACTURER** Fawn Electronics
- **MODEL** Little Jemmy Point Motor/Micro switches
- **PRICE** £12.95
- **SUPPLIER** Fawn Electronics, Fawn House, The Ridgeway, Bloxham, Oxon. OX15 4NF
- **T:** 01295 720379
- **E:** graham@fawn-electronics.co.uk
- **WORDS & PHOTOGRAPH** Ian Mellors



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EXHIBITIONS

SATURDAY DECEMBER 13

AAR Models Model Railway Exhibition
- In Aid of Charity Hampshire & IOW Air Ambulance Minstead Village Hall, Minstead, Nr. Lyndhurst, Hampshire SO43 7FX
Saturday: 10.00 - 16.00 **Prices:** £4.00 adult, £3.00 child, £3.00 OAP, £11.00 family (2 + 2)

SATURDAY DECEMBER 13

First Bangor Model Railway Club Exhibition
First Bangor Presbyterian Church Halls, Main Street, Bangor, County Down BT20 4AG
IRELAND Saturday: 10.00 - 17.00 **Prices:** £3.00 adult, £1.00 child, £2.00 concessions, £6.00 family (2 + 2) **Tel:** 02891 467 891 **Email:** firstbangormrc@btinternet.com **Web:** www.firstbangormrc.co.uk

SATURDAY DECEMBER 27 TO SUNDAY DECEMBER 28

Gainsborough Model Railway Society
Florence Terrace (Near Tesco car park), Gainsborough, Lincolnshire DN21 1BE
Saturday: 13.30 - 18.00 **Sunday:** 13.30 - 18.00 **Prices:** £4.00 adult, £3.00 child, £3.00 OAP, £10.00 family (2+2) **Contact:** M A Clapham **Tel:** 01427 615 871 **Email:** gmrsscontact@gmail.com **Web:** www.gainsboroughmodelrailway.co.uk

SUNDAY DECEMBER 28

Borders Model Railway Club - Llandriniog Model Railway Show The Village Hall, Llandriniog Shrewsbury SY22 6SB
Sunday: 10.30 - 16.30 **Prices:** £3.50 adult, £3.00 concessions **Web:** www.bordersmodelrailwayclub.com

WEDNESDAY DECEMBER 31

West Camel MRS, Yeovil Model Railway Exhibition, Davis Hall, West Camel, Yeovil, Somerset BA22 7QX **Wednesday:** 10.00 - 15.30 **Prices:** £3.00 adult, £1.00 child **Tel:** 01963 440 167 **Email:** wjh069@gmail.com **Web:** www.davishall.co.uk

SATURDAY JANUARY 3 TO

SUNDAY JANUARY 4
Kidlington ScountRail 2015 Exeter Hall, Kidlington, Oxfordshire **Email:** scountrail@kidlington@gmail.com **Web:** www.scountrail.org.uk

SATURDAY JANUARY 3

Marlow, Maidenhead and District MRC Maidenhead 2015 Model Railway Exhibition Cox Green Community Centre, 51 Highfield Lane, Cox Green, Maidenhead, Berkshire SL6 3AX
Saturday: 10.00 - 17.00 **Prices:** £4.50 adult, £2.50 child, £10.00 family (2 + 2) **Tel:** 07919 533 550 **Web:** www.mmdmr.org.uk

SATURDAY JANUARY 3

Wimborne Railway Society Open Day Wimborne United Church Hall, Chapel Lane, Wimborne, Dorset BH21 1PP **Saturday:** 10.00 - 16.00 **Prices:** £2.50 adult, £0.50 child **Tel:** 01202 874 735 **Web:** www.wimrail.org.uk

SATURDAY JANUARY 10 TO

SUNDAY JANUARY 11

Bognor Regis MRC Exhibition Felpham Community College, Felpham, Bognor Regis, West Sussex PO22 8EL **Saturday:** 10.00 - 17.00 **Sunday:** 10.00 - 16.30 **Prices:** £4.50 adult, £2.00 child, FREE under 6 £12.00 family (2 + 2) **Contact:** John Wakeman **Tel:** 01243 555 065 **Web:** www.brmrc.co.uk

SATURDAY JANUARY 10 TO

SUNDAY JANUARY 11

Basingstoke and North Hants MRS Bassett Lowke Train Show, Tewin Memorial Hall Lower Green, Welwyn, Hertfordshire AL60JX
Saturday: 10.00 - 17.00 **Sunday:** 10.00 - 17.00 **Prices:** £3.00 adult, £1.00 child **Tel:** 01438 717 323 **Web:** www.bnhrms.hampshire.org.uk

SATURDAY JANUARY 10 TO

SUNDAY JANUARY 11

Chiltern Model Railway Association (CMRA) 2015 St Albans Model Railway Exhibition Arena, Civic Centre, St Albans
Saturday: 10.00 - 18.00 **Sunday:** 10.00 - 17.00 **Prices:** £12.00 adult, £6.00 child **Tel:** 01727 844 488

SATURDAY JANUARY 10 TO

SUNDAY JANUARY 11

Orpington and District MRS The Pratts Bottom Model Railway Show, Pratts Bottom Village Hall, Norsted Lane, Rushmore Hill, Orpington, Kent BR6 7PQ **Saturday:** 10.00 - 17.00 **Sunday:** 10.00 - 17.00 **Prices:** £3.50 adult, £1.50 child **Tel:** 07733 461 477 **Email:** odmrsinfo@btinternet.com **Web:** www.orpingtonmodelrail.org.uk

SATURDAY JANUARY 17

Bridge & District Model Railway Exhibition Beaminster Public Hall, Fleet Street, Beaminster, Dorset DT8 3EF **Saturday:** 10.00 - 16.00 **Prices:** £3.00 adult, £1.00 child **Contact:** Bob Ahrens **Tel:** 01308 861 754 **Email:** robert@rahrens.wanadoo.co.uk

SATURDAY JANUARY 17 TO

Kilmarnock & District Model Railway Club 33rd Annual Model Railway Exhibition Volunteer Rooms, 19 High Street, Irvine KA12 0BA **Saturday:** 10.00 - 17.00 **Sunday:** 12.00 - 16.00 **Prices:** £3.00 adult, £1.00 child **Contact:** Bob Ahrens **Tel:** 01308 861 754 **Email:** robert@rahrens.wanadoo.co.uk

SATURDAY JANUARY 17 TO

Pennine Model Railway Society Exhibition St Philips Parish Hall, Birchcliffe Huddersfield HD3 3NP **Saturday:** 10.00 - 17.00 **Sunday:** 10.00 - 16.00 **Prices:** £4.50 adult, FREE under 15 **Contact:** David Haigh **Tel:** 01308 861 754 **Email:** davidrhaigh@sky.com

SUNDAY JANUARY 18

The SNCF Society Model Rail Show & Winter Rendez-vous Lenham Community Centre, Lenham, Kent ME17 2QT **Sunday:** 10.00 - 17.00 **Prices:** £4.00 adult, £1.50 child **Contact:** Roger Allen **Email:** roger.allen1@btinternet.com **Web:** www.sncfsociety.org.uk

SATURDAY JANUARY 24 TO

SUNDAY JANUARY 25

Erith Model Railway Society Model Railway Exhibition The Business Academy Bexley, Yarnton Way, Erith, Kent DA18 4DW **Saturday:** 10.00 - 17.00 **Sunday:** 10.00 - 16.00 **Prices:** £7.00 adult, £3.00 child, £6.00 concessions, £18.00 family (2 + 2) **Web:** www.erithmrs.ukmodelshops.co.uk

SATURDAY JANUARY 24 TO

SUNDAY JANUARY 25

Normanton & Pontefract Railway Modellers Society Pontefract Model Railway Exhibition, NEW College, Park Lane, Pontefract, West Yorkshire WF8 4QR **Saturday:** 10.00 - 17.00 **Sunday:** 10.00 - 16.30 **Prices:** £5.00 adult **Web:** www.nprms.org.uk

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Poynton Sneer, a guest at the Bristol O Gauge Group show on 25th January, demonstrates what can be achieved in a small space.

SUNDAY JANUARY 25

Bristol O Gauge Group Exhibition

UWE Bristol Exhibition Centre, Filton Road, Bristol, Avon BS34 8QZ **Sunday:** 10.00 - 16.00 **Prices:** £9.00 adult **Web:** www.bogg7mmexhibition.com

SUNDAY JANUARY 25

G Scale Society Kent Group

Kent Group G Scale Society - Winter Meet Teynham Village Hall, Belle Friday Close, Teynham, Sittingbourne, Kent ME9 9TU **Sunday:** 11.00 - 16.00 **Prices:** £2.50 adult, £1.00 child **Contact:** Roger Allen **Email:** roger.allen1@btinternet.com **Web:** www.gscalekent.co.uk

SATURDAY NOVEMBER 28 2015

TO SUNDAY NOVEMBER 29 2015

Warley National Model Railway Exhibition NEC Birmingham **Saturday:** 9.45am - 6pm **Sunday:** 9.45am - 5pm Advance ticket holders: 9.15am Sat & Sun **Ticket hotline:** 0844 5810737 **Web:** www.thewarleyshow.co.uk

TRAIN & TOY FAIRS

SUNDAY DECEMBER 14

SRP Fairs - Colchester Marks Tey Parish Hall, Old London Road, Marks Tey, Colchester CO6 1EN **Sunday:** 10.00 - 14.00 **Prices:** £2.00 adult **Contact:** Gerald Widdowson **Tel:** 07739 998 012 / 01322 662 729 **Email:** srptoy1@hotmail.co.uk **Web:** www.srptoyfairs1.co.uk

WEDNESDAY DECEMBER 17

Hoddesdon Toy & Train Fair Sheredes School, Cock Lane, Hoddesdon, Hertfordshire EN11 9JY **Wednesday:** 07.00 - 21.00 **Contact:** Joe Lock **Tel:** 01992 467 967 / 07866 641 215

SATURDAY DECEMBER 20

SRP Toy Fairs - Hawkinge Hawkinge Community Centre, Heron Forstal Avenue, Hawkinge, Kent CT18 7FP **Saturday:** 10.00 - 14.00 **Prices:** £2.00 adult **Contact:** Gerald Widdowson **Tel:** 07739 998 012 / 01322 662 729 **Email:** srptoy1@hotmail.co.uk **Web:** www.srptoyfairs1.co.uk

SUNDAY DECEMBER 21

Barry Stockton Train & Toy Fair - Southport Splash World, Dunes Leisure Centre, Esplanade, Southport, Cheshire PR8 1RX **Sunday:** 10.30 - 15.00 **Prices:** £2.00 adult, £0.50 child **Contact:** Barry Stockton **Tel:** 01513 343 362 **Web:** www.barrystocktonfairs.co.uk

SATURDAY DECEMBER 21

SRP Fairs - Orpington Crofton Halls, Station Road, Orpington, Kent BR6 8PR **Saturday:** 10.00 - 14.00 **Prices:** £2.00 adult **Contact:** Gerald Widdowson **Tel:** 07739 998 012 / 01322 662 729 **Email:** srptoy1@hotmail.co.uk **Web:** www.srptoyfairs1.co.uk

SATURDAY DECEMBER 27

Llandudno Transport Festival - Christmas Exhibition / Toy Fair Cymru Seafront, Llandudno LL30 1BB **Saturday:** 10.30 - 15.30 **Prices:** £2.00 adult **Tel:** 01492 545 053 **Web:** www.llantransfest.co.uk

SATURDAY DECEMBER 27

Nottingham Bluecoat Toy & Train Fair Bluecoat Academy, Aspley Lane, Nottingham, Nottinghamshire NG8 5GY **Saturday:** 10.00 - 14.00 **Prices:** £2.00 adult **Contact:** Malcolm Townsend **Tel:** 07951 072 790 **Email:** malctow@hotmail.co.uk **Web:** www.ashfieldtoysfairs.kk5.org.uk

SATURDAY DECEMBER 27

SRP Fairs - Worthing Charmandean Centre, Forest Road, Worthing BN14 9HS **Sunday:** 10.00 - 14.00 **Prices:** £2.00 adult **Contact:** Gerald Widdowson **Tel:** 07739 998 012 / 01322 662 729 **Email:** srptoy1@hotmail.co.uk **Web:** www.srptoyfairs1.co.uk

SUNDAY DECEMBER 28

Barry Stockton Train & Toy Fair - Haydock Park Racecourse Haydock Park Racecourse Exhibition Centre, Haydock Park, Merseyside WA12 0HQ **Sunday:** 10.30 - 15.00 **Contact:** Barry Stockton **Tel:** 01513 343 362 **Web:** www.barrystocktonfairs.co.uk

MONDAY DECEMBER 29

SRP Fairs - Rayleigh Rayleigh Sweeny Park School, Sir Walter Rayleigh Drive, Rayleigh, Essex SS6 9BZ **Monday:** 10.00 - 14.00 **Prices:** £2.00 adult **Contact:** Gerald Widdowson **Tel:** 07739 998 012 / 01322 662 729 **Email:** srptoy1@hotmail.co.uk **Web:** www.srptoyfairs1.co.uk

OPEN DAYS

SATURDAY DECEMBER 13

Blyth & Tyne Model Railway Society Open Day Redpath House, 40 Saville Street, North Shields, Tyne and Wear NE30 1NT **Saturday:** 10.00 - 16.00 **Contact:** Trevor Tel: 01912 709 261 **Web:** www.btmrs.co.uk & www.railexne.com

SATURDAY JANUARY 17

Ipswich Railway Modeller's Association Open day 40a Norfolk Road, Ipswich, IP4 2HB **Saturday:** 10.00 - 13.00 **Tel:** 01473 251 017 **Web:** www.irma.org.uk

TUESDAY DECEMBER 30

Tony Oakes Fairs - Evesham

Evesham Leisure Centre Abbey Road, Evesham, Worcestershire WR11 4SU **Tuesday:** 10.30 - 14.00 **Contact:** Tony Oakes **Tel:** 01270 652 773

THURSDAY JANUARY 1

Tony Oakes Fairs - Bridgnorth

Leisure Centre, High Town, Bridgnorth WV16 4ER **Thursday:** 10.30 - 15.00 **Prices:** £2.00 adult **Contact:** Tony Oakes **Tel:** 01270 652 773

FRIDAY JANUARY 2

Alfreton Toy and Train Fair Leisure Centre, Church Street, Alfreton, Derbyshire DE55 7BD **Friday:** 07.00 - 21.00 **Prices:** £2.00 adult **Contact:** Malcolm **Tel:** 07951 072 790 / 01623 722 115 **Email:** malctow@hotmail.co.uk **Web:** www.ttf.co.uk

FRIDAY JANUARY 2 TO SUNDAY JANUARY 5

Alfreton Toy & Train Fair The Leisure Centre, Church Street, Alfreton, Derbyshire DE55 7BD **Friday:** 07.00 - 21.00 **Prices:** £2.00 adult **Contact:** Malcolm Townsend **Tel:** 07951 072 790 **Email:** malctow@hotmail.co.uk **Web:** www.ashfieldtoysfairs.kk5.org.uk

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MEETINGS & TALKS

MONDAY DECEMBER 15

Plymouth Railway Circle - Bernard Mills presents his "Annual Review" St Edwards Church Hall, Home Park Avenue, Peverell, Plymouth, Devon PL3 4PG **Monday:** 19.30 **Contact:** Barrie Lanyon **Email:** barrielanyon@talktalk.com

THURSDAY DECEMBER 18

Lutterworth Railway Society - Border Counties Railways, United Reformed Church George Street, Lutterworth LE17 4EF **Thursday:** 19.30 **Contact:** Dave Hanger **Tel:** 01455 203 307 **Email:** john.rawlinson27@tesco.net

SUNDAY JANUARY 4

Rusper Model Railway Club - Operating Meeting Dates for 2015 The Club Site, Pickhurst, Nr Bromley, Kent **Sunday:** 10.00 **Email:** Ruspermembership@gmx.com **Web:** www.ruspermrc.co.uk

TUESDAY JANUARY 6

Enfield Transport Circle - Thames Sailing Barge Trust by John Rayment First Floor Meeting Room, The Drill Hall Sports Club, Old Park Avenue, Enfield, Middlesex EN2 6PJ **Tuesday:** 20.00 - 22.30 **Prices:** £3.00 adult **Contact:** Roger Elkin **Tel:** 02083 630 697 **Email:** rogerelkin@btinternet.com

THURSDAY JANUARY 8

Irish Railway Record Society IRRS - The Armagh Railway Disaster of 1889 The Exmouth Arms 1 Starcross Street, London **Thursday:** 19.00 **Email:** irrlondon@hotmail.com **Web:** www.irrs.ie

THURSDAY JANUARY 8

Lutterworth Railway Society - Metropolitan 150 United Reformed Church George Street, Lutterworth LE17 4EF **Thursday:** 19.30 **Contact:** Dave Hanger **Tel:** 01455 203 307 **Web:** www.lutterworthrailwaysociety.webplus.net

THURSDAY JANUARY 22

Lutterworth Railway Society - Gauge '0' Guild Films United Reformed Church, George Street, Lutterworth LE17 4EF **Thursday:** 19.30 **Contact:** Dave Hanger **Tel:** 01455 203 307 **Web:** www.lutterworthrailwaysociety.webplus.net

MONDAY JANUARY 26

Nantwich & Market Drayton Railway Society - Hixon Railway Disaster 1968 King's Head Inn, Shrewsbury Road, Market Drayton TF9 3EH **Monday:** 20.00 **Contact:** John Flynn **Email:** johnslynn147@virginmedia.com **Web:** www.the-gingerbread-line.co.uk

SATURDAY JANUARY 3

SRP Toy Fairs - Hawkinge Hawkinge Community Centre, Heron Forstal Avenue, Hawkinge, Kent CT18 7FP **Saturday:** 10.00 - 14.00 **Prices:** £2.00 adult **Tel:** 07739 998 012 / 01322 662 729 **Email:** srptoys1@hotmail.co.uk **Web:** www.srptoysfairs1.co.uk

Take a look at the toyfair dates, you never know what bargains you might find out there!



SUNDAY JANUARY 4

Acbell Aviation, Aviation & Military Collectors Fair, Hallmark Hotel, Purley Way, Croydon, Surrey CR9 4LT **Sunday:** 10.30 **Prices:** £3.00 adult **Tel:** 01737 822 200 **Email:** acbellaviation@aol.com **Web:** www.redhillairshow.co.uk

SUNDAY JANUARY 4

SRP fairs - Chelmsford Chelmsford City Football Club, Salerno Way, Chelmsford SM1 2EH **Sunday:** 10.00 - 14.00 **Prices:** £2.00 adult **Tel:** 07739 998 012 / 01322 662 729 **Email:** srptoys1@hotmail.co.uk **Web:** www.srptoysfairs1.co.uk

SUNDAY JANUARY 4

Croydon Airport Aviation & Military Collector's Fair 2015, Former Aerodrome Hotel Next Door to Airport House now Hallmark Hotel, Purley Way, Surrey CR9 4LT **Sunday:** 10.30 - 17.00 **Prices:** £3.00 adult **Tel:** 07866 641 215 **Web:** www.redhillairshow.co.uk

WEDNESDAY JANUARY 7

South Croydon Toy & Train Fair St John's Community Hall, Upper Selston Road, South Croydon CR2 8DD **Wednesday:** 06.30 - 20.30 **Prices:** £1.00 adult **Contact:** Joe Lock **Tel:** 07866 641 215

SUNDAY JANUARY 11

SRP Toy Fairs - Brighton The Grandstand & Paddock Hall, Brighton Racecourse, Fresh-Field Road, Brighton, East Sussex BN2 9XZ **Sunday:** 10.00 - 14.00 **Prices:** £2.00 adult **Tel:** 07739 998 012 / 01322 662 729 **Email:** srptoys1@hotmail.co.uk **Web:** www.srptoysfairs1.co.uk

WEDNESDAY JANUARY 14

Burton Upon Trent Toy & Train Fair Town Hall, St Georges Square, Burton-on-Trent, Staffordshire DE14 2EB **Wednesday:** 18.30 - 20.30 **Prices:** £2.00 family **Contact:** Malcolm Tel: 07951 072 790 **Email:** malctow@hotmail.co.uk **Web:** www.tttf.co.uk

SUNDAY JANUARY 18

Ashfield Toy & Train Fair Festival Hall, Hodgkinson Road, Kirkby-in-Ashfield, Nottinghamshire NG17 7DJ **Sunday:** 10.00 - 15.00 **Prices:** £2.00 adult **Contact:** Malcolm Tel: 07951 072 790 / 01623 722 115 **Email:** malctow@hotmail.co.uk **Web:** www.tttf.co.uk

SUNDAY JANUARY 18

Newton Abbot Toy Fair Newton Abbot Racecourse, The Racecourse, Newton Abbot, Devon TQ12 3AF **Sunday:** 10.00 - 15.00 **Prices:** £2.00 adult **Contact:** Ray Heard **Tel:** 01823 480 097 **Email:** rayheard66@btinternet.com

SUNDAY JANUARY 18

SRP Toy Fairs - Orpington Crofton Halls, Station Road, Orpington, Kent BR6 8PR **Sunday:** 10.00 - 14.00 **Prices:** £2.00 adult **Tel:** 07739 998 012 / 01322 662 729 **Email:** srptoys1@hotmail.co.uk **Web:** www.srptoysfairs1.co.uk

SATURDAY JANUARY 24

SRP Toy Fairs - Henfield Henfield Hall, Henfield, West Sussex BN5 9DB **Saturday:** 10.00 - 14.00 **Prices:** £2.00 adult **Tel:** 07739 998 012 / 01322 662 729 **Email:** srptoys1@hotmail.co.uk **Web:** www.srptoysfairs1.co.uk

SATURDAY JANUARY 24

Tony Oakes Fairs - Worcester Perdiswell Leisure Centre, Biford Road, Worcester, Worcestershire WR13 8DX **Saturday:** 10.00 - 14.00 **Prices:** £1.50 adult **Contact:** Tony Oakes **Tel:** 01270 652 773

SUNDAY JANUARY 25

SRP Toy Fairs - Rayleigh Swayne Park School, Sir Walter Raleigh Drive, Rayleigh, Essex SS6 9BZ **Sunday:** 10.00 - 14.00 **Prices:** £2.00 adult **Tel:** 07739 998 012 / 01322 662 729 **Email:** srptoys1@hotmail.co.uk **Web:** www.srptoysfairs1.co.uk

TUESDAY JANUARY 27

SRP Toy Fairs - Tonbridge Angel Centre, Angel Lane, Tonbridge, Kent TN9 1SF **Tuesday:** 10.30 - 16.00 **Prices:** £2.50 adult, £3.50 concessions, £2.50 children **Web:** www.altonmrg.co.uk/febex

Tuesday: 18.30 - 20.30 **Prices:** £1.00 adult **Tel:** 07739 998 012 / 01322 662 729 **Email:** srptoys1@hotmail.co.uk **Web:** www.srptoysfairs1.co.uk

SATURDAY JANUARY 31

Nottingham Toy & Train Fair Bluecoat Academy, Aspley Lane, Nottingham, Nottinghamshire NG8 5GY **Saturday:** 10.00 - 14.00 **Prices:** £2.00 adult **Contact:** Malcolm **Tel:** 07951 072 790 / 01623 722 115 **Email:** malctow@hotmail.co.uk **Web:** www.tttf.co.uk

SATURDAY JANUARY 31

Tony Oakes Fairs - Stoke-on-Trent Fenton Community Centre, Manor Street, Fenton, Stoke on Trent ST4 2PT **Saturday:** 10.30 - 14.00 **Prices:** £1.00 adult **Contact:** Tony Oakes **Tel:** 01270 652 773

SATURDAY JANUARY 31

Exeter Toy Fair The Matford Centre, Matford Park Road, Exeter Devon EX2 8ED **Saturday:** 10.00 - 15.00 **Prices:** £2.00 adult **Contact:** Ray Heard **Tel:** 01823 480 097

SATURDAY FEBRUARY 7 TO

SUNDAY FEBRUARY 8

Alton Model Railway Group Eggars School, Alton, Hampshire GU34 4EQ **Saturday:** 10.30 - 17.00 **Sunday:** 10.30 - 16.00 **Prices:** £4.50 adult, £3.50 concessions, £2.50 children £12.00 family **Web:** www.altonmrg.co.uk/febex



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**Squires will be exhibiting at the following shows in 2015 –
Diary updated as bookings are confirmed.**

Jan 10/11 **BOGNOR REGIS** Model Railway Exhibition, Felpham Community College, Felpham Way, Bognor Regis, West Sussex. **P022 8EL** Sat 10-5, Sun 10-4.30.

Jan 17 - **GUILDFORD** Astolat Model Railway Exhibition, Guilford County School, Farnham Road, Guildford, **GU2 4LU** Sat 10-5.

Jan 17/18 - **CALNE** Model Railway Exhibition Calne Leisure Centre, White Horse Way, Calne, Wilts **SN11 0SP** Sat/Sun 10-5

Jan 24/25 - **KENDAL** Model Railway Exhibition, Lakes Leisure Centre, Burton Rd, Kendal, **LA9 7HX** Sat/Sun 10-5

Jan 25 - **BOLTON IPMS MODELBONANZA**, St Joseph's RC High School, Chorley New Rd, Horwich, BL6 6HW 10-4.30

Jan 25 - **BRISTOL** Bristol 'O' Gauge Group Exhibition University of the West of England (UWE Bristol), Conference & Exhibition Centre, Filton Road, Bristol, **BS34 8QZ** Sun 10-4.

Feb 7/8 - **ALTON FEBEX** Model Railway Exhibition Eggar School, Alton, Hants, **GU34 4EQ** Sat/Sun 10-5.

Feb 15 - **MANCHESTER ALSRM** Northern Show, Woodhouse Park Lifestyle Centre, Portway, Wythenshawe, **M22 1QW** Sun 10-4. 16 Layouts

Feb 20/21/22 - **GLASGOW** Model Rail Scotland, SECC, Glasgow, **G3 8YW**. Fri 10.30 - 6, Sat 9.30 - 6, Sun 9.30 - 5.

Feb 28 - **ABINGDON ABRAIL** 2015 M Railway Exhibition, White Horse Leisure & Tennis Centre, Audlett Drive, Abingdon, Oxon, **OX14 3JP**. 10-5

Feb 28/Mar 1 - **PRESTON** Preston & District Model Railway Exhibition, Sports Hall, Preston College, St Vincents Road, Fullwood, Preston, Lancashire, **PR2 8UR**. Sat/Sun 10-5.

Mar 7 - **KETTERING** Gauge 'O' Guild Spring Convention Trade Show and Exhibition, Kettering Leisure Centre, Kettering Leisure Village, Thurston Drive, Kettering, **NN15 6PB**. Sat 10-4.

Mar 14/15 - **BASINGSTOKE** Model Railway Exhibition, Aldsworth Science College, Western Wy. Basingstoke, Hants, **RG22 6HA** Sat 10-5, Sun 10-4.

Mar 14/15 - **HUNTINGDON** East Anglian Model Railway Exhibition, The Britten Arena, Wood Green Animal Charity Centre, Huntingdon, **PE29 2NH**. Sat 10-5, Sun 10-4.

Mar 21/22 - **NOTTINGHAM** East Midlands Model Railway Exhibition Hadden Park High School, Harvey Road, Bilborough, Nottingham, **NG8 3BB**. **Plenty of FREE Parking.** Sat 9.30 - 5.30, Sun 10 - 5.00.

Mar 22 - **STAFFORD** G Scale Society Show, Stafford County Showground, Weston Rd, Stafford, **ST18 0BD**. Sun 10 - 5.

April 1 - 6 - **YORK** Model Railway Show, Knavesmire Stand, Racecourse Rd York. **YO23 1EX**. Sat/Sun 10-5, Mon 10-4.30

April 11 - **NORWICH** Model Railway Exhibition, Hellesdon High School, Norwich **NR6 5SB**. Sat 10-4.30.

April 11/12 - **HORSHAM** Crawley MRS Exhibition, Tanbridge House School, Farthings Hill, Guildford Rd, Horsham, **RH12 1SR**. Sat/Sun 10-5.

April 11/12 **MELKSHAM** 2015 Trainwest Model Railway Exhibition, Christie Miller Sports Centre, Bowerhill Industrial Estate, Melksham, Wiltshire, **SN12 6QU**, Sat/Sun 10-5

April 25 **LEIGH O SCALE NORTHWEST** Leigh Sports Village, Sale Way, Leigh, Lancs. **WN7 4JY**. 10-4.30.

April 25/26 - **SUTTON COLDFIELD** Model Railway Exh, Bishop Walsh School, Wylde Green Rd, Sutton Coldfield, **B76 1QT**. **Plenty of FREE Parking.** Sat 10 - 5, Sun 10 - 4.30.

May 1/2/3 - **THORNBURY** Bristol Model Railway Exhibition, Thornbury Leisure Centre, Alveston Hill, Thornbury, near Bristol, **BS35 3JB**. Fri 1-7, Sat 10 - 6.30, Sun 10 - 5.

May 9 - **PORTSMOUTH** Victory Model Rail Exhibition, Admiral Lord Nelson School, Dundas Lane, Portsmouth, **PO3 5XT**. 10-4.

May 9 - **READING** Assoc of Larger Scale Railway Modellers Trade Show & Exhibition, Rivermead Leisure Centre, Reading. **RG1 8EQ**. 10-4.

May 16 **BOGNOR REGIS** South Downs 7mm NGA Group Model Railway Exhib, Felpham Community College, Felpham, Bognor Regis, **P022 8EL**.

May 16/17 - **MIDDLESBOROUGH** Model Rail Exhibition, Settlement Community Centre, Union St, Middlesbrough, **TS1 5NQ**. Sat/Sun 10-5.

May 30 - **CLECKHEATON GOG** Trade Convention & Exhibition, Whitcliffe Sports Centre, Turnsteds Ave, Cleckheaton, W.Yorks. **BD19 3AQ**. 10-4.

June 6/7 - **SHILDON**, Model Railway Exhibition, Locomotion Museum, Shildon **DL4 1PQ** Sat/Sun 10-5.

June 27/28 - **PERTH** Model Railway Exhibition, Dewars Ice Rink, Perth, **PH2 0TH**. Sat 10-6, Sun 10-5.

Aug 1/2 - **SOUTHWOLD** Waveney Valley Model Railway Exhibition, Saint Felix School, Southwold, **IP18 6SD**. Sat 10-5, Sun 10-4.30

Sept 5/6 - **TELFORD GUILDEX** 2015 O Gauge Exhibition & Trade Show, Telford Ex Centre, St. Quentin Gate, Telford, **TF3 4JH**. Sat 10-5, Sun 10-4.

Sept 26/27 **HALIFAX** Model Railway Exh, North Bridge Leisure Centre, Halifax, **HX1 1XH**. Sat/Sun 10 - 5.

Oct 3/4 **PORTSMOUTH** Fareham & District Model Railway Exhibition, 1000 North Harbour, Portsmouth, **P06 3EN**. Sat/Sun 10-5.

Oct 10/11 - **SHILDON**, Model Railway Exhibition, Locomotion Museum, Shildon, **DL4 1PQ** Sat/Sun 10-5.

Nov 7 - **LANCING** West Sussex Area Group N Gauge Society Model Railway Exhibition, Parish Hall, South Street, Lancing, **BN15 8AJ**. 10-5.

Dec 12/13 - **NORTH SHIELDS** Railex NE Model Railway Exhibition - Blyth & Tyne Model Railway Society, Quorum Business Park, Newcastle-upon-Tyne, **NE12 8BS**. Sat 10-5, Sun 10-4.

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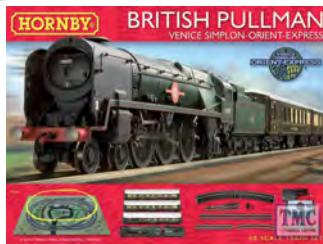
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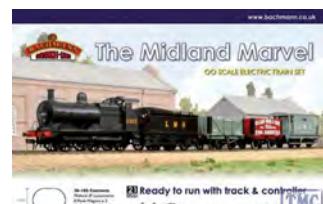
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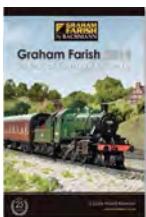


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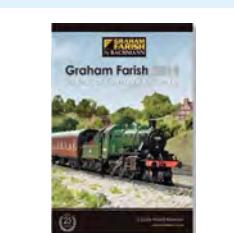


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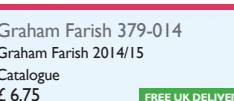


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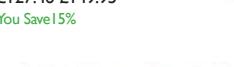
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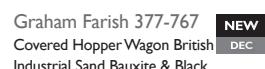
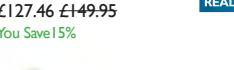
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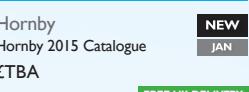
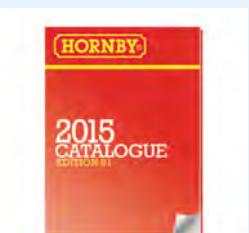
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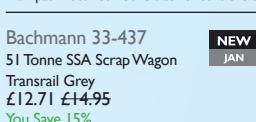
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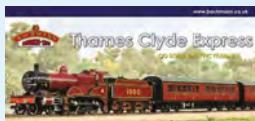
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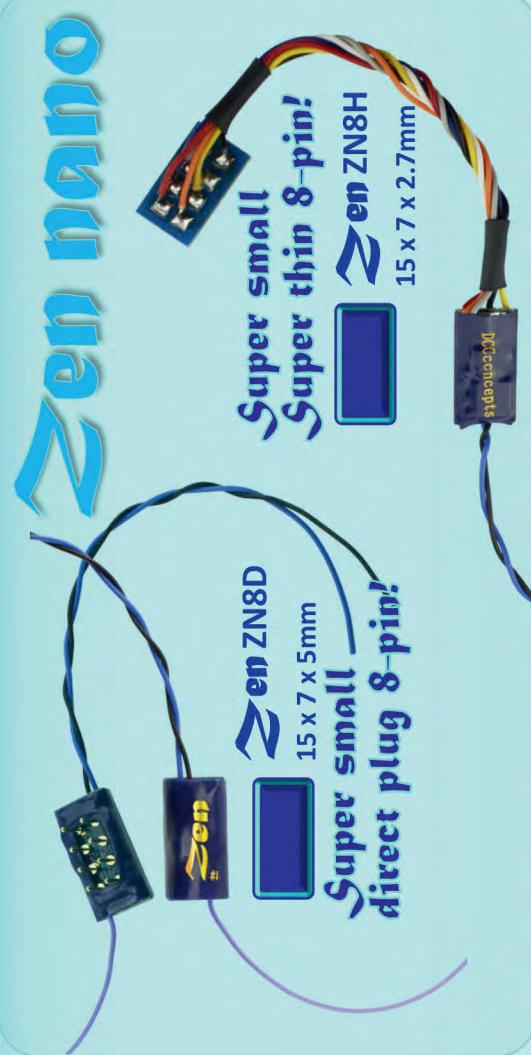
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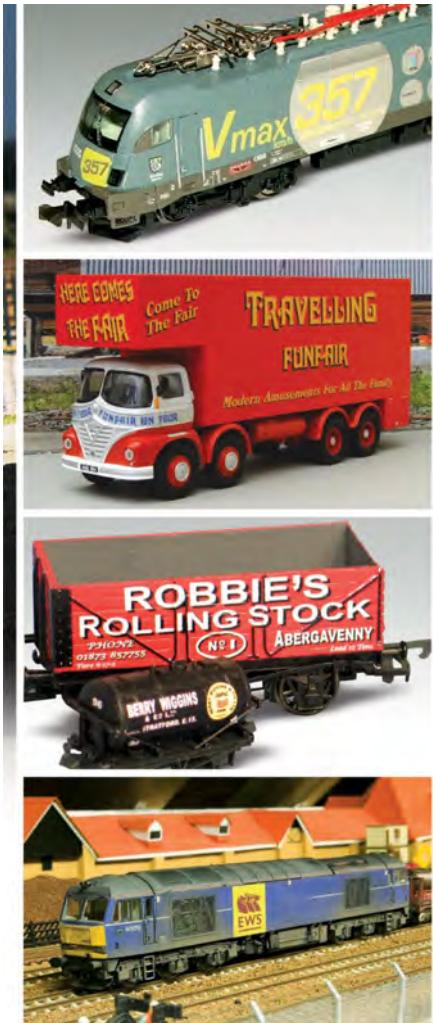
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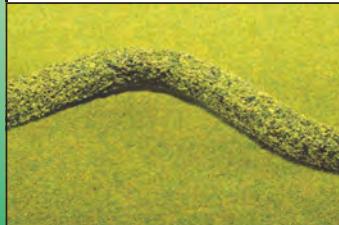
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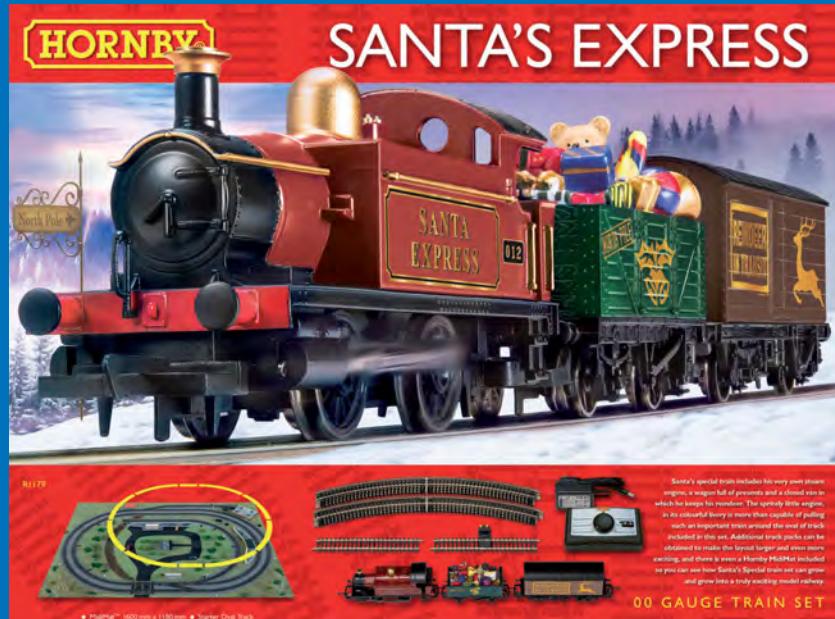


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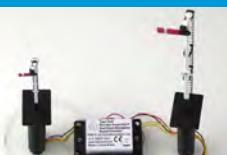
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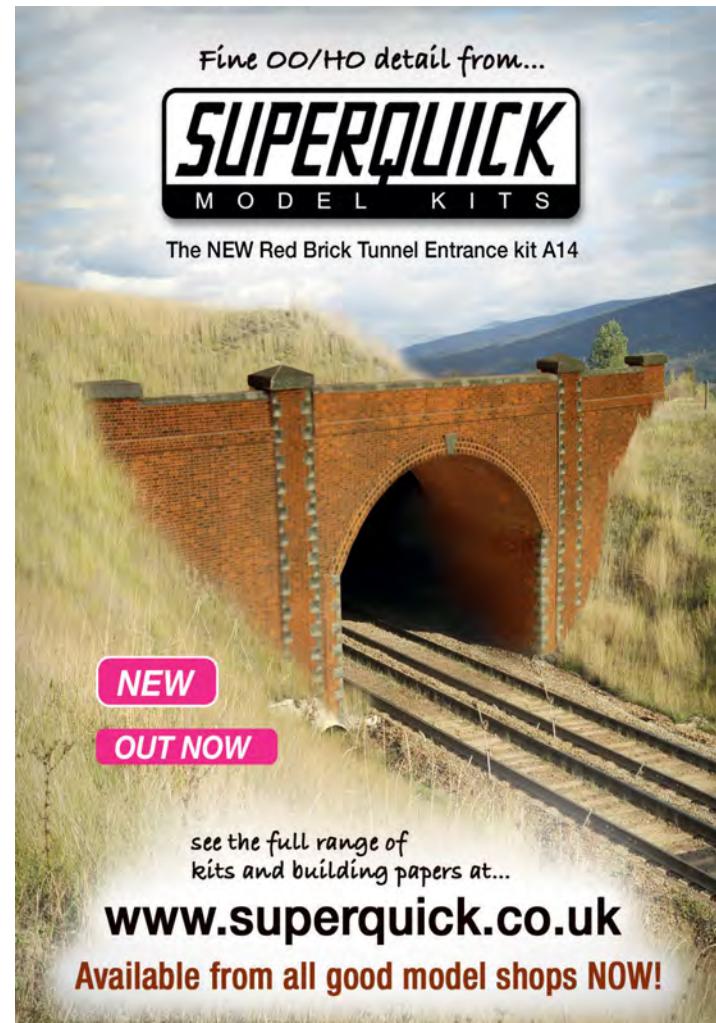
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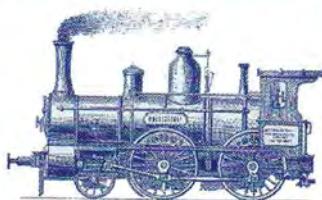
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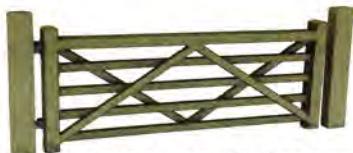
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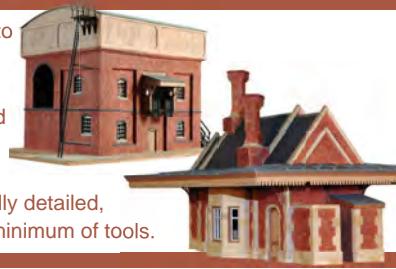
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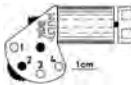
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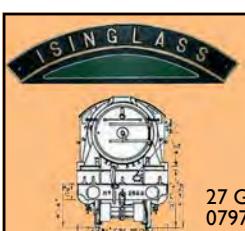
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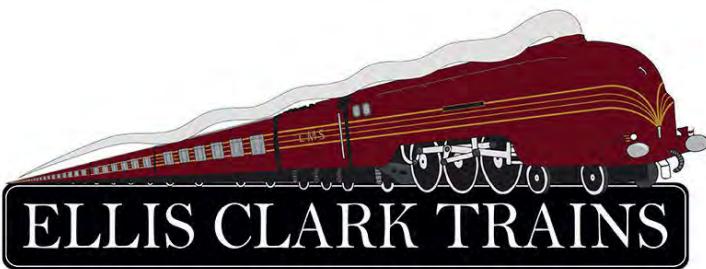
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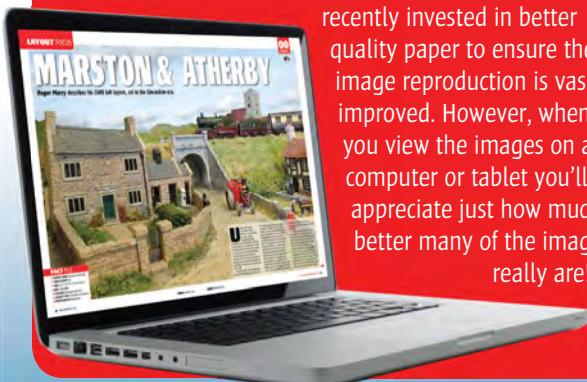
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ADVERTISERS INDEX

3mm Scale Model Railways	150	Model Railway Developments	160
AC Models	135	Model Railway Solutions	148
Activity Media Limited	140	Model Railways Direct Ltd	120 & 121
Adams Models	151	Model Railway Scenery	148
Ah! Services	156	Model Railways 4 U	146
Alphaphraphix...	150	Modellers Recca Limited	142
Alton Model Centre	147	Modelmania	148
Alton Model Railway Group	112	Moderate	150
Anderson Models	133	Monk Bar Model Shop Ltd	148
Andy Lowe Electronics	145	Monks Collectors Limited	143
Andy Peak...	146	Monty Models	149
Andrus Anonymous	152	Mr Malcolm Townsend	112
Aspects Models & Valuers	115	Murphy Models	153
Bachmann Europe Plc...	152	Nick Tozer	158
Barry Jones	151	Olivia's Trains & Models	125
Barry Stockton	112	Oxford Diecast Ltd	90
Bill Hudson Transport Books	160	P & J Models	151
Blawith Colliery Museum	161	Parkside Dundas	158
Bournmouth Model Railway Cent...	141	Pems Butler Limited	143
Branchlines	150	Pennine Models	113 & 127
Brewsters Limited	160	Pennine Mills	112
C & C Models	140	Peter's Model Railways Ltd	144
C & M Models	150	Phoenix Precision Paints	144
Chester Model Centre	133	Plataurum Design Limited	158
Church Street Models	146	Pooleys Puffers	150
Connie Models	145	Quainton Road Models	151
Connisseur Models	161	Railroad Models	148
Durham Trains Of Stanley	160	Rails Of Sheffiel...	128 to 130
Edward James Collectables	141	Rapido	86
Ellie Models	154	Ray Heard	112
Expo Drills And Tools	8 & 9	Redcar Models & Hobbies	151
Express Models	146	Rhuddian Models	151
Finescalebrass (UK) Ltd	124	Ron Linn	149
For Model Railways Ltd	144	Rover Mouldings	161
GaugeMaster Com	135	Sawyer Models	144
Denise's Model Books	145	Scale Rail Model Centre	151
Double Scenics	146	Scalcescenes.com	149
Durham Trains Of Stanley	160	Signals Model Shop	158
Edward James Collectables	141	Sivix (2010) Limited	147
Ellie Models	154	South West Digitalcast	151
Expo Drills And Tools	8 & 9	Specialist Crafts Ltd	132
Express Models	146	Springside Models	145
Finescalebrass (UK) Ltd	124	Squires Model & Craft Tools	117
For Model Railways Ltd	144	Srix	112
GaugeMaster Com	135	Stevenson Carriages & Millhorne Models	151
Denise's Model Books	145	Street Level Models	149
Double Scenics	146	Sunningwell Command Control Lt	160
Durham Trains Of Stanley	160	Sylmasta	134
Edward James Collectables	141	Talbot Controls Ltd	122
Ellie Models	154	Tannen's Trains	153
Expo Drills And Tools	8 & 9	The Bristol O Gauge Show	113
Express Models	146	The Gas Cupboard	149
Finescalebrass (UK) Ltd	124	The Hobby Box Centre	123
For Model Railways Ltd	144	The Hobby Box Limited	151
GaugeMaster Com	135	The Hobby Shop	150
Denise's Model Books	145	The Hobby Shop	160
Double Scenics	146	The Lancashire & Yorkshire Railway Soc.	145
Durham Trains Of Stanley	160	The Locomoshed	147
Edward James Collectables	141	The Model Railway Shop	151
Ellie Models	154	The Model Shop	153
Expo Drills And Tools	8 & 9	The Model Train Shop	32
Express Models	146	The Turbury Jimmy	153
Finescalebrass (UK) Ltd	124	Timber Tracks	149
For Model Railways Ltd	144	Time Machine Model Shop	150
GaugeMaster Com	135	Tmc Custom Finnish Locomotives	118 & 119
Denise's Model Books	145	Topo Models	112
Double Scenics	146	Townstreet	149
Durham Trains Of Stanley	160	Tracklay Sales	153
Edward James Collectables	141	Trains 4U	149
Ellie Models	154	Trainline	153
Expo Drills And Tools	8 & 9	Train-Tech	141 & 147
Express Models	146	Tri-Angerman	153
Finescalebrass (UK) Ltd	124	Trident Trains Model Shop	153
For Model Railways Ltd	144	Upstairs Downstairs	151
GaugeMaster Com	135	Vectis	113 & 161
Denise's Model Books	145	Viking Optical	145
Double Scenics	146	Waddington Models	151
Durham Trains Of Stanley	160	Waltons Of Arltham...	160
Edward James Collectables	141	Warley Mr Exhibitions Ltd.	112
Ellie Models	154	Wellingborough Trains & Models...	127
Expo Drills And Tools	8 & 9	White Rose Modelworks...	149
Express Models	146	York Modelmaking And Display Limited.	149
Finescalebrass (UK) Ltd	124	You Chooz	155

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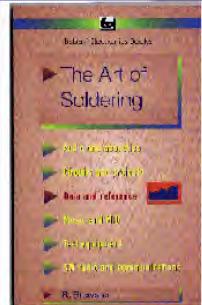


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Connoisseur Models, a Business with a Van

As proprietor of Connoisseur Models I have produced etched kits & supplied them direct to modellers for over 25 years. Mail order sales are promoted by a printed catalogue & website but I am very aware that for many modellers, particularly new customers, physically handling a product is desirable. So to provide a shop window I load the van with my sales stand & attend around twelve exhibitions & shows each year.

These are an ideal opportunity for customers to have a good look through kits that they have an interest in for potential future projects. This can help the customer to evaluate the quality of the kit & its suitability.

I have on display a selection of finished models that I have built from my kits & again having a look at these is useful in evaluating the potential of the kit & it is also reassuring to know that the bloke selling you the bits can actually put them together.

If when you visit the stand it appears crowded don't be

put off for fear of interrupting important business. Chances are that its only animated conversation between regular customers. Just elbow your way through and join in because 0 gauge modellers are a friendly group.

So put your cheque book in your pocket & come too see me & my stand at these next few shows

• Bristol 0 Gauge Trade Show

Sunday 25th January 2015,
Exhibition Centre
of UWE Bristol, Filton Road,
BS34 8QZ.
www.bogg7mmexhibition.com

• ALSRM Northern Show Manchester -

Sunday 15th February 2015,
Woodhouse
Park Centre, Wythenshawe,
M22 1QW
www.alsrm.org.uk

• Gauge 0 Guild Spring Convention, Saturday 7th March 2015 Kettering Leisure Village, NN15 6GN



www.gauge0guild.com

• The East Anglian Exhibition
Saturday 14th & Sunday 15th
March 2015

The Britten Arena, Huntingdon,
PE29 2NH

www.stneotsmrc.com

• YORK, Easter 2015
Sat 4th, Sun 5th & Mon 6th April
Knavesmir Exhibition Centre,
York Race Course,
www.yorkshow.org.uk

• 0 Scale Northwest 2015 -
Saturday 25th April 2015, Leigh,
WN7 4JY
www.nwogm.org.uk

**Connoisseur Models,
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We would like to wish all our customers a
VERY MERRY CHRISTMAS
and a
HAPPY NEW YEAR
'N' releases in December



BRITANNIA

2D-015-001 - Class 122 BR Green with Whiskers 55000
2D-015-001D - Class 122 BR Green with Whiskers 55000 DCC
2D-015-002 - Class 122 BR Green SYP W55006
2D-015-002D - Class 122 BR Green SYP W55006 DCC

ND210A - Class 122 Regional Railways Livery 55012 Dummy
ND210B - Class 122 Blue/Grey Livery W55011 Dummy
ND210C - Class 122 BR Green with Whiskers W55016 Dummy
ND210D - Class 122 BR Green SYP W55003 Dummy

2S-017-001 - Britannia BR E/Crest Robert Burns BR1 Tender 70006
2S-017-001D - Britannia BR E/Crest Robert Burns BR1 Tender 70006 DCC
2S-017-002 - Britannia BR L/Crest Alfred the Great 70009
2S-017-002D - Britannia BR L/Crest Alfred the Great 70009 DCC
2S-017-003 - Britannia BR E/Crest Apollo BR1 Tender 70015
2S-017-003D - Britannia BR E/Crest Apollo BR1 Tender 70015 DCC
ND095B - Britannia Oliver Cromwell 70013
ND095BD - Britannia Oliver Cromwell 70013 DCC

CLASS 122



2F-034-023 - 21T Hopper House Coal Concentration
2F-034-024 - 21T Hopper House Coal Concentration Weathered



2F-038-019 - 20T Steel Mineral PJ & JP
2F-038-020 - 20T Steel Mineral PJ & JP Weathered



Also released this month include;

2D-013-000 - Class 27 BR Blue Livery 27108
2D-013-000D - Class 27 BR Blue Livery 27108 DCC
2D-013-001 - Class 27 BR Green SYP D5401
2D-013-001D - Class 27 BR Green SYP D5401 DCC
2D-013-051 - Class 27 BR Blue 27203 Dummy
2D-013-052 - Class 27 BR Blue 27212 Dummy
2D-013-053 - Class 27 BR Green SYP D5360 Dummy
2D-013-054 - Class 27 BR Green SYP D5369 Dummy
2F-053-001 - Megafret Wagon (3368 4943 076) + 2 Less C02 Cont'r's
2F-053-002 - Megafret Wagon (3368 4943 055) + 2 Stobart Rail Cont'r's
2F-053-003 - Megafret Wagon (3368 4943 061) + 2 Less C02 Cont'r's Wtd
2P-005-510 - MK 3 Buffet Arriva Trains Wales 10259
2P-005-520 - MK 3 Coach Arriva Trains Wales 12179

All product release dates correct at time of going to press

'OO' releases in December



4P-010-035 - 60 FT Stanier Corridor Composite BR Carmine & Cream M3934M

Also released this month include;

4F-030-009 - 16T Steel Mineral BR Bauxite M620674
4F-030-010 - 16T Steel Mineral BR Bauxite M620674 Weathered
4F-051-021 - 5 Plank Constable Hart
4F-051-022 - 5 Plank Constable Hart Weathered

C106B - 57 FT Stanier Corridor Brake BR Carmine & Cream M5566M

4F-016-009 - Banana Van GWR 95444
4F-016-010 - Banana Van GWR 95444 Weathered



The following retailers carry stocks of all new monthly products

ALTON: **Alton Models** tel: 01420 542244

ARUNDEL: **Gaugemaster** tel: 01903 884321

AXMINSTER: **Buffers Model Railways** tel: 01297 35557

AYLSHAM: **Bure Valley Railway** tel: 01263 733858

BARROW IN FURNESS: **Crafty Hobbies** tel: 01229 820759

BIDEFORD: **Osborn's Models** tel: 01237 423453

BRISTOL: **Model Railways Direct** tel: 01275 774224

BURTON-ON-TRENT: **The Tutbury Jinny** tel: 01283 814777

CAMBORNE: **Kernow Model Railway Centre** tel: 01209 714099

CARLISLE: **C & M Models** tel: 01228 514689

CHELTENHAM: **Cheltenham Models** tel: 01242 523117

HEREFORD: **Hereford Model Shop** tel: 01432 352809

KIDDERMINSTER: **DMB/Footplate Models** tel: 01562 750076

LIVERPOOL: **Hattons** tel: 0151 733 3655

NANTWICH: **Trident Trains** tel: 01270 842400

NORTH LANCING: **Morris Models** tel: 01903 754850

ROCHESTER: **The Signal Box** tel: 01634 826370

SHEFFIELD: **Rails of Sheffield** tel: 01142 551436

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YORK: **Monk Bar Model Shop** tel: 01904 659423

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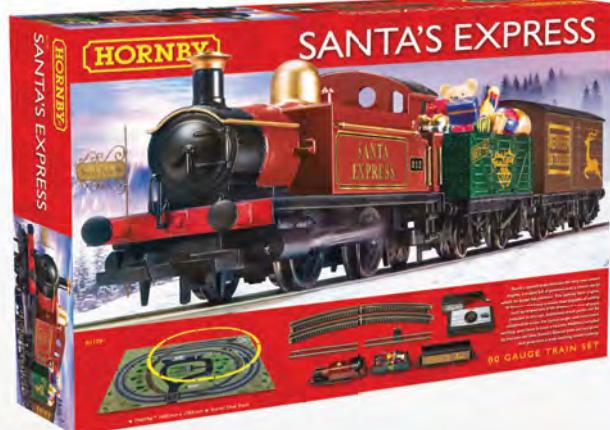
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