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FIRST
REVIEW



HORNBY'S K1 ON TEST

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2015

REPORT & PHOTOS



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36

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N Scale Model Locomotives



372-181 Princess Coronation, BR Green E/Emblem, No.46229 'Duchess of Hamilton'



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- Prototypical non-streamlined body with smoke deflectors
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372-183 Princess Coronation
BR Crimson L/Crest, No.46240, 'City of Coventry'



372-184 Princess Coronation
BR Crimson L/Crest, No.46245, 'City of London'



372-185 Princess Coronation
BR Black E/Emblem, No. 46236, 'City of Bradford'



Era 4 = 1948 - 1956, Era 5 = 1957 - 1966.

features 6 pin DCC Socket. a prototype that has survived to preservation

electrical pickup in tender. features NEM Couplings

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zen is a new decoder range with a personality all its own. **zen** features unique design, great performance and it has an "installability" that is something special.

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Some prototypes, made to a smaller loading gauge than the USA and parts of Europe, give modellers a real headache when the time comes for them to choose and install a decoder.

We wondered... Why does nobody think about the end user?

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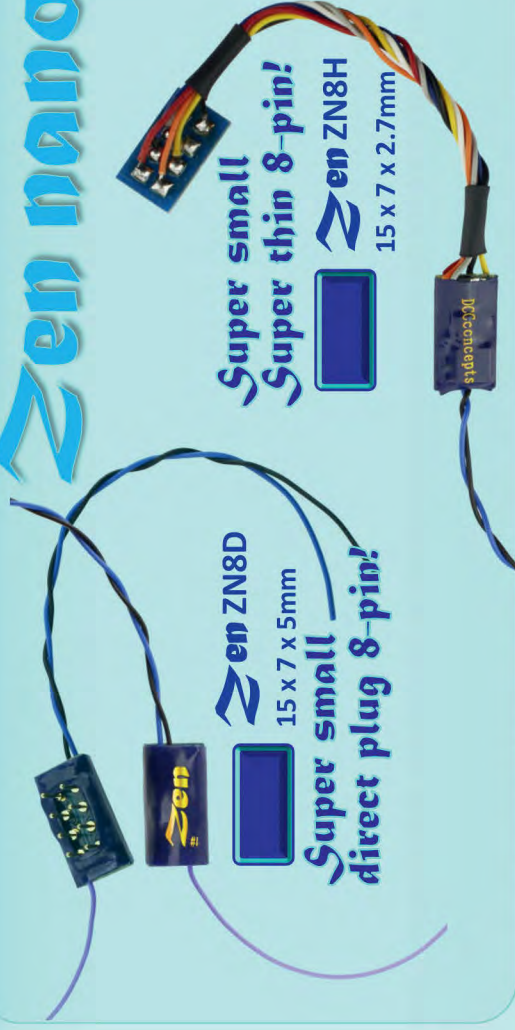
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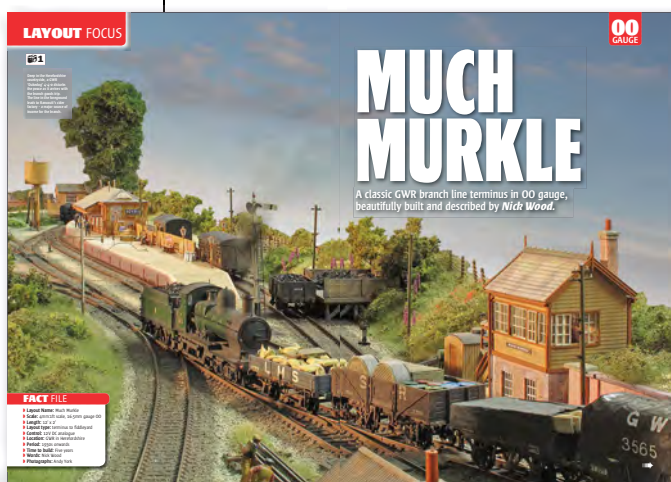
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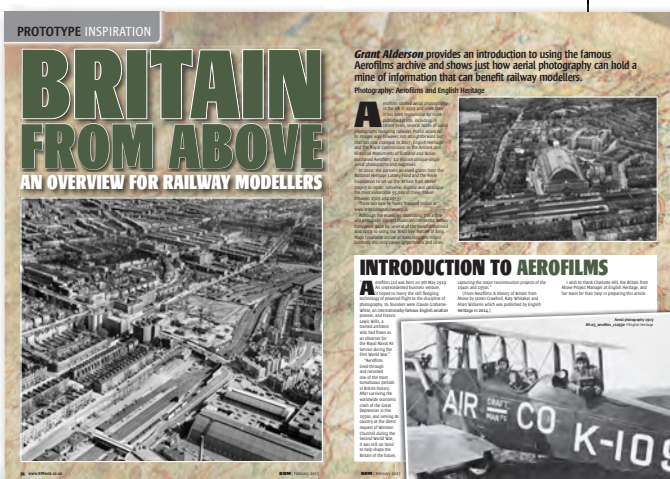
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The beautifully modelled GWR branch-line terminus 'Much Murkle', caught on a summer evening, is the perfect remedy for winter blues.



Have you ever wondered what your layout would really look like from 'up there'? **Grant Alderson** introduces a handy online resource for modellers.

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Even when a new RTR model of a class is imminent, a kit can still offer something different and satisfying, as **Tony Wright** explains.



Ben Jones reviews the LNER 'K1' from Hornby, released in time to see the beginning of 2015. So, how does this 'post-design clever' model measure up?

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Even when a new RTR model of a class is imminent, a kit can still offer something different and satisfying, as **Tony Wright** explains.

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It's hard to topple the news from Warley last month, but we still have wagons from Tower/Lionheart Trains, samples of Kernow's forthcoming O2 and a potential F5 project to look forward to!

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119 NEXT MONTH

Find out what exciting features we've got planned for the March issue of BRM.

162 TAIL LAMP

A regular column from our 'industry insider', giving a new informed view of the model railway trade.

DON'T MISS OUT

March 2015 issue of

BRM
BRITISH RAILWAY MODELLING

is published on
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TURN TO
PAGE 119
FOR MORE
DETAILS
ABOUT THE
NEXT
ISSUE

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HELJAN GUV
See page 112

BRM TV

On this month's DVD, we visit take an in-depth look at six of the best layouts, all seen at the London Festival of Railway Modelling. So, make yourself a tea, sit back and enjoy!

WHAT'S ON THE DVD

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Overlord



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Happy New Year to all **BRM** readers and advertisers. I hope that Christmas brought you plenty of modelling goodies to enjoy this year.

For the second month on the trot, Hornby has been making the news for the right reasons. While much of the 2015 range was revealed at the NEC in November (see January **BRM**), a few more pleasant surprises were waiting for us at the Margate press preview last month. The most impressive aspect was not the announcements themselves, but just how advanced many of the items were. Although the company's supply problems are not over, all-new items are proving easier to develop and manufacture at the new factories than existing tooling transferred from Hornby's previous Chinese suppliers.

As you'll see on page 110, the new Peppercorn K1 2-6-0 matches the high standards we came to expect from 'red box' products. The J15, D16/3 and 700 Class due over the next three to four months also look like evidence of a strong return to form.

If Hornby's predictions are correct, we'll also see the much-requested Maunsell S15 (right) this year and, a personal favourite of mine, the LNER J50 0-6-0T, both of which are at the tooling stage. Before that, an impressive new family of 'K Type' Pullman Cars should arrive in May. Hornby's reputation for producing stunning Pullmans is well deserved and, once they've sorted out the decoration, these superb new vehicles should do nothing to diminish that.

From the existing items, the first-ever UK outline train set with DCC sound is a significant development, and a bargain at £299.99. The selection of repaints and new numbers/names is steady, bringing back essential locomotives and liveries such as a BR 'Black Five' and a BR green A3. The set of four LNER silver-grey A4s is arguably the high point, celebrating the 80th anniversary of these - and I use the word sparingly - iconic locomotives.

Modern traction is once again the poor relation, seeing no new tooling (if we exclude the Class 71 due in 2016) and a fairly limited range of new liveries. Issues with getting certain items produced may be to blame - in which case holding back is a sensible move to avoid delays and frustration - but diesel and electric era modellers will hope for more attention in 2016.

Hornby says its focus for this year is 'delivery' - which will be a relief to customers and the retail trade alike. Sales & Brand Director Nat Southworth says: "We have had a challenging few years with our delivery, and during this time the gap between supply and demand

has widened. This bodes well for the Hornby range as we expect to see growth in the market for our products as we increase our production volumes. Allied with this we must significantly improve our communication to satisfy a voracious appetite for all the details of the product, and if there are any expected changes.

"During the year we will be looking to increase our interaction with our supporters, and continue to work hard to enable them to have a greater understanding of our future developments."

It's heartening to see these factors being recognised by the new team at Margate. Although relationships with the trade and its 'supporters' are still far from perfect, acknowledging that the issues exist is a step in right direction. But, if the company keep its promises and delivers a steady flow of quality new models in 2015, the recent fixation with factories, suppliers and communication strategies should quickly melt away. After all, we're in this hobby to build model railways, not to argue about commercial decisions and Chinese industrial policy. **BRM**



BRM

British Railway Modelling is published by Warners Group Publications plc
Subscriptions and Back Issues Enquiries Telephone: **01778 392002**

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ISSN 0968-0764

PRINTING

Warners (Midlands) plc, The Maltings,
West Street, Bourne, Lincolnshire PE10 9PH



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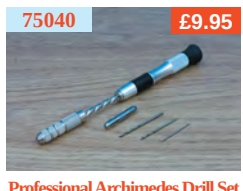
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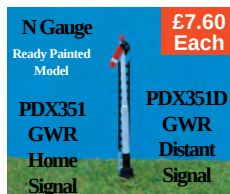
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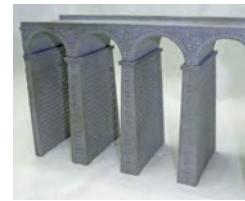
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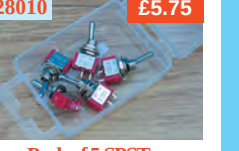
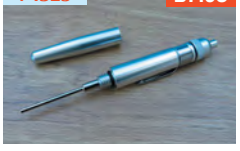
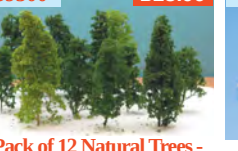
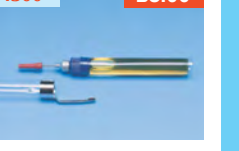
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DCC03 Prodigy Advance2 Wireless System £479.95	PANEL MOUNT CONTROLLERS GMC-100 Single Track £34.95 GMC-100 O Single Track O Scale £44.95 GMC-100LGB Single Track G Scale £54.95 GMC-U Single Track Simulation £42.95 GMC-UF Single Track Feedback £37.95 GMC-UDF Twin Track Simulation O Scale £57.95 GMC-UDF Twin Track Feedback £52.95 GMC-UDS Twin Track Simulation £57.95 GMC-UTS Three Track Controller Sim. £67.95 GMC-UQ Four Track £79.95 GMC-UQ Four Track £84.95	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	N SCALE FLEXIBLE TRACK GM92 730mm N/Silver Flexible Track (100) £199 GM96 730mm N/Silver Flexible Track (24) £54.95 GM18 Code 80 (N) Rail Joiners (24) £2.35	GRASS & GRAVEL MATS GM20 Spring Grass Mat 100cm x 75cm £7.95 GM21 Summer Grass Mat 100cm x 75cm £7.95	VALUE TREES GM128 Spring Tree Assortment (10) £9.95
DECODERS DCC22 CLASSIC 2 Function Micro £24.95 DCC23 CLASSIC 6 Pin Plug-In Decoder £24.95 DCC27 OMNI 21 & 8 Pin Decoder £18.95 DCC28 OMNI 6 Pin Decoder with Harness TBA DCC29 OMNI Direct Plug Decoder TBA BPDC27 OMNI 21 & 8 Pin Decoder (5) £89.95 BPDC28 OMNI 6 Pin with Harness (5) TBA BPDC29 OMNI Direct Plug Decoder (5) TBA DCC30 Accessory Decoder 4 Accessories £59.95 DCC31 Accessory Decoder Kato UniTrack £15.95	HANDHELD CONTROLLERS GMC-W Single Track £37.95 GMC-HH Single Track Feedback £39.95 GMC-WS Single Track Simulation £59.95	UNCOUPLERS GMC-EM1 N Electro Magnetic Uncoupler £8.95 GMC-EM2 Coupling Adaptor Fret (20) £10.95 GMC-TLU OO Tension Lock Uncoupler £4.95	N SCALE TRACK ACCESSORIES GM46 N Re-Railer £2.95 GM53 N Scale Buffer Stop TBA BPGM53 N Scale Buffer Stop (Pack of 5) TBA	MEADOW MATS GM140 Meadow Mat - Spring 6mm Grass £8.75	BULK TREES GM120 Deciduous Trees (25) £19.95 GM121 Mixed Trees (25) £19.95 GM122 Fir Trees (25) £19.95 GM123 Small Fir Trees (50) £29.95 GM124 Deciduous Trees (25) £19.95 GM125 Spruce Trees (25) £19.95
DCC ACCESSORIES 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 to 21 Pin Adaptor £4.50 DCC73 25mm JST 9 Pin Short Harness (2) £4.25	MAINS POWERED TRANSFORMERS GMC-M1 Output 2 x 16v AC £47.95 GMC-MDC Output 2 x12v DC £52.95 GMC-M2 Output 1 x 18v AC (2.5a) £52.95 GMC-M3 Output 1 x 24v AC (1.25a) £52.95 GMC-M4 Output 2 x12v AC (1.25a) £52.95 GMC-M5 Output 1 x 12v AC (5a) £84.95 GMC-M6 Output 1 x 24v AC (2.5a) £84.95 GMC-M12S Output 1 x 22v DC (5a) £99.95	TRACK ELECTRONIC HIGH FREQUENCY TRACK CLEANERS FOR DC (ANALOGUE) USE ONLY	OO GREY BALLASTED UNDERLAY SYSTEM GM114 OO/HO Granite Ballast (500g) £3.45	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 GM135X Mini Mat 45 x 30m (SINGLE) £1.65	MAKE YOUR OWN TREES GM195 Seafarm for Tree Making £20.50 GM156 Light Green Scenic Leaves (50g) £3.55 GM157 Mid Green Scenic Leaves (50g) £3.55 GM158 Dark Green Scenic Leaves (50g) £3.55
ANALOGUE CONTROL	WALL MOUNTED TRANSFORMERS GMC-WM1 Output 1 x 16v AC or 12v DC £18.95 GMC-WM2 Output 1 x 9v DC (0.6a) £18.95	AXLE-HUNG TRACK CLEANING PADS	OO BROWN BALLASTED UNDERLAY SYSTEM	STATIC GRASS SYSTEM	FLOWERS GM139 Flowerbeds £11.95
MAINS POWERED CONTROLLERS	OPEN TRANSFORMERS	GMC-HF1 Single Track Unit £38.95 GMC-HF2 Double Track Unit £48.95	GM117 OO/HO Granite Ballast (200g) £2.25 GM200 Flexible Ballasted Underlay (5m) £22.95 GM204 Point & Crossing Ballasting Kit £7.95	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	GM175 OO/HO Garden Flowers £9.25 GM176 OO/HO Water Plants £9.25 GM177 OO/HO Garden Plants £9.25 GM178 OO/HO Wild Flowers £9.25
GMC-COMBI Single Track Controller £39.95 GMC-100M Single Track £84.95 GMC-100M2 Single Track Z Scale £104.95 GMC-100MO Single Track O Scale £84.95 GMC-10LGB Single Track G Scale £99.95 GMC-10LGB5F Single Track G Scale Fan £164.95 GMC-P Single Track Simulation £99.95 GMC-PO Single Track Simulation O Scale £99.95	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 18v 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 GMTFK1 Fitting Kit for T1/T3/T4 £13.95 GMTFK2 Fitting Kit for T2 £13.95	TRACK TESTER GM37 OO/HO Track Cleaning Pads (3) £5.50 GM39 N Track Cleaning Pads (3) £5.50	N GREY BALLASTED UNDERLAY SYSTEM GM115 N Granite 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	BUDGET SCATTERS 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 GM109 Black Scatter (50g) £1.80 GM110 Red/Brown Scatter (50g) £1.80 GM112 Imitation Coal (50g) £2.25 GM116 Grey Tarmac Scatter (50g) £1.80	BRICKWORK GM30 Plain Stone Wall Grey £9.25 GM31 Grey Stone Wall & Buttresses £9.25 GM32 Grey Stone Wall & Arches £9.25 GM197 Stone Tunnel Wall £7.75 GM198 Single Tunnel Mouth & Walls £14.95 GM199 Double Tunnel Mouth & Walls £19.95
GMC-D Twin Track £94.95 GMC-DZ Twin Track Z Scale £109.95	MODULES GMC-SS1 Super Shuttle Unit £32.95 GMC-SS1LGB Super Shuttle Unit G Scale £44.95 GMC-SS2 Station Stop Unit £37.95	GM52 Multi Scale Track Tester £4.95	N BROWN BALLASTED UNDERLAY SYSTEM GM119 N Brown Ballast (500g) £3.45 GM211 N Flexible Ballasted Underlay (5m) £22.95 GM215 Point & Crossing Ballasting Kit £7.95	LICHENS & HEDGES	BACKSCENES GM701 Large Valley Backscene £7.95 GM702 Large Countryside Backscene £7.95 GM703 Large Open Field Backscene £7.95

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TSN81 Enamel Advert Signs 1 £1.95
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TSO96 Enamel Advert Signs £2.50
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TSO98 Enamel Advert Signs £2.50
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TSO103 GWR Travel Posters Small £2.50
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GM634 4mm G/Fibre Refills (10) £7.50
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GM636 2mm G/Fibre Refills (5) £6.50
GM638 Cutting Brushes 0.6-2.0 £15.50
GM640 Archimedian Drill Stock £5.95

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GM603 A5 Cutting Mat £2.95
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GM605 Flat Nose Pliers £6.75
GM606 Side Cutters £6.75
GM607 Half Round Pliers £6.75
GM608 Bent Nose Pliers £6.75
GM609 S/Steel Tweezers (4) £7.95
GM610 Double Ended Pin Vice £5.75
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GM615 Plastic Scalpel & Blades £5.50
GM616 Cutting Knife & S Blades £2.40
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GM626 Straight Tweezer R/Action £3.95
GM627 Blunt End Tweezer R/Action £3.95
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GM631 Slitting Discs (10) & Mandrel £5.25
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GM634 4mm G/Fibre Refills (10) £7.50
GM635 2mm Glass Fibre Pencil £9.50
GM636 2mm G/Fibre Refills (5) £6.50
GM638 Cutting Brushes 0.6-2.0 £15.50
GM640 Archimedian Drill Stock £5.95

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GM646 HSS Jibbs Drills 1.8 (5) £3.65
GM647 HSS Jibbs Drills 2.0 (5) £3.35
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GM649 Microbox HSS Twist Drill Bits 61-80 £17.15
GM650 HSS Jibbs Drills 0.3 (5) £7.15
GM651 HSS Jibbs Drills 0.4 (5) £5.65
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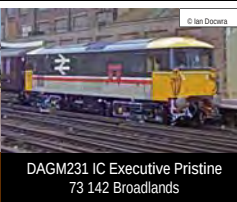
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DAGM230 Pullman - £69.95
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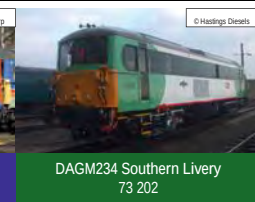
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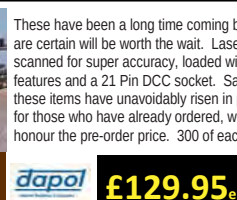
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DAGM220 Class 66 DB Schenker
66 001



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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.

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00 Stone / PO332 / £15.99
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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
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N / PN139 / £9.50

GWR Signal Box

Die cut card kit featuring fine laser cut components. Can be built either brick or stone.
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TOWN & COUNTRY



Semi-Detached Houses

A pair of inter-war Voysey stylehouses.

00 / PO266 / £12.50
N / PN166 / £8.50 (2pairs in this kit)



Low Relief Cinema

Cinema and two shops. Ideal for high street backdrop scene.

00 / PO206 / £9.20
N / PN170 / £6.50

TOWN & COUNTRY



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

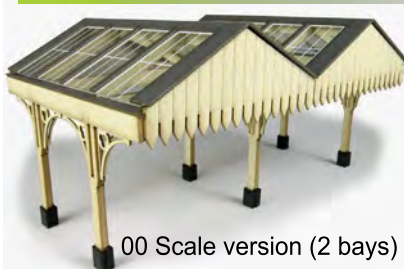


Platform Underpass

Two stairways that disappear in to an imaginary subway.

00 / PO400 / £6.50
N / PN816 / £5.50

RAILWAY



00 Scale version (2 bays)

N Scale version (4 bays)



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.

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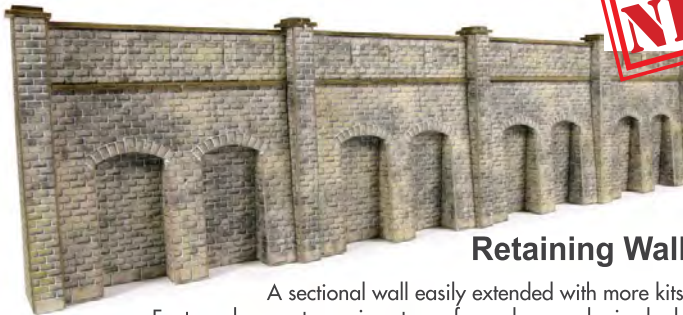
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Retaining Wall

A sectional wall easily extended with more kits. Features laser cut capping stones for a clean and crisp look.

N Codes: PN144 Stone - PN145 Brick £8.99

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Tapered Retaining Walls

A pair of sloping walls designed to stand either end of retaining walls. Can also be built to make a ramped roadway up to the bridge height.

N Codes: PN148 Brick - PN149 Stone £8.99

00 Codes PO248 Brick - PO249 Stone £12.99

Note: Two tapered walls kits are needed to make a ramp for either side of the bridge as shown here.



RAILWAY



Railway Bridge

Designed to be used with the retaining walls.

Can be made double or single track over the top.

N Codes: PN146 Brick - PN147 Stone £11.99

00 Codes PO246 Brick - PO247 Stone £13.99

Three new style kits made to go together to create all kinds of split level scenes without the need for lots of custom building.

ALL THREE KITS AVAILABLE IN BRICK OR STONE STYLES

TOWN & COUNTRY



00/H0 Parish Church

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PO226 - £15.99

N scale version also available but doesn't contain laser cut components and is a slightly different design. PN126 - £8.25

TOOLS

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Ultra fine applicators for precise flow of liquid glue, an essential tool when building our finer scale kits. Pack of 3 (glue not included).

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MIDI KIT



Wooden Pavilion

A sports or cricket clubhouse.

Ideal for the edge of a village green.

00 / PO410 / £6.50

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 covered bridge detailed inside and out. Includes extra lower steps for non platform height.

00 / PO236 / £10.35

N / PN136 / £9.50



Span 170mm.



Easily add on extra kits to extend the bridge over more tracks.

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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 "Trimbrush" in BR lined green with early emblem
(Prices estimated - we will notify you if price rises & offer option to cancel)

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31-781 7903 'Foremarke Hall' in BR lined black with early emblem and Hawksworth tender
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31-169 50795 in BR lined black with early emblem

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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
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H1407 58xx 5802 in GWR unlined green G W R
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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
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Very Heavily Weathered



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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



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



31-931 Class 1000 Midland Compound 4-4-0 1189 in LMS black (Bac)£118.96
31-932DC Class 1000 Midland Compound 4-4-0 40934 in BR lined black early emblem. DCC On Board (Bac)£135.96



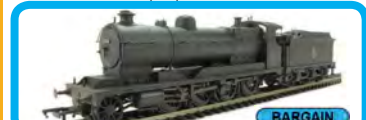
31-933 Class 1000 Midland Compound 4-4-0 41157 in BR lined black late crest (Bac)£118.96



R3106 Class 2800 2-8-0 steam loco 2807 in GWR as preserved (Hor)£120



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



31-128^ Class 30xx 2-8-0 ROD 3036 in BR black early emblem - weathered (Bac) (list £139.95)BARGAIN£82
31-727 Class 3700 City 4-4-0 3439 'City Of London' GWR Green Monogram (Bac)£106.21
R3006 Class 3800 2-8-0 3864 in BR weathered black early emblem. (Hor) £106



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



31-628DC Class 3F 0-6-0 43620 in BR black late crest - weathered. DCC On Board (Bac)£101.96
32-129A Class 45xx Prairie tank 2-6-2 4545 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) (list £115.45)BARGAIN£89



31-187 Class 5XP Jubilee 4-6-0 5664 'Nelson' in LMS crimson (Bac) NEW£110.46



31-213DS Class 6P Patriot 4-6-0 45504 'Royal Signals' in BR green late crest. DCC Sound Fitted (Bac) (list £268)BARGAIN£189
31-013 Class 7F 2-8-0 S&DJR 53808 BR black late crest & Deeley tender (Bac)£110.46



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) (list £149.95)BARGAIN£89



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



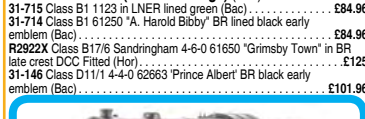
R3280 Class A4 4-6-2 4496 'Golden Shuttle' in LNER Garter blue - Railroad range (Hor)£71.30
31-964 Class A4 4-6-2 60004 'William Whitelaw' BR lined green late crest (Bac)£99



R2784X Class A4 4-6-2 60022 'Mallard' in BR green late crest - DCC Fitted (Railroad Range) (Hor)£86
31-715 Class B1 1123 in LNER lined green (Bac)£84.96
31-714 Class B1 61250 'A. Harold Bibby' BR lined black early emblem (Bac)£84.96
R2922X Class B176 Sandringham 4-6-0 61650 'Grimby Town' in BR late crest DCC Fitted (Hor)£125
31-146 Class D11/1 4-4-0 62663 'Prince Albert' BR black early emblem (Bac)£101.96



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



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



31-138 Class D11/2 4-4-0 62682 'Haystoun of Bucklaw' in BR black early emblem (Bac) NEW£106.21



31-138 Class D11/2 4-4-0 62682 'Haystoun of Bucklaw' in BR black early emblem (Bac) NEW£106.21



31-137 Class D11/2 4-4-0 6385 'Luckie Mucklebackit' in LNER black (Bac) NEW£106.21



31-319 Class J11 Robinson (GCR 8J) 64311 BR black early emblem (Bac) £76.46
31-320DC Class J11 Robinson (GCR 8J) 64325 BR black late crest. DCC Fitted (Bac)£91.76



R3228 Class J94 0-6-0 12 in National Coal Board blue (Hor) NEW£68.10



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



R3010X Class N15 King Arthur SR E771 'Sir Sagamore' in Southern green DCC Fitted (Hor) NEW£134



31-012 Class O4 2-8-0 Robinson ROD 63743 (shed 9G) in BR black late crest - weathered. Ltd Edition of 512 (Bac) (list £148.72)BARGAIN£119
R3108 Class T9 Greyhound 4-4-0 708 SR black sunshine lettering (Hor)£112.20
R3107 Class T9 steam loco 4-4-0 30313 BR lined black late crest & tender (Hor)£92
R3194 Class V Schools 4-4-0 30397 'Epsom' BR black early emblem (Hor) £112
32-954 Standard class 4MT 2-6-0 76058 BR lined black early emblem (Bac)£93.46



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



32-955 Standard class 4MT 2-6-0 76109 in BR lined black late crest (Bac)£93.46
32-508 Standard Class 5MT 73049 BR lined green late crest & BR1 tender (Bac)£106.21
32-509 Standard class 5MT 73109 in BR lined black early emblem and BR1B 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 BR black with late crest. DCC On Board (Bac)£125.29



25-2014 Bachmann OO Scale Silver Anniversary Set Class 5P Jubilee & Class 47 locos in wooden box certificate (Bac)£212.46
R2669 Class 08 diesel shunter BR red, 2 x open wagons and 1 x box van (Hor)£42.50



10001HAP- 10001 BR Brunswick green orange, black & orange lining. Aug 1956 - Oct 1957. (Dap) (list £105)BARGAIN£94
R3283 Bagnall shunter in red - Railroad range (Hor)£27.80



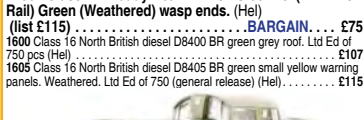
32-431DC Class 24 24077 in BR blue indicator discs. DCC Fitted (Bac)£89.21
2661 Class 2601 diesel D5301 in BR green early version (Hel)£95
2662 Class 2601 diesel D5309 in BR green early version (Hel)£95



1405^ Class 14 'Teddy Bear' (ex British Rail Green) Blue Circle Cement (ex D9526) (Weathered). (Hel) (list £115)BARGAIN£75



1406^ Class 14 'Teddy Bear' British Steel '45' (Ex British Rail) Green (Weathered) wasp ends. (Hel) (list £115)BARGAIN£75



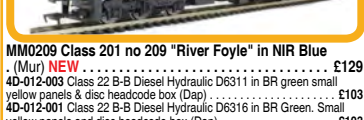
1600 Class 16 North British diesel D8405 BR green small yellow warning panels. Weathered. Ltd Ed of 750 (general release) (Hel)£115



1717 Class 17 diesel D8606 green full yellow ends (Hel)£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



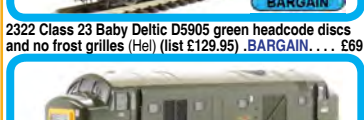
40-012-003 Class 22 B-B Diesel Hydraulic D6311 in BR green small yellow panels & disc headcode box (Dap)£103
40-012-001 Class 22 B-B Diesel Hydraulic D6316 in BR Green. Small yellow panels and disc headcode box (Dap)£103
40-012-002 Class 22 B-B Diesel Hydraulic D6327 in BR Green. Amended yellow panels and disc headcode box (Dap)£103



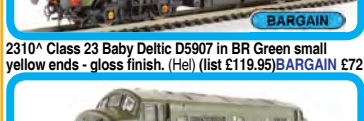
2320 Class 23 Baby Deltic D5900 green headcode discs and frost grilles - gloss (Hel) (list £129.95)BARGAIN£69



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



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



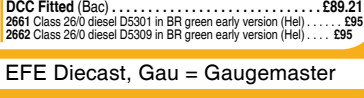
2310^ Class 23 Baby Deltic D5907 in BR Green small yellow ends - gloss finish. (Hel) (list £119.95)BARGAIN £72



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



2300 Class 23 Baby Deltic diesel D5900 in BR Green Small Yellow Panels and 4 character headcode. (Hel) (list £119.95)BARGAIN£76
2308^ Class 23 Baby Deltic diesel D5900 in BR Green large yellow ends (Hel) (list £119.95)BARGAIN£72



32-431DC Class 24 24077 in BR blue indicator discs. DCC Fitted (Bac)£89.21
2661 Class 2601 diesel D5301 in BR green early version (Hel)£95
2662 Class 2601 diesel D5309 in BR green early version (Hel)£95

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www.ehattons.com/brm13,000+ items available
with live stock information2724 Class 27 BRCW Sulzer diesel D5353 in BR green (Hel) (list £99.95) **BARGAIN** £692723 Class 27 BRCW Sulzer diesel D5361 in BR green small yellow panels (Hel) (list £99.95) **BARGAIN** £692709 Class 27 BRCW Sulzer diesel D5389 in BR blue small yellow panels (Hel) (list £99.95) **BARGAIN** £692800~ Class 28 Co-Bo Diesel D5700 Full BR Green - modified windows. (Hel) (list £125) **BARGAIN** £802801 Class 28 Co-Bo Diesel D5705 BR Green Small Yellow Panels (as preserved). (Hel) (list £125) **BARGAIN** £89
2808~ Class 28 Co-Bo Diesel D5706 BR Green Full Yellow Ends. (Hel) (list £125) **BARGAIN** £892807~ Class 28 Co-Bo Diesel D5711 in Full BR Green modified windows. (Hel) (list £125) **BARGAIN** £89
2810~ Class 28 Co-Bo Diesel D5714 Full BR Green - modified windows. (Hel) (list £125) **BARGAIN** £892803~ Class 28 Co-Bo Diesel D5718 BR Green Small Yellow Panels (Weathered). (Hel) (list £132) **BARGAIN** £98
R3067 Class 31 Diesel Electric 31256 BR Blue (Railroad Range) (Hor) (list £64.99) **BARGAIN** £573433 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
3521 Class 35 Hymek D7003 in BR green (Hel) **NEW** £943518 Class 35 Hymek D7062 in BR green small yellow panels (Hel) **NEW** £943519 Class 35 Hymek D7064 in BR blue small yellow warning panels (Hel) **NEW** £94

32-781A Class 37/0 37034 BR Blue Split Head Code - weathered (Bac) £97.71

32-480DS Class 40 D211 "Mauretania" in BR green indicator discs. DCC Sound on board (Bac) (list £244.95) **BARGAIN** £189
4748 Class 47 Un-numbered BR green full yellow ends (Hel) (list £89) **BARGAIN** £60
31-656D Class 47/0 D1677 "Thor" BR green full yellow ends. DCC On Board (Bac) £106.21
31-655 Class 47/3 47301 "Centurion" BR Railfreight grey red stripe (Bac) £93.46
32-816 Class 47/3 47365 "Diamond Jubilee" BR Railfreight Distribution (Bac) £93.46
32-817 Class 47/7 47745 Royal London Society For The Blind RES red & grey (Bac) £93.4632-815 Class 47/8 47834 "Fire Fly" BR Intercity Swallow (Bac) £93.46
4D-003-005 Class 52 D1072 "Western Glory" BR blue full yellow panel (Dap) £109
4D-003-007 Class 52 diesel D1012 "Western Firebrand" in BR maroon small yellow panels (Dap) £1194D-003-011 Class 52 diesel loco D1002 "Western Explorer" in BR green small yellow panels (Dap) £109
4D-003-009 Class 52 diesel loco D1021 "Western Cavalier" in BR blue full yellow ends (Dap) £109

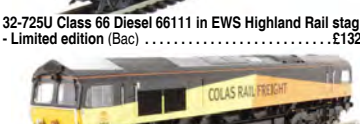
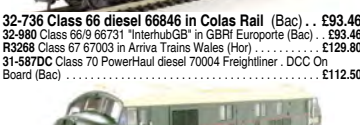
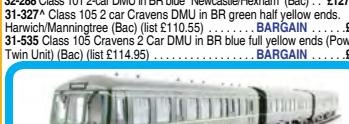
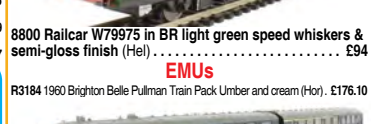
4D-003-008 Class 52 diesel loco D1023 "Western Fusilier" in BR maroon small yellow panels (Dap) £109

4D-003-012 Class 52 diesel loco D1026 "Western Centurion" BR blue full yellow ends - weathered (Dap) £113
32-529B Class 55 Deltic D9011 in BR two-tone green. Weathered (advertised earlier as "pristine") (Bac) £93.46
5822 Class 58 58006 Railfreight Redstripe Livery (Hel) £125
5824 Class 58 58030 in EWS Livery (Hel) £125
5823 Class 58 58036 Railfreight Redstripe Livery Orange Cantail Stripe. (Hel) £125

5821 Class 58 58045 Railfreight Coal Livery (Hel) £125

32-725X Class 66 66050 "EWS Energy" in EWS - limited edition etched nameplates (Bac) £129.95
32-734A Class 66 diesel 66101 in DB Schenker - weathered (Bac) £97.71

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

32-736 Class 66 diesel 66846 in Colas Rail (Bac) £93.46
32-980 Class 66/9 66731 "InterhubGB" in GBRI Europorte (Bac) £93.46
R3268 Class 67 67003 in Arriva Trains Wales (Hor) £129.80
31-587DC Class 70 PowerHaul diesel 70004 Freightliner. DCC On Board (Bac) £112.5031-995 Class D16 LMS 10000 in BR Brunswick green lined orange & black (Bac) £99
31-996 Class D16 LMS 10000 BR Brunswick green part eggshell blue waistband (Bac) £9932-928 Class 150/1 2-car DMU 150150 in BR Regional Railways Sprinter - weathered. (Bac) **NEW** £135.954010- English Electric DP2 prototype in BR Brunswick green (as per 1962 to May 1965) (Hel) (list £129.95) **BARGAIN** £754011- English Electric DP2 prototype in BR two-tone green (as per 1965 until withdrawal in 1967) (Hel) (list £129.95) **BARGAIN** £704005- Lion Diesel loco D0260 in white 5 gold stripes (Hel) (list £129.95) **BARGAIN** £7032-285 Class 101 2 Car DMU in BR green speed whiskers "Newcastle/Middlesbrough" (Bac) £127.46
32-288 Class 101 2-car DMU in BR blue "Newcastle/Higham" (Bac) £127.46
31-327~ Class 105 2-car Cravens DMU in BR green half yellow ends. Harwich/Manningtree (Bac) (list £110.55) **BARGAIN** £79
31-535 Class 105 Cravens 2-car DMU in BR blue full yellow ends (Power Twin Unit) (Bac) (list £114.95) **BARGAIN** £6732-913~ Class 108 3 Car DMU in BR green speed whiskers "Middlesbrough" (Bac) (list £169.95) **BARGAIN** £82
8920 Class 128 DPU 55991 in BR blue yellow ends "Parcels Service" (Hel) £948923 Class 128 DPU 55991 in Royal Mail Letters red (Hel) £94
8921 Class 128 DPU 55992 in Royal Mail Letters red (Hel) £948940 Class 128 DPU Blue full yellow ends and flush fronts M55993 (Hel) (list £119.95) **BARGAIN** £698942 Class 128 DPU in BR blue - weathered M55995 (Hel) (list £129.95) **BARGAIN** £698991 Class 128 DPU in BR green small yellow panels & Midland style fronts M55989 (Hel) £94
8990 Class 128 DPU BR green speed whiskers and Midland style fronts M55987 (Hel) £948941 Class 128 DPU in Royal Mail red full yellow ends and flush fronts 55995 (Hel) (list £119.95) **BARGAIN** £698902 Class 128 DPU W55991 in early BR blue white cab roof domes and yellow gangway door covers (Hel) (list £119.95) **BARGAIN** £69
8922 Class 128 DPU W55992 in BR blue yellow ends & no branding "Scooby Doo" - weathered (Hel) £100B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) £56
B800BR Blue Non-motorised OO Track Cleaner motorised cleaning heads and vacuum in BR blue (Dap) £5231-256DC Class 251 Blue Pullman 6-car Midland set in Nanking blue full yellow ends. DCC Fitted (Bac) (list £349.95) **BARGAIN** £290
32-516A Derby Lightweight 2 Car DMU BR green speed whiskers (Bac) £123.2132-517~ Derby Lightweight 2-car DMU in BR blue (Bac) (list £144.95) **BARGAIN** £648704 Railbus W&M E79962 in green large yellow panel - weathered. (Hel) (list £129.95) **BARGAIN** £79
8710 Railbus W&M Laboratory 20 "Elliot" RTC red & blue (Modelzone Exclusive) (Hel) £97

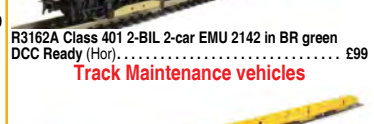
8800 Railcar W79975 in BR light green speed whiskers & semi-gloss finish (Hel) £94



R3184 1960 Brighton Belle Pullman Train Pack Umber and cream (Hor) £176.10

R3258 Class 2-BIL 2-car EMU in BR blue (Hor) £120.70
R3259 Class 2-BIL 2-car EMU BR blue - As preserved at the NRM (Hor) £120.70

R3290 Class 2-HAL 2-car EMU in BR green small yellow ends (Hor) £120.70

R3260 Class 2-HAL 2-car EMU in SR green (Hor) £120.70
R3162AX Class 401 2-BIL 2-car EMU 2142 in BR green DCC Fitted (Hor) £114

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



B859NRY2 MRA side-tipping ballast train. 5 car unit & generator vehicle. Network Rail yellow new running number. Pristine (B859A) (Dap) £118



B859RTBG2 MRA side-tipping ballast train. 5 car unit & generator vehicle. Railtrack blue/grey. Pristine (Dap) £89



B800BR Green Non-motorised OO Track Cleaner motorised cleaning heads and vacuum in BR green (Dap) £52



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36-165A Plasser Tamper track maintenance machine (motorised) (Bac) £59.46

Track cleaning fluid

B805 100ml of track cleaning fluid for the B800 Track cleaner (Dap) ... £7

Train sets - analogue



R1167 Flying Scotsman Set 3 x LNER coaches (loco has 3-pole motor) (Hor) £120



30-077 Midnight Metropolitan 32-217 style London Transport maroon pannier (different number to 30-076 version) (Bac) £89.24

30-160 Rural Commuter set Class 105 2 car DMU BR green small yellow panels (Bac) £84.99

30-125 St. Blazey Hauler set BR Blue Class 06 08839, 2 x China clay wagons & Brake van (Bac) £80.74

30-307 Starter set "Jack the Saddle Tank" (Bac) £55.24



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

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 3650 in GWR shirtpuck 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



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

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

R4633 BR blue & grey MK3 TF first class lights (Hor) £32.90



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

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



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

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



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

R4606 BR blue Ex-LMS 50' full brake (Hor) £33.30

R4620 BR crimson and cream Mk1 SO second open (Hor) £23.10

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

R4408A 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

R4411A BR Hawksworth (Post 1953) Brake 3rd in BR Maroon (Hor) (list £40.25) BARGAIN £21

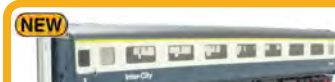
R4408A BR Hawksworth (Pre 1953) 1st / 3rd Brake in BR Carmine & Cream (Hor) (list £40.25) BARGAIN £21

R4406A BR Hawksworth (Pre 1953) Brake 3rd (Hor) £21

R4634 BR InterCity blue & grey MK3 TS second class lights (Hor) £32.90



R4614 BR blue & grey MK2E FO first open (Hor) £23.10



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

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



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

R4606 BR blue Ex-LMS 50' full brake (Hor) £33.30

R4620 BR crimson and cream Mk1 SO second open (Hor) £23.10

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

R4408A 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

R4411A BR Hawksworth (Post 1953) Brake 3rd in BR Maroon (Hor) (list £40.25) BARGAIN £21

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

R4406A BR Hawksworth (Pre 1953) Brake 3rd (Hor) £21

R4634 BR InterCity blue & grey MK3 TS second class lights (Hor) £32.90

R4619 BR Maroon Mk1 BG full brake/parcels coach (Hor) £23.10

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 TSO tourist second open - Railroad range (Hor) £18.50

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

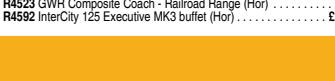
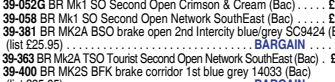
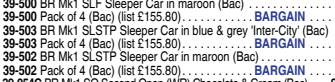
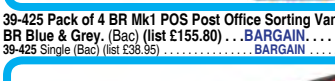
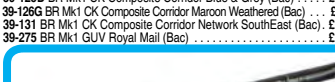
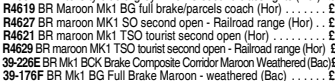
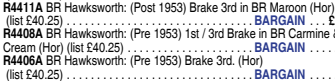
39-176F BR Mk1 BG Full Brake Maroon - weathered (Bac) £29.71

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

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

39-131 BR Mk1 CK Composite Corridor Network SouthEast (Bac) £28.01

39-275 BR Mk1 GUV Royal Mail (Bac) £28.01



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

39-381 BR Mk2A BSO brake open 2nd InterCity blue/grey SC9424 (Bac) (list £25.95) BARGAIN £12

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

39-025 BR Mk1 CK Composite Corridor Network SouthEast (Bac) (list £25.95) BARGAIN £12

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

R4521B Gresley (Non Vestibuled) suburban composite in BR maroon (Hor) £37.90

R4523 GWR Composite Coach - Railroad Range (Hor) £16

R4592 InterCity 125 Executive MK3 buffet (Hor) £26.40



R4593 InterCity 125 Executive MK3 TGS (Hor) £26.40

R4631 InterCity 125 Executive MK3 TF first class (Hor) £26.40

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

R4632 InterCity 125 Executive MK3 TS second class (Hor) £26.40

R4632A InterCity 125 Executive MK3 TS second class (Hor) £26.40

R4632B InterCity 125 Executive MK3 TS second class (Hor) £26.40



R4618 InterCity MK2E BSO brake second open (Hor) £23.10

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



R4617 InterCity MK2E FO first open (Hor) £23.10

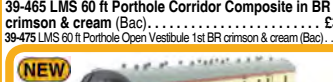
R4623 InterCity MK2E FO first open - Railroad range (Hor) £21.30

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

39-450 LMS 57 ft Porthole Corridor 3rd in BR crimson & cream (Bac) £33.96

39-450 Pack of 4 (Bac) (list £159.80) BARGAIN £125

39-470 LMS 60 ft Porthole Corridor Brake 1st 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



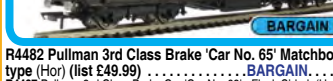
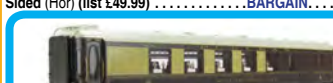
34-326A Period III 50ft parcels van in BR crimson & cream (Bac) £21.21

34-330 Period III 50ft parcels van in BR departmental black 'Electrification' (Bac) £21.21



34-331 Period III 50ft. Ex-LMS PIII BG Van Tartan Arrow (Bac) £21.21

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



36204 Routemaster Coach & Trailer "B.E.A. Sovereign Holidays" (EFE) £26

R4577A Thompson non-corridor brake third in BR maroon (Hor) £29

Wagons

33-179A Pack of 4 10 ton salt wagon in ICI/Fleetwood Salt (Bac) (list £46) BARGAIN £34

33-179A Single (Bac) £9.78

38-476 12 ton non-ventilated van corrugated ends BR bauxite (late) (Bac) £11.86

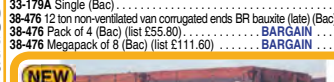
38-476 Pack of 4 (Bac) (list £55.80) BARGAIN £42

38-476 Megapack of 8 (Bac) (list £111.60) BARGAIN £78



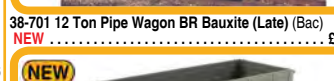
38-701 12 Ton Pipe Wagon BR Bauxite (Late) (Bac) £17.81

38-702 12 Ton Pipe Wagon BR Engineers Olive Green (Bac) £17.81



38-162 12 ton planked ventilated van in Departmental olive green (Bac) £11.86

38-072 12 ton Southern 2+2 planked ventilated van in Express Dairies Eggs (Bac) £11.86



38-084 12 ton Southern 2+2 planked ventilated van in SR small logo (Bac) £11.86

37-731A 12 ton ventilated van in BR WR grey (Bac) £11.86

37-731A Pack of 4 (Bac) (list £55.80) BARGAIN £42



38-376*~ Single (Bac) (list £13.95) BARGAIN £9.50

38-376*~ Pack of 4 (Bac) (list £55.80) BARGAIN £34



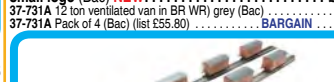
38-325*~ Single (Bac) (list £14.50) BARGAIN £10

38-325*~ Megapack of 8 (Bac) (list £116) BARGAIN £74



38-327*~ Single (Bac) (list £14.50) BARGAIN £9.50

38-327*~ Pack of 4 (Bac) (list £58) BARGAIN £36



37-356 13 ton steel sand tippler wagon in Departmental olive green (Bac) £10.16



Opening Hours

Shop 8am to 6pm Mon to Sat
10am to 4pm Sun

Phones 7am to 9pm Mon to Thu
8am to 6pm Fri & Sat
9am to 5pm Sun

NEW



37-378 16 ton pressed end door steel mineral wagon in BR grey (Bac) **NEW** £10.16



37-253B 16 ton steel mineral wagon without top flap doors in BR grey - weathered (Bac) £11.01

NEW



33-307 20 ton Toad brake van in BR bauxite (Bac) **NEW** £10.37

NEW



33-308 20 ton Toad brake van in BR grey - weathered (Bac) **NEW** £10.88

- 38-402A 25 ton Pill Box brake van in BR bauxite (Bac) £20.36
38-401A 25 ton Pill Box brake van in BR grey - weathered (Bac) £21.21
33-825G 25 Ton Queen Mary brake van in BR bauxite (Bac) £16.11
37-931 3 plank wagon in BR Departmental olive green (Bac) £9.31
37-933 3 plank wagon in LMS grey (Bac) £9.31
R6606 3 x HAA MGR coal wagons (Railroad range) (Hor) £19
R6606 Box of 12 (Hor) (list £24.9) BARGAIN £210
33-928B 30 Ton bogie bolster in BR grey steel girders (Bac) £12.71
33-928B 30 Ton Bogie Bolster in BR grey Steel Pipes (Bac) £12.71
38-041B 31 Tonne OBA open wagon in Railfreight (Bac) £16.53
38-041B Pack of 4 (Bac) (list £77.80) BARGAIN £60
38-041B Megapack of 8 (Bac) (list £155.60) BARGAIN £116
38-058* 31 tonne OCA dropside open wagon in EWS - weathered (Bac) (list £21.95) BARGAIN £11
38-058* Pack of 4 (Bac) (list £87.80) BARGAIN £39
38-058* Megapack of 8 (Bac) (list £175.60) BARGAIN £76
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 £72
38-120B Megapack of 8 (Bac) (list £191.60) BARGAIN £136
38-126A 35 Ton VBB box van sliding door in BR bauxite - weathered (Bac) (list £23.95) BARGAIN £20.36
38-126A Pack of 4 (Bac) (list £95.80) BARGAIN £72
38-126A Megapack of 8 (Bac) (list £191.60) BARGAIN £136



38-130A Megapack of 8 40 Tonne YGH Sealion bogie hopper wagon in olive green - weathered (Bac) (list £263.60) BARGAIN £194
38-130A Single (Bac) £28
38-130A Pack of 4 (Bac) (list £131.80) BARGAIN £102



33-902 45 ton bogie well wagon in BR Departmental black (Bac) £8.84
33-979A 45 Ton bogie well wagon in LNER grey boiler load (Bac) £12.71
33-979A Pack of 4 (Bac) (list £59.80) BARGAIN £44
33-979A Megapack of 8 (Bac) (list £119.60) BARGAIN £82
37-582C 45 ton TTA tank in Shell black (Bac) £13.56
38-064 45 tonne glw MEA open box wagon in EWS - weathered (Bac) £13.56
37-036 5 plank wagon floor in Tarbiturmac (Bac) £7
37-036 Pack of 4 (Bac) (list £37.50) BARGAIN £26
38-151A* 80 Tonne glw BDA bogie bolster wagon in Railfreight (Bac) (list £21.80) BARGAIN £15
38-151A* Pack of 4 (Bac) (list £87.20) BARGAIN £58
38-151A* Megapack of 8 (Bac) (list £174.40) BARGAIN £104
38-352A BAA steel carrier steel coils in Railfreight red & black (Bac) £22.06
R6682 Extra long COT Van A in LNER (Hor) £20.30



38-345A* Megapack of 8 FNA Nuclear Flask Wagon flat floor & round buffers in standard buff - Flask 9 (Bac) (list £240.80) BARGAIN £128
38-345A* Single (Bac) (list £30.10) BARGAIN £17
38-345A* Pack of 4 (Bac) (list £120.40) BARGAIN £65



38-346A* Megapack of 8 FNA nuclear flask wagon sloping floor, changeover valve & round buffers in standard Buff - Flask 21 (Bac) (list £240.80) BARGAIN £130
38-346A* Single (Bac) (list £30.10) BARGAIN £18
38-346A* Pack of 4 (Bac) (list £120.40) BARGAIN £68
R6366 Fuel wagon pack with Shell, Texaco & Total tankers (Hor) £12

NEW



R6625 GWR Mogo Van (Hor) **NEW** £10



38-679- GWR Shunters Truck BR Black 'Margam Jn' Weathered (Bac) (list £18.95) BARGAIN £14
37-313 Intermodal bogie wagon 2 x 45ft containers in Maersk (Bac) £42.46
BHSpec856d* IOA Network Rail bogie ballast wagon, 70 5992 033-3. Hatton's Limited edition of 500 - Pristine (Dap) (list £19.95) BARGAIN £12
BHSpec856b* IOA Network Rail bogie ballast wagon, 70 5992 045-3. Hatton's Limited edition of 500 - Pristine (Dap) (list £19.95) BARGAIN £12
BHSpec856c* IOA Network Rail bogie ballast wagon, 70 5992 077-1. Hatton's Limited edition of 500 - Pristine (Dap) (list £19.95) BARGAIN £12
38-250 IPA twin double deck car transporter in STVA red (Bac) £37
38-250 Pack of 4 (Bac) (list £199.30) BARGAIN £140
38-240* MBA Megabox high-sided bogie box wagon in EWS (with buffers) (Bac) (list £25.20) BARGAIN £16
38-240* Pack of 4 (Bac) (list £100.80) BARGAIN £62
38-240* Megapack of 8 (Bac) (list £201.60) BARGAIN £119
38-242* MBA Megabox high-sided bogie box wagon in EWS - weathered (without buffers) (Bac) (list £27) BARGAIN £14
38-242* Pack of 4 (Bac) (list £108) BARGAIN £54
38-242* Megapack of 8 (Bac) (list £216) BARGAIN £104
38-300 OTA (ex-VDA) timber carrier lumber load in BR Railfreight (Bac) £20
38-300 Pack of 4 (Bac) (list £99.80) BARGAIN £77



38-301*~ Megapack of 8 OTA (ex-VDA) timber carrier lumber load in EWS (Bac) (list £199.60) BARGAIN £104
38-301*~ Single (Bac) (list £24.95) BARGAIN £14
38-301*~ Pack of 4 (Bac) (list £99.80) BARGAIN £52
37-365 Pack of 3 13 ton steel sand tippler wagon in Taunton Concrete - weathered (Bac) **NEW** £30.56
37-672 Pack of 3 14 Ton tank wagons in British Tar - weathered (Bac) £38.21
37-671 Pack of 3 14 Ton tank wagons in Fina - weathered (Bac) £38.21



37-236 Pack of 3 16 ton steel mineral wagons in NCB top flap doors - weathered (Bac) £30.56
37-981 Pack of 3 Conflat wagons in BR bauxite AF containers in light blue - weathered (Bac) £36.51



37-982 Pack of 3 Conflat wagons in BR bauxite BD containers in BR crimson - weathered (Bac) £36.51

Analogue controllers

36-560 Plug in 0.7 Amp transformer separate speed controller, track connector wires & power clip (Bac) £25.54

DCC decoders



36-554 21-pin 3-function 2-sided 1A decoder back EMF for slow running (Bac) £12



DCC-21PIN-Direct Box of 10 21-pin 4-function 1.1Amp direct plug decoder back EMF (Hat) £110
DCC-21PIN-Direct Single (Hat) £12
DCC-21PIN-Direct Box of 5 (Hat) £57



36-557 Pack of 5 21-pin E-Z Command 4-function 1A decoder back EMF (Bac) (list £92.50) BARGAIN £70
36-557 Single (Bac) £14.50



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



DCC-8PIN-Direct Box of 10 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) £105
DCC-8PIN-Direct Single (Hat) £13
DCC-8PIN-Direct Box of 5 (Hat) £59
DCC-2218 ZEN 218 21 & 8-pin 4-function 1.1A Decoder Stay Alive (22x16x4mm) (DCC) £25
DCC-2218-5 ZEN 218 21 & 8-pin 4-function 1.1A Decoder Stay Alive (22x16x4mm) (5 Pack) (DCC) £100
DCC-2360 ZEN 360 8-pin Direct 4-function 1.1A Decoder Stay Alive (14.2x12.5x3.5mm) (DCC) £25
DCC-2N6D-5 ZEN 6-pin Direct 2-function 1.1A Decoder Stay Alive (13.5x8.5x3mm) (5 Pack) (DCC) £100

DCC accessory decoders



R8247 DCC accessory decoder (for points and motors) (Hor) £32
PC2 One Touch DCC Quad Point Controller x 4 (Tra) £32

DCC controllers



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

R8312 e-LINK Module, Railmaster Software & 1 Amp Transformer (PC/Laptop Required) (Hor) £68



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

Point motors

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

Lighting equipment

DML-GWRSWVP 6 upright platform lamps and 2 swan-neck wall lamps - GWR (DCC) £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) £23.30
SL-110 Finescale rail joiners/fishplates (for code 70, 75 & 83) for OO & HO gauge - Pack of 24 (Pec) £22.20
SL-11 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 incl Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pec) £2
36-000 Mk2 Couplings NEM shaft (straight) pocket x 10 (Bac) £8
19KADE NEM-352 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

R8097 Metal 3 hole disc wagon wheels on axles (10 axles) (Hor) £6.50

Buildings - railways

PO213 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 £18
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
44-187 Great Central Signal Box (145 x 60 x 105mm) (Bac) £46.71
44-144 Highley Station Booking Hall (215 x 80 x 105mm) (Bac) £59.46
44-184 Mechanical Wash Plant (96 x 96 x 75mm) (Bac) £33.96



44-0016 Narrow gauge station (Bac) **NEW** £50.96
PO216 Platform kit in red brick - Makes up to 8ft (Card Kit) (Met) £9



44-0014 Post-war platform shelter (103 x 24 x 57mm) (Bac) **NEW** £16.96



44-0015 Post-war station canopy (238 x 122 x 42mm) (Bac) **NEW** £21.21



44-0013 Post-war system-built station (205 x 85 x 57mm) (Bac) **NEW** £50.96
44-164 Shillingstone Station Building (265 x 120 x 105mm) (Bac) £59.46
PO235 Shillingstone Platform Kit (Met) £9
44-178 Traction Servicing Depot (320 x 142 x 100mm) (Bac) £73.91

Man-made scenic structure - railway-related



44-0007 2 curved platforms - second radius (Bac) **NEW** £21.21



89121 21.5 metre (90ft) Motorised turntable - ready for installation. Upgraded 89111. For HO/OO 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
R636 Double track level crossing (Hor) £18
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
R460 Straight Platform (Hor) £3.50

Signals



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

EM6008 3 house terrace (Poc) £15



44-244 Low relief accountants (80 x 24 x 115mm) (Bac) **NEW** £20.36



44-246 Low relief terraces (120 x 19 x 104mm) (Bac) **NEW** £22.91



44-257 Low relief Victorian school (249 x 39 x 92mm) (Bac) **NEW** £33.96

44-549 Market Stalls x 2 (43 x 25 x 30mm) (Bac) £16.96
44-094 Modern Town house under construction (Bac) (list £49.95) BARGAIN £24



44-554 Outhouses x 2 (24 x 16 x 34mm) (Bac) **NEW** £5.06



44-0006 Wooden village hall (160 x 96 x 70mm) (Bac) **NEW** £38.21

Man-made scenic structure - non-railway

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

Bridges, Tunnels & Walls



44-0017 Double-track overroad bridge (Bac) **NEW** £42.46

R076 Foot Bridge (Hor) £14
R8008 Grand suspension bridge (Hor) £39



PO246 Railway Bridge in Red Brick (Met) **NEW** £13

Visit

www.ehatts.com/new

for new releases



PO247 Railway Bridge in Stone (Met) NEW £13
537 Retaining Walls x 2 (350mm long) (Rat) £7



PO248 Tapered Retaining Wall in Red Brick (Met) NEW £12



PO249 Tapered Retaining Wall in Stone (Met) NEW £12

People - civil

36-407 1950s Train Crew x 6 (Bac) £6.21



36-047 Locomotive staff x 6 (Bac) £6.21

36-046 Shopping figures x 6 (Bac) £6.21

36-045 Station passengers sitting x 6 (Bac) £6.21

36-044 Station passengers standing x 6 (Bac) £6.21

36-043 Station staff x 6 (Bac) £6.21

Track - Code 100 Setrack

ST-245 Setrack curved double radius left handed point insulfrog (Pec) £12

ST-244 Setrack curved double radius right handed point insulfrog (Pec) £12

ST-201 Setrack double straight (Pec) £1.75

ST-226 Setrack No.2 radius double curve (Pec) £2.30



ST-241 Setrack No.2 radius left handed point insulfrog (Pec) £7.50



ST-240 Setrack No.2 radius right handed point insulfrog (Pec) £7.50

ST-231 Setrack No.3 radius double curve (Pec) £2.25

ST-235 Setrack No.4 Radius Standard Curve. No "double" version produced - use 16 to form a circle (Pec) £2



ST-204 Box of 24 Setrack Quad Straight (Pec) £68

ST-204 Single (Pec) £3

Track - Code 100 Streamline



SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) £64

SL-100 Single (Pec) £2.80



SL-102 Pack of 25 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) £62

SL-102 Single (Pec) £2.75

SL-E99 3 way medium radius point electrofrog (Pec) £22



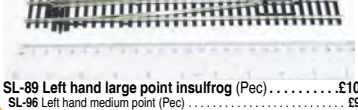
SL-99 3 way medium radius point insulfrog (Pec) £22

SL-80 Double slip insulfrog (Pec) £28

SL-87 Left hand curved point (Pec) £10.50

SL-E87 Left hand curved point electrofrog (Pec) £11

SL-E89 Left hand large point electrofrog (Pec) £10



SL-89 Left hand large point insulfrog (Pec) £10

SL-96 Left hand medium point (Pec) £9



SL-E96 Left hand medium point electrofrog (Pec) £9

SL-E92 Left hand small point electrofrog (Pec) £8

SL-94 Long crossing insulfrog (Pec) £8.50

SL-96 Right hand curved point (Pec) £10.50

SL-E98 Right hand curved point electrofrog (Pec) £11

SL-E88 Right hand large point electrofrog (Pec) £10

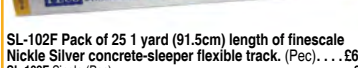
SL-88 Right hand large point insulfrog (Pec) £10

SL-95 Right hand medium point (Pec) £9

SL-E95 Right hand medium point electrofrog (Pec) £9

SL-E91 Right hand small point electrofrog (Pec) £8

Track - Code 75 FineScale Streamline



SL-102F Pack of 25 1 yard (91.5cm) length of finescale Nickel Silver concrete-sleeper flexible track (Pec) £64

SL-102F Single (Pec) £3



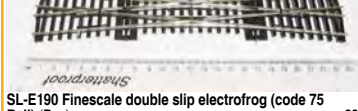
SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) £64



SL-100F Single (Pec) £2.95

SL-E199 3 way finescale medium radius point electrofrog (Pec) £24

SL-E1095 Code 75 Medium Radius Concrete sleeper turnout RH (Hor) £11



SL-E190 Finescale double slip electrofrog (code 75 Rail) (Pec) £31

SL-E198 Finescale large 'v' point electrofrog (Pec) £11

SL-E187 Finescale left hand curved point electrofrog (Pec) £11

SL-E189 Finescale left hand large point electrofrog (Pec) £10.50

SL-E192 Finescale left hand small point electrofrog (Pec) £10

SL-E186 Finescale right hand curved point electrofrog (Pec) £11

SL-E188 Finescale right hand large point electrofrog (Pec) £10.50

SL-E191 Finescale right hand small point electrofrog (Pec) £10

Track & Points

R8090 1 single yard length of Semi-Flexible Track (Hor) £3.50

R8090 Pack of 24 (Hor) £79

R605 1st radius double curve (8 make a circle) (Hor) £2.50

R605 Circle of 8 (Hor) £15

R607 2nd radius double curve track (8 make a circle) (Hor) £2.25

R607 Circle of 8 (Hor) £18

R609 3rd radius double curve track (8 make a circle) (Hor) £3

R609 Circle of 8 (Hor) £22

R8262 Double 4th radius curve (8 make a circle) (Hor) £3

R601 Double Straight (Hor) £2.25

R601 Box of 24 (Hor) £49

R8222 Extension Pack B. Contains 1 x R8073, 2 x R600, 4 x R607, 1 x R606, 1 x R083 (Hor) £21

R8223 Extension Pack C. Contains 1 x R8073, 2 x R600, 4 x R607, 1 x R606 (Hor) £21

R910 Fishplates/rail joiners x 12 (Hor) £14.40

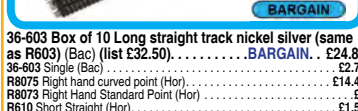
R8074 Left hand curved point (Hor) £14.40

R8077 Left hand Express point (Hor) £16



R8072 Left Hand Standard Point (Hor) £9

R603 Long Straight (Hor) £3.25



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) £15

R610 Short Straight (Hor) £1.50

R600 Standard Straight (Hor) £1.40

R600 Box of 24 (Hor) £33

ST-100 Starter Track Set (Pec) £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. 480mm (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



B010 AEC Reliance/Duple Dominant II coach 'London Coaches' (circa 1978 - 1993) (Bas) (list £16.99) BARGAIN £10
30715EFE AEC Renown - 'North Western' (EFE) NEW £27
34207 AEC RLH Weymann d/deck bus 'Midland General' (EFE) £24
B108B Bristol Lodekka LD1 Open Platform Short Radiator 'Bristol Omnibus Co.' 233 to Chippenham (circa 1957-1973) (Bas) £21
B111A Bristol Lodekka LR Open Door Crosville (K20) (Bas) £21
B111B Bristol Lodekka SR Closed Door Crosville (K20) (Bas) £21
B111C Bristol Lodekka SR Csd Door Crosville (H16) (Bas) £21
38118 Bristol VRT 'Eastern National' (EFE) £28



38115 Bristol VRT - 'Western S.M.T.' (EFE) £26



76COM004 Commer Commando Billy Smarts (Oxf) NEW £12
OM41609B Crossley DD42 Stockport, 16 Stockport Stepping Hill (Cor) NEW £30



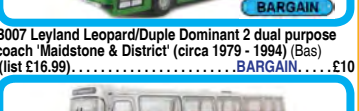
OM41609A Crossley DD42 Stockport, 47 Stockport Crossley Rd (Cor) NEW £30
18015EFE Daimler Fleetline - 'Nottingham City transport' (EFE) NEW £27



B011bs Leyland Leopard Duple Dominant II 'Grey Green' (circa 1976-1991) (Bas) (list £16.99) BARGAIN £10



B007 Leyland Leopard/Duple Dominant 2 dual purpose coach 'Maidstone & District' (circa 1979 - 1994) (Bas) (list £16.99) BARGAIN £10



B008 Leyland Leopard/Duple Dominant 2 express coach 'East Kent road car' (circa 1978 - 1993) (Bas) (list £16.99) BARGAIN £10



14902 Leyland National MkII Short - 'Ribble NBC' (EFE) NEW £26



29704 Leyland Olympian 'Bristol N.B.C.' (EFE) £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) £12



27317EFE Leyland TD1 - 'Cork City transport' (EFE) NEW £27



R901 - London 'WestLink' Volvo Olympian d/deck bus in red/grey (Bri) (list £36) BARGAIN £10



OM45123B MCW Metrobus Mkl Leicester, 55 Eyvington (Cor) NEW £30



MRL-01- MCW Metrorider midibus. (London) Final 'WestLink Buses' (Bri) (list £26) BARGAIN £8



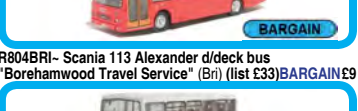
20649 Plaxton Pointer Dart 'Arriva South London' (EFE) NEW £26



31708 RMC Routemaster Coach - Green Line (EFE) NEW £26



R804BRI- Scania 113 Alexander d/deck bus 'Borehamwood Travel Service' (Bri) (list £33) BARGAIN £9



R803^ Scania Alexander R d/deck bus 'Maidstone Boro Line' (Bri) (list £36) BARGAIN £9.50



N6301- Scania Metropolitan d/deck bus 'Whippet Coaches' (Bri) (list £31) BARGAIN £8



R904^ Volvo Olympian/Alexander R d/deck bus in red & white 'Westlink London (Route 57)' (Bri) (list £33) BARGAIN £9.50



UK4010- Volvo Olympian/Alexander Royale d/deck bus 'S. Gloucester Bus & Coach UWE Service' (Cre) (list £25) BARGAIN £9



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



OM46502A Wright Eclipse Gemini 2 'Brighton and Hove, 7 Brighton Marina' NEW TOOLING (Cor) NEW £32



OM46502B Wright Eclipse Gemini 2 'Brighton and Hove, 7 Hove George Street' NEW TOOLING (Cor) NEW £32



OM46501B Wright Eclipse Gemini 2 'Metro Line, 52 Victoria' NEW TOOLING (Cor) NEW £32



OM46501A Wright Eclipse Gemini 2 'Metro Line, 52 Willesden Bus Garage' NEW TOOLING (Cor) NEW £32



OM41227A Wright Eclipse Gemini, First Glasgow, 75 Castlemilk (Cor) NEW £30

OM46505B Wright Eclipse Gemini2, Go Ahead Northern Angel of the North, 21 Durham (Cor) NEW £32



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NEW



OM46505A Wright Eclipse Gemini2, Go Ahead Northern Angel of the North, 21 Newcastle (Cor) **NEW** £32

Cars

76SET30 5 Piece Vauxhall Set - Wyvern, Crestia, FB, Friary, Viva (Oxf) £18

NEW



76ATL004 Austin Atlantic Convertible Ming Blue (Oxf) **NEW** £4.45
76MNO01 - Austin Mini - Tartan Red Union Jack roof. (Oxf) £2.20

NEW



76AH3002 Austin-Healey 3000 Colorado Red/Black (Oxf) **NEW** £4.75

NEW



76FF004 Ford Fiesta Mk1 Essex Police (Oxf) **NEW** £4.45

NEW



76DTYP002 Jaguar D Type (Oxf) **NEW** £4.75

NEW



76XF003 Jaguar XF Saloon Cashmere (Oxf) **NEW** £4.75

NEW



76JI005 Jensen Interceptor Royal Blue (Oxf) **NEW** £4.75

NEW



76FRE003 Land Rover Freelander Mauritius Blue (Oxf) **NEW** £4.75

NEW



76JSS005 SS Jaguar 2.5 Saloon in suede green (Oxf) **NEW** £4.75

Commercial vehicles



DA22 AEC Mammoth major tanker "Smith & Robinson" (Bas) (list £7.99) **BARGAIN** £5



DA05 AEC Mammoth Major Tanker - "Fletcher Miller Oils" (Bas) (list £6.99) **BARGAIN** £4



DA15 Albion CX7 8W box van "B.R.Mills" (Bas) (list £7.99) **BARGAIN** £5



BARGAIN

DA13 Albion HD57 8w Flat - "Tees Side Carriers" (Bas) (list £6.99) **BARGAIN** £4
76ATK002 Atkinson Borderer 40ft Fridge Trailer "Gibbs of Fraserburgh" (Oxf) £14



BARGAIN

EM76843 - Austin FX3 Taxi in black (Poc) (list £4.25) **BARGAIN** £2.50



BARGAIN

DG202006 - Austin J2 van "Huddersfield Corporation" (Cor) (list £4.40) **BARGAIN** £1.50



BARGAIN

DG202003 - Austin J2 van "Royal Mail". Non limited (Cor) (list £4) **BARGAIN** £2



76BMC003 BMC Car Transporter & Two Minis 'BMC Competitions Dept' (Oxf) £16



BARGAIN

D-90 Bristol 8w Flatbed - "Somerset Wire Company" (BRS) (Bas) (list £6.99) **BARGAIN** £3



BARGAIN

D-86 Bristol HA artic Flatbed - "PHILBLACK" (BRS) (Bas) (list £6.99) **BARGAIN** £3



BARGAIN

DA26 Bristol HG Van BRS Bradford parcels (Bas) (list £7.99) **BARGAIN** £5
76BUR004 Burrell Scenic Showmans Locomotive "Dragon" - Arderton & Rowland (Oxf) £12



BARGAIN

CR2003 - Car Set 2 Morris Minor, Ford Anglia & Vauxhall Viva (alternate colours to CR1003). Non limited (Cor) (list £9.99) **BARGAIN** £6



BARGAIN

CR3003 - Car Set 3 Ford Anglia 105E, Morris Minor 1000 & Vauxhall Viva HA. Non limited (Cor) (list £9.99) **BARGAIN** £18
DA76 Commer Bulk Tipper "National Coal Board" (circa 1954-1964) - model does not actually tip (Bas) £7.99



BARGAIN

DA08 D Series Box Van - "BRS - Islandlink" (Bas) (list £6.99) **BARGAIN** £4



BARGAIN

DA03 D-Series flatbed kerbstone load "Marshalls" (Bas) (list £8.99) **BARGAIN** £4



BARGAIN

DA16 Foden DG 8W box van "Bouts-Tillotson" (Bas) (list £7.99) **BARGAIN** £5
EM7602 - Ford Thames ET6 "Brook & Sons Ltd" (Poc) (list £6) **BARGAIN** £4.80
76FOW002 Fowler B6 Road Locomotive Pickfords Titan (Oxf) £13



BARGAIN

EM76509 - Jen-Tug & Articulated trailer 'British Railways' Fleet No. YE 3082 N (Poc) (list £6.99) **BARGAIN** £5



BARGAIN

EM76510 - Jensen Jen-Helecs articulated mechanical horse "B. Armitage Ltd, Shoddy Merchants" (Poc) (list £6.99) **BARGAIN** £3
DA83 Karrier Bantam Artic Dropside "British Railways" (circa 1953-1963) (Bas) £9.99



BARGAIN

DA14 Karrier Bantam Artic Van "National Carriers" (Bas) (list £6.99) **BARGAIN** £4



BARGAIN

DA06 Karrier Bantam Dropside "Bradford Corporation" (Bas) (list £6.99) **BARGAIN** £4



BARGAIN

D-99 Karrier Bantam Dropside "RAF" in Nato green (Bas) (list £6.99) **BARGAIN** £3



BARGAIN

DA02 Karrier Bantam Flatbed - "RAF - Nicosia" (Stone) (Bas) (list £6.99) **BARGAIN** £3



76KRS003 Konecranes 'Eddie Stobart'. Fully posable (Oxf) **NEW** £20



BARGAIN

M6C-01 - Leyland 'Mouth Organ' box van in cream (Bas) (list £5) **BARGAIN** £2



BARGAIN

D-23 - Leyland Beaver Flatbed "British Railways" Yellow (Bas) (list £6) **BARGAIN** £3



BARGAIN

DA21 Leyland Boxer van "Wilkinsons" (Bas) (list £6.99) **BARGAIN** £4



BARGAIN

CO-X8 - Leyland Comet Pantechicon in cream (Bas) (list £6) **BARGAIN** £2

NEW



DA85 Leyland FG Integral Van "Fire Brigade Decontamination Unit" (circa 1963-1978) (Bas) **NEW** £7.99



BARGAIN

DA09 - Leyland Mastiff Artic Van - 'BRS - Islandlink' (New Casting) (Bas) (list £6.99) **BARGAIN** £4



BARGAIN

EM76650 - Morris J Estate Works Bus "Taylor Engineering Ltd." (Poc) (list £3.99) **BARGAIN** £2



BARGAIN

DG148023 - Scammell Scarab sheeted flatbed in Rail Freight (Cor) (list £11.50) **BARGAIN** £7

76SC110002 Scania 110 Flatbed Trailer 'BRS' (Oxf) £13
76TCAB005SCA Scania T Cab Coca Cola Polar Bears (Oxf) £18



BARGAIN

TS-X2 - Thorneycroft sturdy artic flatbed in blue (Bas) (list £6) **BARGAIN** £2

Military ground vehicles



76DSC004 Dingo Scout Car 8th Kings Royal Irish Hussars (Oxf) **NEW** £4.95

Public Service vehicles



BARGAIN

C104 - Austin A40 Farina in "Birmingham Police" (Bas) (list £4) **BARGAIN** £1.30



76BED006 Bedford J1 Ambulance Army Medical Services (Oxf) **NEW** £5.45



BARGAIN

C304 - Ford Cortina Mk1 in London Transport 'Traffic Patrol' (Bas) (list £4) **BARGAIN** £1.30



76FT011 Ford Transit Lomond Mountain Rescue (Oxf) **NEW** £4.75



76MAR004 Morris Marina Cheshire Police (Oxf) **NEW** £4.45
76SCA02HB Scania 380 Horsebox Police (Oxf) £14

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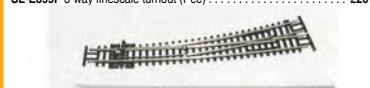
ST-19 N Setrack No. 4 radius double curve (Pec)	£2
ST-17 N Setrack No3 radius double curve (8 form a circle).	
298.5mm/11.75" radius (Pec)	£1.75
ST-15 No.2 radius double curve (Pec)	£1.25
ST-4 Setrack right hand point insulfrog (Pec)	£8
379-450 Straight Track 174mm (Gra)	£1
379-450 Pack of 12 (Gra)	£10

Track - Code 80 Streamline

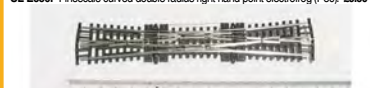
SL-300 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec)	£2.60
SL-300 Pack of 25 (Pec)	£52
SL-396 Left hand medium point insulfrog (Pec)	£8
SL-E395 Right hand medium point insulfrog (Pec)	£8
SL-E395 Right hand medium point insulfrog (Pec)	£8

Track - Code 55 Finescale Streamline

SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible track (Pec)	£68
SL-300F Single (Pec)	£2.90
SL-302F 1 Yard of Nickel Silver Flexible Track Concrete Sleepers (Pec)	£3
SL-302F Pack of 30 (Pec)	£78
SL-E399F 3-way finescale turnout (Pec)	£26



SL-E387F Finescale curved double radius left hand point electrofrog (Pec)	£9.50
SL-E386F Finescale curved double radius right hand point electrofrog (Pec)	£9.50



SL-E390F Finescale double slip electrofrog (Pec)	£31
SL-E389F Finescale left hand large point electrofrog (Pec)	£9.50
SL-E396F Finescale left hand medium point electrofrog (Pec)	£8.50
SL-E392F Finescale left hand small point electrofrog (Pec)	£8
SL-E388F Finescale right hand large point electrofrog (Pec)	£9.50
SL-E395F Finescale right hand medium point electrofrog (Pec)	£8.50
SL-E383F Finescale scissors crossover electrofrog (Pec)	£52

Track underlay

Buses



NAN006 Leyland Atlantean Park Royal 'Maidstone & District' (1992-1995) (Bas) NEW	£8.99
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NAN004 Leyland Atlantean Park Royal 'Ribble NBC' (1975-1990) (Bas) NEW	£8.99
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NAN005 Leyland Atlantean Park Royal 'Tyne & Wear PTE/Northern' (1980-1995) (Bas) NEW	£8.99
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NB003bs Leyland Leopard Duple Dominant II Coach - 'Ribble' - NBC (Circa 1978 - 1993) (Bas) NEW	£7.99
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Commercial vehicles



N037 AEC Matador flatbed & drawbar trailer 'Pickfords' (circa 1950-1960) (Bas) NEW	£8
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N032 AEC Monarch flatbed & drawbar trailer 'Wynns Heavy Haulage' (circa 1946-1956) (Bas) NEW	£8
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NEW



NP010 Albion CX Boxvan - Chocolate & Cream (1950-1960) (Bas) NEW	£4
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NEW



NP009 Albion CX Flatbed - Chocolate & Cream (1947-1957) (Bas) NEW	£4
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NEW



N040 Foden DG & Drawbar Low Loader 'British Railways' (Circa 1949 - 1957) (Bas) NEW	£7.99
NSCA004 Scania Curtainside Knights of Old (Ox)	£11
NSCA003 Scania Highline Tipper 'Ian S Roger - The Forgie Norseman' (Ox)	£11

HO Gauge (1:87 Scale)

Point motors

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

Lighting equipment

DML-GWRSWVP 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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009 Narrow Gauge

Buildings - railways



44-0016 Narrow gauge station (Bac) NEW	£50.96
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O Gauge (1:43 Scale)

Steam locos

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



4051 Class 40 1Co-Co1 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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Wagons

7F-031-002 6-wheel milk tanker in 'CWS' red (Dap)	£62
7F-031-001 6-wheel milk tanker in 'Express Dairies' (Dap)	£62
7F-031-000 6-wheel milk tanker in 'United Dairies' (Dap)	£62
7F-071-003 7-plank wagon 'Edinburgh' (Dap)	£65

Point motors

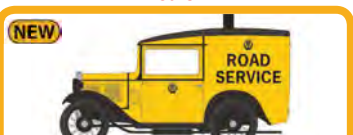
DCP-CB12 Cobalt slow-action analogue point motor x 12 (DCC)	£135
DCP-CB6 Cobalt slow-action analogue point motor x 6 (DCC)	£75

Track - Code 124 Bullhead Streamline



SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec)	£60
SL-700BH Single (Pec)	£6
SL-E790BH Double slip (8 degree angle). Electrofrog (Pec)	£75
SL-E792BH Left hand point bullhead rail and electrofrog (Pec)	£38
SL-E791BH Right hand point bullhead rail and electrofrog (Pec)	£38

Cars



43ASV002 Austin Seven RN Van AA (Ox) NEW	£13
43ASV001 Austin Seven RN Van in Primrose (Ox)	£12

NEW



VA13701A BMW (E30) 325i Motorsport Convertible, Macau Blue RHD (Cor) NEW	£19
43JAGV12001 Jaguar V12 in light blue (Ox)	£18

Commercial vehicles

NEW



43WM004 Whitby Mondial Ice Cream Van 'Dimascios' (Ox) NEW	£13
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Public Service vehicles

43AHT005 Austin Heavy Twelve in black 'Wiltshire Police' (Ox) NEW	£18
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G Scale

Train sets - analogue

90087B Thomas' Christmas Delivery train set brass track (Thomas the Tank range) (Bac)	£289
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Track & Points

10610 Straight track 1200mm long (LGB)	£23
10610 Box of 6 (LGB)	£124

Any or Multiple Scales

Analogue controllers

DS Double power controller brake simulator (Gau)	£119
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D Double/Twin track power controller (Gau)	£69
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Q Quadruple 4 circuit power controller (Gau)	£130
W Walkabout circuit controller (Gau)	£29

Analogue power supplies

Analogue point control

CDU Capacitor Discharge Unit (Gau)	£11
PCU1 Electronic points control unit (Gau)	£90
PL-15 Twin Microswitch (Pec)	£6

DCC decoders

10311-02 2-function 2-sided 0.5/0.8A Silver mini decoder NEM651 plug (Len)	£29
10310-02 2-function 2-sided 0.5/0.8A Silver mini wired decoder (Len)	£29



DCR-8PIN-2SAX Box of 10 8-pin (harness) 2-function 1.1Amp small & thin decoder back EMF (Hat)	£99
DCR-8PIN-2SAX Single (Hat)	£11
DCR-8PIN-2SAX Box of 5 (Hat)	£50



DCR-8PIN-Harness Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF (Hat)	£94
DCR-8PIN-Harness Single (Hat)	£10
DCR-8PIN-Harness Box of 5 (Hat)	£48



36-553 8-pin 3-function 0.75A decoder back EMF (Bac)	£15.50
10231-01 8-pin 3-function 1-sided 1/1.8A decoder (Outputs A, B & C) (Len)	£18
10331-01 8-pin 4-function 1-sided 1.1A Silver decoder (Len)	£24

DCC accessory decoders

DCD-AD8FX COBALT ip Accessory Decoder (8 Way) (DCC)	£41
DCD-AD52FX COBALT ip Solenoid Accessory Decoder (2 Output) (DCC)	£17

DCC controllers



DCC02 Prodigy "Advance 2" starter DCC controller package (Gau)	£215
DC003 Prodigy "Advance 2" Wireless starter DCC controller package (Gau)	£369
DCC14 Prodigy Advance 2 Backlit Walkaround controller (Gau)	£99



DCC01 Prodigy Express Package. Can be extended the DCC13 Walkaround or DCC51 Wireless (Gau)	£124
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Point motors

PL-9 5 Mounting Plates for use PL-10E (Pec)	£2.25
DCP-CB8IP COBALT ip Slow Action Analogue Point Motor (6 Pack) (DCC)	£82
DCP-CB12 Cobalt slow-action analogue point motor x 12 (DCC)	£135
DCP-CB12 Cobalt slow-action digital DCC point motor x 12 (DCC)	£160
PL-10W High performance turnout point motor (Pec)	£6



PL-10E Bag of 6 Point Motor Extended Pin (use PL-9) (Pec)	£25
PL-10E Single (Pec)	£4.50
PM-2 Seep point motor (Gau)	£3.50
PM-4 Seep point Motor Self Latching Switch (Gau)	£5
PM-1 Seep point motor accessory switch (Gau)	£4



PL-11 Side mounted point motor (Pec)	£7
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Switches & Levers

PL-13 Accessory Switch for fitting to turnout motor PL10 (Pec)	£2.50
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DCP-CBS12 Cobalt S - Lever all accessories - unpainted x 12 (DCC)	£165
DCP-CBS8 Cobalt S - Lever all accessories - unpainted x 6 (DCC)	£90
PL-26B Passing Contact Switch - Black Lever (Pec)	£4.50
PL-26R Passing Contact Switch - Red Lever (Pec)	£4.50
PL-26W Passing Contact Switch - White Lever (Pec)	£4.50

Electronic components

TLU Tension lock uncoupler (Gau)	£9
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Accessories

SL-14 Track Fixing Pins (Pec)	£1.25
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Cables & Wires

PL-34 Pre-wired Wiring Loom for use PL-10 and PL-10E motors (Pec)	£3.50
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Track underlay

JCS18L Cork Sheet - 1/8" Thick - 24" x 36" (Jav)	£8
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Tools

XU2175B Flexible track cutters (XURON) (Gau)	£15
PL-71 Loco servicing kit - servicing cradle, inflits, Powerlube, brush & scraper (Pec)	£16

NEW



PVC7008 Multi-Anale Bench Vice (Mod) NEW	£19.96
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DCM-RR46 Rolling Road - Active Set - 6 Way - For OO, N, HO, TT Gauge - See Description (ex DCP101) (DCC)	£61
DCT-XTC Track Cutting Hand Tool (DCC) NEW	£15

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Tools

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

N Gauge Steam locos



2S-006-004 Class 14xx steam loco 1464 in BR early black & autococh W191W in maroon (Dap) £67
372-628 Class 2MT Ivatt 2-6-0 46440 BR lined black early emblem (Gra) £93.46



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-010-002 Class 49xx Hall steam loco 4914 "Cranmore Hall" in BR lined green late crest (Dap) £95
2S-010-003D Class 49xx Hall steam loco 4958 "Priory Hall" in GWR lined green, DCC fitted (Dap) £111
372-752 Class 4MT Fairburn 2-6-4 tank 42073 BR black late crest (Gra) £89.21
372-751 Class 4MT Fairburn 2-6-4 tank 42096 BR black early emblem (Gra) £89.21
372-753 Class 4MT Fairburn 2-6-4 tank 42267 BR black late crest - weathered (Gra) £97.71
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-007-013 Class 57xx Pannier 0-6-0 9744 in British Railways green (Dap) £61
2S-007-019D Class 57xx Pannier 0-6-0 9744 British Railways green - DCC fitted (Dap) £88
372-481 Class 6P Jubilee 4-6-0 45572 'Eire' in BR lined green late crest - weathered (Gra) £118.96



372-480 Class 6P Jubilee 4-6-0 5664 'Nelson' in LMS Crimson (Gra) £110.46
2S-001-000 Class 7800 Manor 4-6-0 7810 "Draycott Manor" in BR lined green late crest (Dap) £100
2S-013-005 Class 9F 2-10-0 92006 in BR black early emblem & BR1G tender - weathered (Dap) £94
2S-013-004 Class 9F 2-10-0 92052 BR black early emblem & BR1C tender (Dap) £87
2S-013-001 Class 9F 2-10-0 92088 BR black late crest & BR1C 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
ND1290D 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
ND079e Class B17 4-6-0 61655 'Middlesbrough' in BR green late crest (not early as listed elsewhere) (Dap) £93
372-400 Class J39 0-6-0 1856 LNER Lined Black flat sided tender (Gra) £80.71
372-402 Class J39 0-6-0 64791 BR black late crest & stepped tender - weathered (Gra) £84.96
372-401 Class J39 0-6-0 64960 BR black early emblem & flat sided tender (Gra) £80.71
372-427 Class WD Austerity 2-8-0 90201 BR black late crest - weathered (Gra) £122.83



372-725* Standard Class 5MT 4-6-0 73068 in BR lined green late crest & BR1C tender (Gra) BARGAIN £79 (list £124.95)



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



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

Diesel locos

372-953 Class 14 diesel D9526 BR green wasp stripes - weathered (Gra) £72.08
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



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



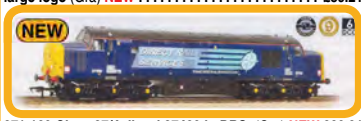
371-087 Class 25/2 diesel 25245 in BR blue (Gra) £84.96
ND145J Class 26 diesel loco D5326 BR green (not blue as previously announced) (Dap) £85
ND205DD Class 27 diesel 27032 BR blue plated gangway doors, DCC fitted (Dap) £103
2D-018-001 Class 35 Hymek D7061 in BR blue full yellow ends (Dap) £79



371-166 Class 37/4 diesel 37406 'The Saltire Society' in Railfreight Distribution (Gra) NEW £89.21



371-165 Class 37/4 diesel 37407 'Loch Long' in BR blue large logo (Gra) NEW £89.21



371-169 Class 37/4 diesel 37409 in DRS (Gra) NEW £89.21



371-168 Class 37/5 diesel 37506 Railfreight Red Stripe (Gra) NEW £89.21



371-167 Class 37/5 diesel 37514 in Railfreight Metal Sector (Gra) NEW £89.21
2D-003-011 Class 52 diesel loco D1009 'Western Invader' in BR Blue full yellow ends - weathered (Dap) £94
2D-003-009 Class 52 diesel loco D1045 'Western Viscount' in BR maroon full yellow ends - weathered (Dap) £94
2D-003-003 Class 52 diesel loco D1056 'Western Sultan' in BR maroon full yellow panel (Dap) £91
2D-003-010D Class 52 diesel loco D1062 'Western Courier' in BR Blue full yellow ends - weathered, DCC Fitted (Dap) £110
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-004-007 Class 56 diesel 56090 BR blue large logo (Doncaster built) (Dap) £101
371-355 Class 60 diesel 60011 in DB Schenker (Gra) £93.46
371-384 Class 66 diesel 66209 in EWS - weathered (Gra) £99.41

Electric locos

ND099m* Class 86 Bo-Bo Electric 86401 Network South East new style pantograph (Dap) (list £117.89) BARGAIN £59
ND099Q* Class 86 electric Freightliner Power Haul new style pantograph (Dap) (list £117.89) BARGAIN £59
ND147 Class 88 Twin pack Network Rail 86901 & 86902 (1x powered loco 1x dummy loco) (Dap) (list £124.95) BARGAIN £69



HSTs

ND122G Class 43 HST Book Set in Cross Country Trains (Dap) £134



ND122e Class 43 HST Book Set in Grand Central Livery (new version one dummy power car) (Dap) £140

DMUs

371-503 Class 101 2-car DMU BR blue & grey 'Express Parcels' (motor in each car) (Gra) (list £119.95) BARGAIN £98
371-510 Class 101 3 car DMU in BR blue (Gra) £118.96
ND112A Class 156 2 car DMU 156468 Northern Rail (Dap) £94



371-740 Class 251 Blue Pullman 6 car Midland set in Nanking blue (Gra) £229.46



371-741* Class 251 Blue Pullman 6 car Midland set Nanking blue full yellow ends. (Gra) (list £269.95) BARGAIN £171

EMUs

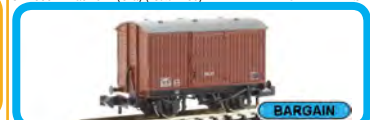
372-677 Class 411 4 CEP 4 car EMU in BR blue & grey (Gra) £137.02

Coaches

374-430 Bulleid 63th Second Brake Corridor Open BR (SR) green (Gra) £20.83
374-887 LMS 50ft Full Brake BR Crimson - weathered (Gra) £20.83
374-036A Mk1 BG Full Brake Maroon - weathered (Gra) £21.68
374-160 Mk1 FK First Corridor in crimson & cream (Gra) £20.83
374-220C Mk1 FK Pullman First Kitchen Car 'Hawk' Umber & Cream (Gra) £22.06
374-061C Mk1 SK Second Corridor BR Maroon Weathered (Gra) £21.68
CM002 Mk3 book set 4 coaches in blue/grey buffers (Dap) £71
374-842A Stanier Vestibule Second BR Maroon (Gra) £16.79



377-985* - Megapack of 8 12 Ton Eastern Ventilated Fruit Van BR Bauxite (Early) (Gra) (list £95.60) BARGAIN £42
377-985* - Single (Gra) (list £11.95) BARGAIN £6
377-985* - Pack of 4 (Gra) (list £47.80) BARGAIN £22



377-986 - 12 Ton Eastern Ventilated Fruit Van BR Bauxite (Late) (Gra) (list £11.95) BARGAIN £5.50



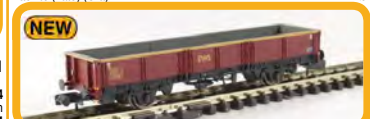
377-980 - 12 Ton Eastern Ventilated Van Corrugated Ends BR Early Bauxite (Gra) (list £11.95) BARGAIN £5.50



377-976 12 Ton Eastern Ventilated Van Planked Ends BR Early Bauxite (Gra) (list £9.50) BARGAIN £5.50



377-952 - 13 Ton High Sided Steel Open Wagon (Smooth Sides) BR Bauxite (Early) (Gra) (list £8.50) BARGAIN £5
377-953 13 Ton High Sided Steel Open Wagon (Smooth Sides) BR Bauxite (Late) (Gra) £7



377-52B 31 Tonne OCA Dropside Open Wagon EWS (Gra) NEW £12.71
373-902B 46 Tonne glw HAA Hopper BR Railfreight Coal Sector (Gra) £10.16
373-900E 46 Tonne glw HAA Hopper Freight Brown - weathered (Gra) £11.01
377-027C 5 Plank Steel Floor Wagon BR Grey (Gra) NEW £8.46



377-020 5 Plank Wagon Steel Floor 'E. B. Mason' (Gra) NEW £8.46
377-058 5 Plank Wooden Floor Wagon 'Farndon' (Gra) NEW £8.46



374-787 BR 4 Wheel CCT Van BR Blue (Gra) NEW £16.96



374-785 BR 4 Wheel CCT Van BR Lined Maroon (Gra) NEW £16.96



374-788 BR 4 Wheel CCT Van Express Parcels Red Star (Gra) NEW £16.96



374-786 BR 4 Wheel CCT Van Tartan Arrow (Gra) NEW £16.96



373-236 Bulk grain bogie hopper wagon 'Polybulk' (Gra) NEW £33.96



373-237 Bulk grain bogie hopper wagon 'Traffic Services Limited' (Gra) NEW £33.96



373-235 Bulk grain bogie hopper wagon 'Traffic Services' - weathered (Gra) NEW £36.51

377-765 Covered Hopper Wagon BR Bauxite (Gra) NEW £15.26
377-767 Covered Hopper Wagon British Industrial Sand Bauxite & Black (Gra) NEW £15.26
377-651 MBA 'Monsterbox' EWS without buffers (Gra) £18
377-651 Pack of 4 (Gra) (list £89) BARGAIN £66
377-651 Megapack of 8 (Gra) (list £178) BARGAIN £128
377-752 Midland 20 Ton Brake Van BR Grey (Gra) NEW £11.86
377-750 Midland 20 Ton Brake Van LMS Grey (Gra) NEW £11.86
2F-027-004 Silver Bullet wagon Nacoo # 33 80 7898 044 - weathered (Dap) £23
373-557 TEA 100 ton bogie tank wagon in 'Gulf' - weathered (Gra) £13
377-990 Triple pack 12 ton ventilated vans BR bauxite early - weathered (Gra) (list £23.95) BARGAIN £19
377-666 Triple pack 14 Ton tank wagons 'Esso' - weathered (Gra) £30.56
377-335 Triple pack Conflat wagons BR bauxite AF containers light blue - weathered (Gra) (list £32.95) BARGAIN £19



377-935* - Triple pack PCA metalair bulk powder wagon grey - weathered (Gra) (list £36.95) BARGAIN £20

DCC decoders



DCC23 6-pin 2-function 1A (2A peak) decoder (suitable for N gauge) (Gau) £24
36-558A 6-pin 2-function decoder (suitable for OO & N gauge locos and use on analogue track) (Bac) £15.26

Point motors

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

Lighting equipment

NC040a Light Bar coach lighting unit for modern coaches/multiple units (Class 156/MkIII 'Plug & Play') (Dap) £8

Cables & Wires

PL-82 Power feed joiners - Code 55/80 (x4 pairs) (Pec) £6

Spares

2A-000-006 Coupling magnets (ex-NSPARE7A) - 1 pair (Dap) £5
2A-000-011 Magnetic couplings - short arm - 5 pairs (Dap) £18



2A-000-008 Magnetic NEM couplers - medium arm (ex-NSPARE8) - 5 pairs (Dap) £17



SL-310 Rail Joiners/Fishplates for N & 009 gauge (24 per pack) (Pec) £150

Buildings - railways

42-083 Carriage Shed (Gra) (list £34.95) BARGAIN £16
42-129 Fuel Storage Tank (56 x 28 x 31mm) (Gra) £19.51
42-167 Great Central Signal Box (75 x 31 x 54mm) (Gra) £22.16
42-139 Shunters Mess Room (65 x 44 x 32mm) (Gra) £25.46

Man-made scenic structure - railway-related
N85 Turntable Kit, well type, deck length 151mm (Pec) £12

Signals

2L-002-001 Signal - Motorised, LMS home upper quadrant (ex-NSIGN3) (Dap) £22

Buildings - general

42-131 Static Caravan (80 x 25 x 18mm) (Gra) £16.96

Bridges, Tunnels & Walls

PN144 Retaining Wall (Stone) (Met) £8

Track - Code 80 Setrack

ST-11 Double straight track (Pec) £150

LAYOUT OF THE MONTH



It's 1993 and Railfreight Coal sector 56 134 Blyth Power thrashes past Hazelbank Quarry sidings with former Inverness favourite 37 114 Dunrobin Castle and a Speedlink train carrying scrap metal, steel and other products.

00
GAUGE

FACT FILE

- **Layout Name:** Hazelbank
- **Scale/Gauge:** 4mm:1ft scale, 16.5mm gauge OO
- **Length:** 21' x 15'
- **Location:** Scottish Borders
- **Track:** SMP code 75 plain line and hand-built S&C (scenic) Peco code 100 (fiddle yard)
- **Control:** Lenz DCC
- **Period:** 1973/1984/1993
- **Photography:** Nigel Burkin



HAZELBANK

As trains return to the Waverley Route,
Graeme Moyes of Stirling & Clackmannan District
MRC reveals the story behind this popular 'what
might have been' layout set in the Scottish Borders.





This superb bridge over Gala Water is one of the key features of the layout; 37 404 *Ben Cruachan* rumbles across with a short freight.

The premise of the layout is that the Waverley Route survived the cuts in 1969 to serve Hazelbank Quarry.

Hazelbank is a quarry located between Fountain Hall and Stow on the Borders Rail route. Better known as the 'Waverley Route', the former North British Railway line to Carlisle is currently being rebuilt by Network Rail from Millerhill, east of Edinburgh, as far as Tweedbank. However, the premise of my layout is that the Waverley Route didn't close in

January 1969, but survived the cuts to serve Hazelbank Quarry at this point.

Although it was my initial intention that the layout be run purely in BR Blue guise, as my stock levels increased, it also became possible to represent it, as it appears here, in 1993 guise. However, it tends only to be exhibited in this period on request. Privately, I tend to spend most of my time running 'Hazelbank' in my favourite 1970s and 1980s period.

Many of my fellow members in the Stirling & Clackmannan District MRC fondly relate to BR Blue diesel days, if only, in some cases, as childhood memories. However, I believe myself to be very fortunate to be surrounded by many 'like-minded' individuals who enjoy a mutual interest and obtain the same pleasure from operating the layout in this period as I do.

Currently the majority of our layouts, which are either owned privately by members of the S&CDMRC, or by the club itself, are of the end-to-end variety. Whilst these layouts are all

stocked with DCC sound-fitted locomotives, space limitations restrict the opportunities to take full advantage of the locomotives and units in 'thrash' mode. Our end-to-end layouts are, we feel, more suited to exhibiting their finely detailed rolling stock and scenery to full advantage or for enjoying the locomotives' sounds in tickover mode.

OPERATIONS

The quarry itself is located at the centre of the scenic area. It is partly overgrown now and shows the exhausted and fully excavated area of the quarry lying dormant and out of use. Imagination is required to acknowledge that the stone arriving at the crushing plant is transferred by conveyor belt from a new 'live' area of the quarry situated off-scene.

The quarry yard has four sidings with a headshunt. One siding serves the crushing plant from which stone is loaded directly into waiting ballast wagons, while the two adjacent sidings serve a 1960s-built loading bank loosely modelled on that at Carstairs on the West Coast Main Line. From the platform, aggregate is loaded by machine from a stockpile, arriving from the crushing plant via a conveyor belt. The conveyor also drops stone into a collector drum from where it is loaded as required into road vehicles for onward transportation to construction sites in the area.



Left The sidings at the quarry railhead are busy enough to keep a BR Class 08 shunter and the local Sentinel industrial busy. Here, the '08' draws loaded 'Dogfish' ballast hoppers away from the loading dock.





All locomotives are detailed, weathered and fitted with DCC sound. RES red/grey 47 636 Restored passes with an early-1990s Travelling Post Office (TPO) set.

KEY DETAILS SCALE LENGTH TRAINS

'Hazelbank' was devised in order to give our extensive fleet of locomotives and stock a much-needed long-running facility whilst allowing us to run scale-length prototypical trains. Long freights can run here with ease and can incorporate anything up to 40 wagons. Accurate length passenger rakes consisting of 11 or more coaches

also appear, with one of our longer passenger rakes being our InterCity sleeper/Motorail set (pictured below), which includes Mk 1 GUVs, a Mk 1 generator van and Mk 3 sleepers. We also run an earlier style train with three or more 1970s era Motorail flats, built by Mark Pearson, on the rear.



Trains are loaded and shunted using Claytons, Class 08s, a Class 20 or the quarry's Sentinel diesels, depending upon the era being operated. Wagons are shunted together and hauled around to the headshunt, before being pushed back into the loop in readiness for arrival of a main line locomotive.

The other short siding situated at the end of the ballast loading bank is used in conjunction with a loading ramp for transferring quarry machinery onto 'Lowmac' wagons for movement by rail. This facility receives regular visits of various Permanent Way vehicles, wagons and yellow On-Track Plant (OTP) built by James Reid.

On the main line passing the quarry yard, there are Up and Down passenger loops into which slower traffic can be staged. Passenger traffic is a mixture of era-specific DMUs or Sprinters on local Edinburgh to Carlisle services. Earlier eras see mostly Sulzer-hauled trains on the majority of those same services. Slower Class 2 trains often have to make way for locomotive-hauled express services and the occasional diverted ECML or WCML workings hauled by a mixture of Class 47s, Peaks and Deltics.



PLAY VIDEO

Watch the Hazelbank video in the Digital Edition of **BRM!**
www.pocketmags.com/BRM

In its early days, the prototype High Speed Train was even tested over the route and following the demise of the Class 55s in the early 1980s, HSTs became a common sight on diverted ECML services. The line is also heavily used by cross-border freight including coal trains originating from the Fife and Lothian coalfields heading south to English coal-fired power stations and returning northbound empties.

A slight rising gradient towards the centre of the layout requires locomotives working both north- and southbound trains to work pretty hard to crest the summit. This results in some fabulous sound effects emanating from our fleet of sound fitted locomotives.

LANDSCAPES

The scenery on the layout was masterfully created by Malcolm Donnelly. Malcolm was also responsible for both the very fine hand-built North British Railway style signalbox and the ballast loading platform. The signalman at Hazelbank Sidings 'box is responsible for the operation of an array of motorised Ratio upper quadrant signals and points for the sidings, the main line and associated loops. BR never spent much on re-signalling the route, so, as with other secured lines such as the Glasgow & South Western and the Settle-Carlisle line,



5

Many of the structures, including the ballast loading platform at the heart of the layout, were built by Malcolm Donnelly.

traditional semaphore signals still abound today.

At one end of the layout lies the meandering Gala Water with a magnificent bridge spanning the river. The slow-flowing dark brown water of the Gala is a haven for salmon and a fisherman can be seen casting his hook and sinker in search of a bite, whilst his dog attempts to do some fishing of his own. The high banks above the bridge's south end are a favourite spot for railway photographers

keen to capture the array of trains traversing it. The bridge is a very near copy of one located near the real Hazelbank with the road overbridge beyond used only under 'modellers' licence' to provide a scenic break.

THE FLEET

We have an extensive fleet of locomotives and rolling stock at our disposal, giving us the option



6

Prototypical freight trains make good use of current RTR, kit and scratchbuilt wagons, bringing both colour and interest to the layout.



Working out its final months in traffic, 'Dutch' 26 036 trundles across the bridge with new track panels on 'Salmon' flats and a 'Sturgeon' rail wagon - all built from Cambrian kits.





8

Strathclyde PTE liveried 156 501 is one of a large fleet of period DMUs that can be seen passing Hazelbank, ranging from early first generation BR types to Class 158s and even HSTs.

SEE HAZELBANK IN ACTION

Hazelbank is appearing next at Model Rail Scotland at the SECC, Glasgow on the 21st-23rd February 2015, followed by an appearance at DEMU Showcase 2015 at Burton-on-Trent Town Hall and The National Brewery Centre on the 30th/31st May 2015.



KEY DETAILS SIGNALLING & CONTROL

The layout is fully DCC controlled using Lenz handsets operated via an Expressnet system, allowing operators to move freely around the well of the layout as required. The layout's DCC control system has also received a full reliability modification by James Reid.

This involved fitting droppers from every individual length of rail, thereby eliminating any reliance on rail joiners to carry the current. He also installed insulated fishplates at all common crossings allowing for polarity switching through microswitches on all point motors. Point blades were also electrically connected to the



relevant stock rail to eliminate short circuits from out-of-gauge wheelsets. James, a retired BR track engineer, was also the designer and modeller for the refurbishment of all signals on the layout. The original signal arms were removed and exchanged for etched replacement arms sourced from MSE. These were beautifully hand-painted by James before being fitted with a fine wire soldered to them to form the pivot pin. Replacement lamps were also added, carved from spare Ratio posts, they have small diameter brass tubing added as new pivots, and superglued into position on the existing posts.

to run the layout in several periods. Although much of the stock is of ready-to-run origin, Andrew Donnelly and Simon Barratt have been dually responsible for every locomotive, coach, wagon, multiple unit and vehicle in the fleet being very skillfully refurbished. Many have received new Shawplan etched roof fans and grilles and have their bodysides and bogies modified before being resprayed, renumbered, detailed and fitted with Smiths screw link couplings and a full complement of air and/or vacuum pipes at both ends. Finally, everything is weathered all to differing degrees of grubbiness.

In terms of locomotives, the fleet covers almost everything required for a 1970s through to 1990s Scottish-based layout. The fleet consists of upwards of 130 locomotives and DMUs covering all the eras we run. Our Type 2s are Bachmann Class 24s and 25s, and a large number of Heljan Class 26s and 27s. There are examples of most long-lived BR classes in our extensive fleet, from Bachmann Class 37s, Heljan '47s', Hornby '50s', Bachmann '55s', Hornby '56s' and '60s' as well as a fleet of 25kV AC Class 85, 86 and 87 electrics which are regularly spotted being hauled by diesel traction on diversions from the WCML.

Sound decoders are fitted to the whole fleet, the

largest proportion of which are supplied by Bryan Robertson at Howes, who has given us a lot of help and even programmed some 'specials' for us. Sound installation has, in the main, been carried out by Simon and in nearly every case, larger speakers and back boxes have been fitted. The addition of the 'bass reflex' speakers to traction such as Deltics and Class 60s can and does provide a remarkable improvement in sound quality. However, in others, especially the Class 20s, it can result in the sound being 'over muffled' and losing its top end.

We have a large DMU fleet, including Classes 101, 104, 105, 107, 108, 116, 117, 120, 122, 126, 128, prototype 150/0, 150/2, 156, 158 on hand, as well as prototype and production HSTs. Some are the excellent RTR models from Bachmann and Hornby, whilst others are DC Kits examples, running on Replica chassis or in the case of the '104', bits of Hornby, whitmetal and a Bachmann 108 chassis under the centre car. Again, all are sound fitted and although in many cases the sound is a mélange of generic first generation DMUs, with tweaks to the speakers and varying horns on the uploads. Our full-length HST set has two sound decoders from Legomanbiffo which are cleverly twinned, in that the dummy power car responds

to throttle inputs in exactly the same way as the motored PC does.

Coaching stock is completely renumbered, detailed and weathered. Lots of superb Bachmann Mk 1s and pressure ventilated Mk 2s form the bulk of the carriage fleet with a few Mk 2 'air-cons', Mk 3 sleeping cars and HST trailers making up the remainder.

On the disc-braked rakes we have fitted Colin Craig's excellent brake disc etches, whilst the coaches are coupled with a variety of systems. The Bachmann 'bent pipe' type is used on our Mk 1s and Mk 2s as it is neat, reliable and keeps them close together. Three links are always employed at the outer ends of fixed rakes in order to couple up with locomotives. Likewise the parcels rakes, which are often have a variety of types, have three links throughout in order to mix the rakes as required.

'Hazelbank' has a vast array of freight trains on its books ranging from a mid-1970s vacuum-braked train of 40 little brown vans, to early-1990s FNA nuclear flask wagons and a full rake of 36 HAA coal hoppers. We run all of our wagons with Smiths three-links or Instanter couplings, except for a small complement of ballast and stone wagons, which run with Kadees allowing for hands-free operation at the front of the layout. **BRM** 

Every locomotive, coach and wagon in the fleet has been very skillfully refurbished, resprayed and weathered.



Waiting to be overtaken, Railfreight Coal sector 31 190 Calder Hall Power Station sits in the loop with FNA nuclear flask wagons. A vast array of freight trains can be seen at Hazelbank.

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GAUGE

LAYOUT OF THE MONTH

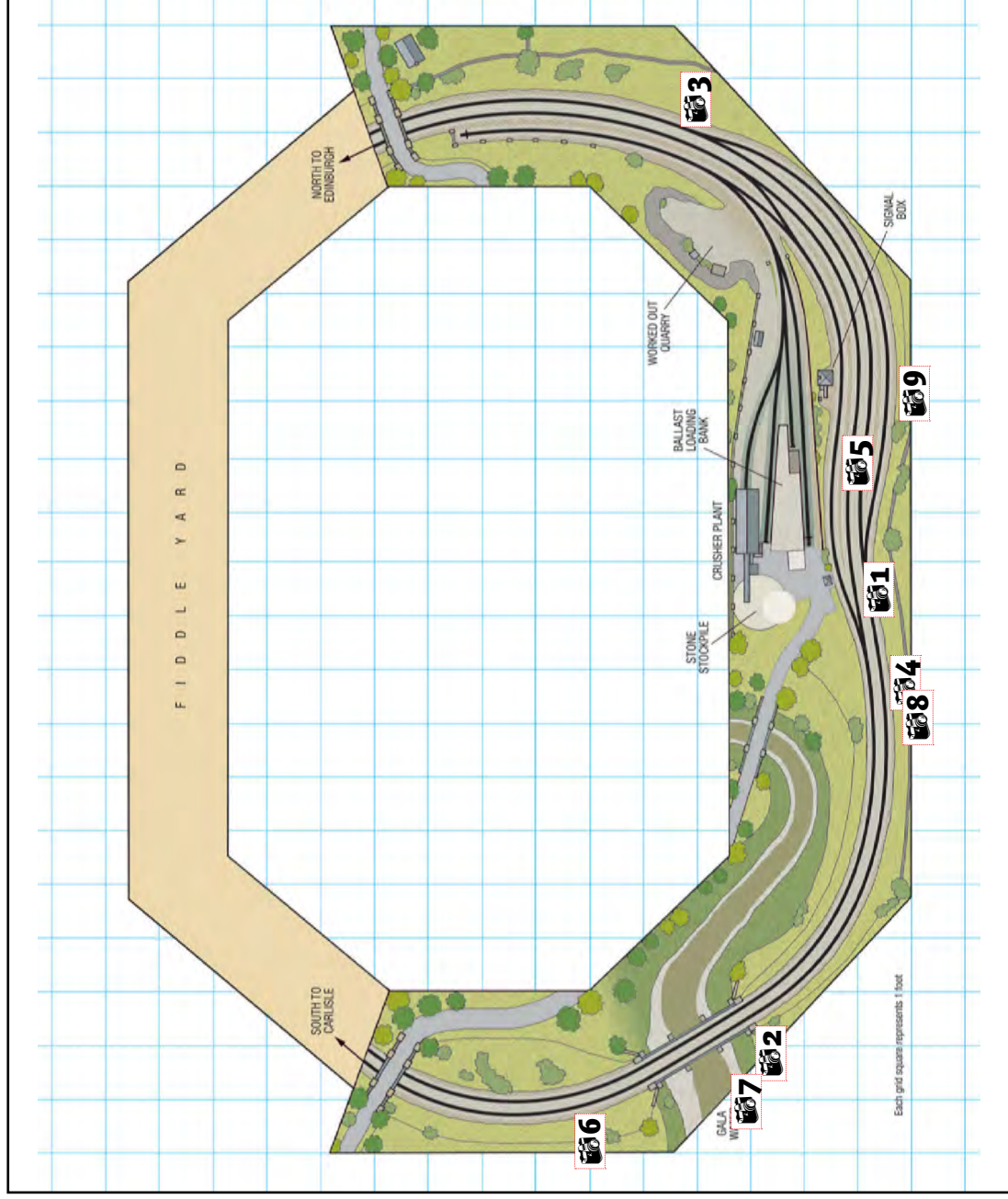
HAZELBANK

Lantern



FACT FILE GRAEME MOYES

As a career railwayman since the age of 16, I have always had an interest in modelling the many different trains and traction I have worked on during my 32 years as a Secondman and Driver. My career began at Haymarket TMD in Edinburgh before taking me to Buxton MPD on the London Midland Region. My fondest memories are of all things BR Blue from the early, through to the late-1980s. It took me until about eight years ago to rekindle my modelling ambitions in a serious way and it has been my intention ever since to model my beloved BR Blue era.



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An early rapid prototype - minus smoke deflectors - of the forthcoming SR Maunsell S15.

S15 & J50 ADDED TO 2015 RANGE

A Maunsell S15 4-6-0, LNER J50 0-6-0T and an all-new family of 'K Type' Pullman Cars head this year's programme of around 270 new items from Hornby. The two locomotives and Pullmans join the previously announced GWR 'King', LMS non-gangwayed coaches, LMS horsebox and BR 21t hopper (see January BRM) for release in 2015, as well as the LSWR Adams 'Radial' 4-4-2T and BR Class 71 electric already revealed for 2016 production.

The much-requested S15 and J50 are at the tooling stage, and early 3-D rendered samples were on display. The Southern 4-6-0 will be offered with Maunsell or Urie cabs and up to six authentic cab/tender variations, including flat-



Silver Link, one of four silver-grey LNER 'Pacifics' to be included in the 2015 range to mark the 80th anniversary of the A4s.

sided or flared bogie tenders, six-wheel and the ex-Schools Class type. SR and BR early/late liveries will be offered (RRP £134.99 each) and Hornby is hoping to deliver the first batch as early as June/July.

Slightly behind will be the distinctive LNER J50, which is expected in October/November with an RRP of £79.99. LNER and two BR black versions are planned.

Continuing Hornby's reputation for producing high-quality Pullman Cars, five new 'K Type' vehicles are promised, based on 3-D laser-scans of the prototype. Brake Third, Parlour Third, Kitchen Third, Parlour First and Kitchen First models are based on the types used on East Coast Main Line services until the early-1960s - the first time this variant has been offered in RTR form (RRP £49.99 each). All are at

the decoration stage of their development and could arrive as early as May. The models on display were in an incorrect version of Pullman umber/cream but this will be rectified before production starts.

Other highlights of the 2015 range include a limited edition collection of all four LNER silver-grey A4s - *Silver Link*, *Quicksilver*, *Silver Fox* and *Silver King* - to mark the 80th anniversary of their introduction (800pcs of each) and train packs to mark the 75th anniversary of the Dunkirk evacuation of 1940 (SR 700 Class and three Maunsell coaches), the 70th anniversary of the end of the Second World War (LMS Black Five and three Period III coaches) and the 50th anniversary of Sir Winston Churchill's funeral train (Bulleid BB No. 34051, SR coffin van and two Pullman Cars).

Three new train sets include 'Master of the Glens' containing LNER P2 No. 2001 *Cock o' the North* and three Railroad Teak coaches and 'Western Express', Hornby's first DCC sound train set featuring GWR Ketley Hall with TTS sound, an e-Link command unit and three Railroad Pullman Cars, all for £299.99.

Aside from the Class 71, no all-new modern traction models were announced for 2015/16. Although this sector of the market is widely regarded as saturated, Hornby hinted at possible new D&E models in development for the future.

For a full list of the new items and prices for 2015, see the tables on this page and overleaf and for many more images of the models, see the BRM Digital Edition and www.rmweb.co.uk **BRM**



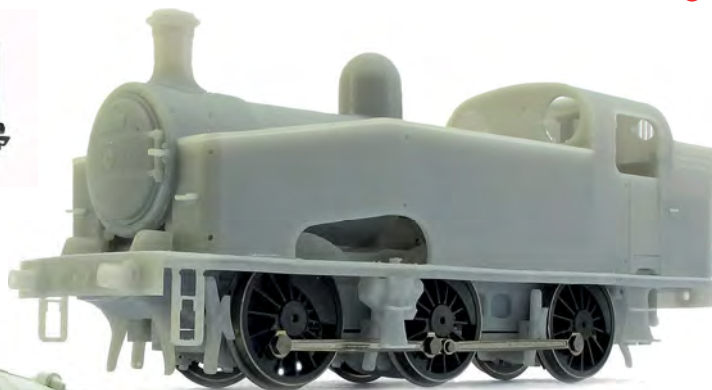
The rod-driven version of the Sentinel 0-4-0 diesel makes its debut in Wabtec black, one of three new liveries.

A new TTS sound train set is promised, featuring GWR Ketley Hall and three Railroad Pullman Cars for under £300.

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



ParLOUR Third, Car No 73, one of five different 'K Type' Pullman Cars.



An early EP of the LNER J50, minus additional parts, showing the current state of the model.



Pullman Kitchen First Loraine, will join the ranks of the Pullmann fleet.

STEAM LOCOMOTIVES

Code	Description	RRP
R3299	Going Home' 70th Anniversary of the end of WWII Train Pack Limited Edition	£289.99
R3300	BR 4-6-2 Winston Churchill Battle of Britain Class - Late BR Funeral Train Pack Limited Edition	£239.99
R3302	1940: Return from Dunkirk' 75th Anniversary Train Pack Limited Edition	£249.99
R3306	LNER 4-6-2 Silver Link A4 Class - The Silver Jubilees	£144.99
R3307	LNER 4-6-2 Quicksilver A4 Class - The Silver Jubilees	£144.99
R3308	LNER 4-6-2 Silver King A4 Class - The Silver Jubilees	£144.99
R3309	LNER 4-6-2 Silver Fox A4 Class - The Silver Jubilees	£249.99
R3312	BR 4-6-2 Minoru A3 Class BR 1955	£154.99
R3336	LNER 4-6-2 Flying Scotsman A3 Class NRM	£169.99
R3310	BR 4-6-2 Bude West Country Class - BR (Late)	£139.99
R3318	BR 4-6-0 Gilwell Park B17/6 Class - BR (Early)	£131.99
R3330	GWR 4-6-0 King George V 6000 Class	£159.99
R3331	GWR 4-6-0 King James I 6000 Class	£159.99
R3332	BR 4-6-0 King Edward VIII 6000 Class, BR (Late)	£159.99
R3370TTS	BR 4-6-0 King Richard II 6000 Class, BR (Early) with TTS Sound	£179.99
R3323	BR 4-6-0 Black 5 Class	£134.99
R3301	BR 4-6-0 Earl of Mount Edgcumbe 4073 Castle Class - BR (Early)	£144.99
R3327	SR 4-6-0 Maunsell S15 Class - SR black	£134.99



R3303



R3323

Code	Description	RRP
R3328	BR 4-6-0 Maunsell S15 Class, BR (Early)	£134.99
R3329	BR 4-6-0 Maunsell S15 Class, BR (Late)	£134.99
R3305	BR 2-6-0 K1 Class - BR (Early), Weathered	£129.99
R3303	BR 4-4-0 D16/3 Class - BR (Early), Weathered	£109.99
R3311	BR 4-4-0 Westminster Schools Class - BR (Early)	£134.99
R3315	BR 4-4-0 Fowler 2P Class - BR (Late)	£99.99
R3316	S&DJR 4-4-0 Fowler 2P Class	£99.99
R3304	BR 0-6-0T 700 Class - BR (Early), Weathered	£109.99
R3313	LMS 0-6-0 4F Class - LMS Unlined	£99.99
R3314	BR 0-6-0 4F Class - BR (Early)	£99.99
R3333	BR 4-4-2T Adams Radial BR (Early)	£119.99
R3334	BR 4-4-2T Adams Radial BR (Late)	£119.99
R3335	LSWR 4-4-2T Adams Radial	£119.99
R3324	LNER 0-6-0T J50 Class	£79.99
R3325	BR 0-6-0T J50 Class, BR (Early)	£79.99
R3326	BR 0-6-0T J50 Class, BR (Late)	£79.99
R3320	BR 4-6-2 Golden Eagle A4 Class, BR green (Early)	£144.99



R3301

DIESEL AND ELECTRIC TRACTION



R3345



R3343



R3353



R3350

Code	Description	RRP	Code	Description	RRP
R3348	EWS Bo-Bo Class 67 67016	£139.99	R3353	Sentinel 4wDH Balfour Beatty	£55.99
R3349	EWS Bo-Bo Class 67 67024	£139.99	R3354	Sentinel 0-4-0 'Barabel'	£55.99
R3345	Freightliner 'Powerhaul' Co-Co Class 66	£69.99	R3355	Sentinel 0-4-0 'Wabtec'	£55.99
R3350	DB Schenker traffic red Class 90 90029	£69.99	R3351	Northern Rail blue Class 153 railcar	£89.99
R3365	East Coast Trains Bo-Bo Class 91 91120	£89.99	R3352	FGW Class 153 railcar	£89.99
R3346	DB Schenker Co-Co Class 92 92009 Marco Polo	£79.99	R3340	BR 2-HAL 2 Car EMU Pack, BR Green, Yellow Front	£130.25
R3347	EWS grey (large vinyl logos) Co-Co Class 92 92019	£79.99	R3341	BR 2-HAL 2 Car EMU Pack, BR Blue	£130.25
R3344	Network Rail yellow Class 31 31285	£162.25	R3215	Eurostar Class 373 4-car Train Pack - new e320 refurbished livery	£169.99
R3342	BR blue Class 08 0-6-0DE	£119.99			
R3343	FGW blue Class 08 0-6-0DE, 08822	£119.99			



WAGONS

Code	Description	RRP
R6705	BR Railfreight HAA MGR Red Frame Wagon	£23.99
R6706	BR Railfreight HAA MGR Red Frame Wagon Graffiti	£23.99
R6707	BR Railfreight HAA MGR Wagon Triple Pack	£69.99
R6675	BR 21 Ton Hopper Wagon 'B413756'	£14.99
R6676	BR 21 Ton Hopper Wagon 'E306626'	£14.99
R6677	BR 21 Ton Hopper Wagon 'E270706'	£14.99
R6691	BR 21 Ton Hopper Wagon Triple Pack	£44.99
R6708	BR Railfreight CDA Red Frame china clay w-wagon	£24.99
R6717	Hornby Wagon 2015 Conflat and Container	£9.99
R6682B	LNER Extra Long CCT Van '1247'	£13.49
R6682C	LNER Extra Long CCT Van '1238'	£13.49
R6683B	BR Extra Long CCT Van 'E1319E'	£13.49
R6683C	BR Extra Long CCT Van 'E1279E'	£13.49
R6692	BR Blue Spot Fish Van 'E87085'	£10.95
R6692A	BR Blue Spot Fish Van 'E87086'	£10.95
R6692B	BR Blue Spot Fish Van 'E87087'	£10.95
R6713	BR Vent Van Bauxite Triple Pack	£27.99
R6713A	BR Vent Van Bauxite Triple Pack	£27.99
R6678	LMS Horse Box '42513'	£19.99
R6678A	LMS Horse Box '42409'	£19.99
R6679	BR Horse Box 'M42369'	£19.99
R6679A	BR Horse Box 'M42178'	£19.99
R6696	Coltness Iron Co 4-Plank Wagon	£10.95
R6697	East Walbottle Coal Co. Ltd 4-Plank Wagon	£10.95
R6698	Derbyshire County Council 4-Plank Wagon	£10.95
R6699	Arenig Granite Co. Ltd 5-Plank Wagon	£10.95
R6700	J. James & Co 5-Plank Wagon	£10.95
R6701	Logan & Sons 5-Plank Wagon	£10.95
R6702	Scottish Gas Board 7-Plank Wagon	£10.95
R6703	G.T. Parker & Sons 7-Plank Wagon	£10.95

R6695



Code	Description	RRP
R6704	Hickleton Main Colliery 7-Plank Wagon	£10.95
R6695	Bitrin Scientific Roads Ltd Tanker Wagon (above)	£13.99
R6709	Loadhaul ZBA 'Rudd' departmental wagon	£9.99
R6712	BR Open Wagon Triple Pack	£24.99
R6712A	BR Open Wagon Triple Pack	£24.99
R6508A	BR 20 Ton Brake Van	£14.99
R6710	BR (Dutch) Brake Van (Grey & Yellow)	£14.99
R6693	GWR Toad Brake Van	£16.99
R6694	BR Toad Brake Van	£16.99
R6711	Mainline Freight Blue 'Shark' Brake Van	£16.75
R6642C	GWR Shunters Truck (Halesowen)	£10.95
R6643D	BR Shunters Truck (South Lambeth)	£10.95

R6709



COACHES



R4616

Code	Description	RRP
R4580	Eurostar Class 373 Blue Livery Divisible Centre Saloons Coach Pack (new livery)	£29.99
R4660	Pullman Third Class Kitchen Car- K-Type Pullman Car	£49.99
R4661	Pullman Third Class Parlour Car - K-Type Pullman Car	£49.99
R4662	Pullman Third Class Brake Parlour Car - K-Type Pullman Car	£49.99
R4663	Pullman First Class Kitchen Car - K-Type Pullman Car	£49.99
R4664	Pullman First Class Parlour Car- K-Type Pullman Car	£49.99
R4656	LMS Non-Corridor 57' Composite Coach	£40.25
R4657	LMS Non-Corridor 57' Third Class Coach	£40.25
R4677	LMS Non-Corridor 57' Third Class Brake Coach	£40.25
R4677A	LMS Non-Corridor 57' Third Class Brake Coach	£40.25
R4669	GWR Clerestory Third Class Coach	£21.99
R4670	GWR Clerestory Brake	£21.99
R4651	BR Thompson Suburban (Lavatory) Composite Coach, Maroon	£40.25
R4652	BR Thompson Suburban Third Class Coach, Maroon	£40.25
R4653	BR Thompson Suburban Third Class Brake Coach, Maroon	£40.25
R4648	BR Gresley Suburban First Class Coach, Maroon	£40.25
R4649	BR Gresley Suburban Composite Coach, Maroon	£40.25
R4650	BR Gresley Suburban Third Class Brake Coach, Maroon	£40.25
R4675	BR Gresley Suburban Third Class Coach, Maroon	£40.25
R4658	BR Non-Corridor 57' Composite Coach	£40.25
R4659	BR Non-Corridor 57' Third Class Coach	£40.25
R4678	BR Non-Corridor 57' Third Class Brake Coach	£40.25
R4678A	BR Non-Corridor 57' Third Class Brake Coach	£40.25
R4621A	BR Mk 1 Tourist Second Open Coach, Maroon	£24.99
R4643A	BR Mk 1 Second Open Coach, Maroon	£24.99
R4647	BR Mk 1 Coach, Heavily Weathered, Graffiti, Maroon	£24.99
R4619A	BR Mk 1 Parcels Coach, Maroon	£24.99
R4642A	BR Mk 1 Parcels Coach, Chocolate & Cream	£24.99
R4644A	BR Mk 1 Tourist Second Open Coach, Chocolate & Cream	£24.99
R4620A	BR Mk 1 Second Open Coach Carmine & Cream	£24.99
R4646	BR Mk 1 Parcels Coach 'Express Parcels'	£24.99
R4616A	BR Mk 2e Standard Open Coach	£24.99
R4617A	BR Mk 2e First Class Open Coach	£24.99
R4618A	BR Mk 2e Standard Open Brake Coach	£24.99
R4610A	BR Mk 2e Standard Open Coach, BR Blue & Grey, Working Lights	£29.99
R4611A	BR Mk 2e First Class Open Coach, BR Blue & Grey, Working Lights	£29.99
R4612A	BR Mk 2e Standard Open Brake Coach, BR Blue & Grey, Working Lights	£29.99
R4613A	BR Mk 2e Standard Open Coach, BR Blue & Grey	£29.99
R4614A	BR Mk 2e First Class Open Coach, BR Blue & Grey	£29.99
R4615A	BR Mk 2e Standard Open Brake Coach, BR Blue & Grey	£29.99
R4369B	FGW Mk 3 1st Coach	£28.49
R4369C	FGW Mk 3 1st Coach	£28.49
R4370C	FGW Mk 3 Standard Open Coach	£28.49
R4370D	FGW Mk 3 Standard Open Coach	£28.49
R4370E	FGW Mk 3 Standard Open Coach	£28.49
R4370G	FGW Mk 3 Standard Open Coach	£28.49
R4371A	FGW Mk 3 Buffet	£28.49
R4654	FGW Mk 3 TGS	£28.49
R4665	East Coast Trains Mk 4 First Class Coach	£28.49
R4665A	East Coast Trains Mk 4 First Class Coach	£28.49
R4666	East Coast Trains Mk 4 Standard Open Coach	£28.49
R4666A	East Coast Trains Mk 4 Standard Open Coach	£28.49
R4666B	East Coast Trains Mk 4 Standard Open Coach	£28.49
R4666C	East Coast Trains Mk 4 Standard Open Coach	£28.49
R4667	East Coast Trains Mk 4 Buffet	£28.49
R4668	East Coast Trains Mk 4 DVT	£28.49
R4655	DB Schenker silver DVT 82146	£42.99
R4676	BR Mk3 InterCity Coach Pack x 3	£99.99

IN BRIEF...



► 'HALLS' EN ROUTE

Hornby has confirmed that the much-delayed GWR 'Hall' 4-6-0s will be shipping to the UK in January. Both standard and Railroad versions are being produced, with red No. 5972 *Olton Hall* (pictured) representing the latter. BR late crest green No. 4965 *Road Ashton Hall* and GWR *Pitchford Hall* (in train pack with three Mk 1s) complete the initial batch.

► NO NEWS ON N GAUGE - YET

Contrary to strong rumours, Hornby did not announce any further N gauge products to follow the Arnold-branded 'Brighton Belle' EMU (January **BRM**). However, the company is looking to extend its 1:148 scale offering and is likely to make an announcement later - possibly at the Nuremberg Toyfair in late-January, where Hornby's international brands unveil their new ranges each year. According to Hornby, any new N gauge models are likely to be based on existing OO products, as with the '5-BEL'.



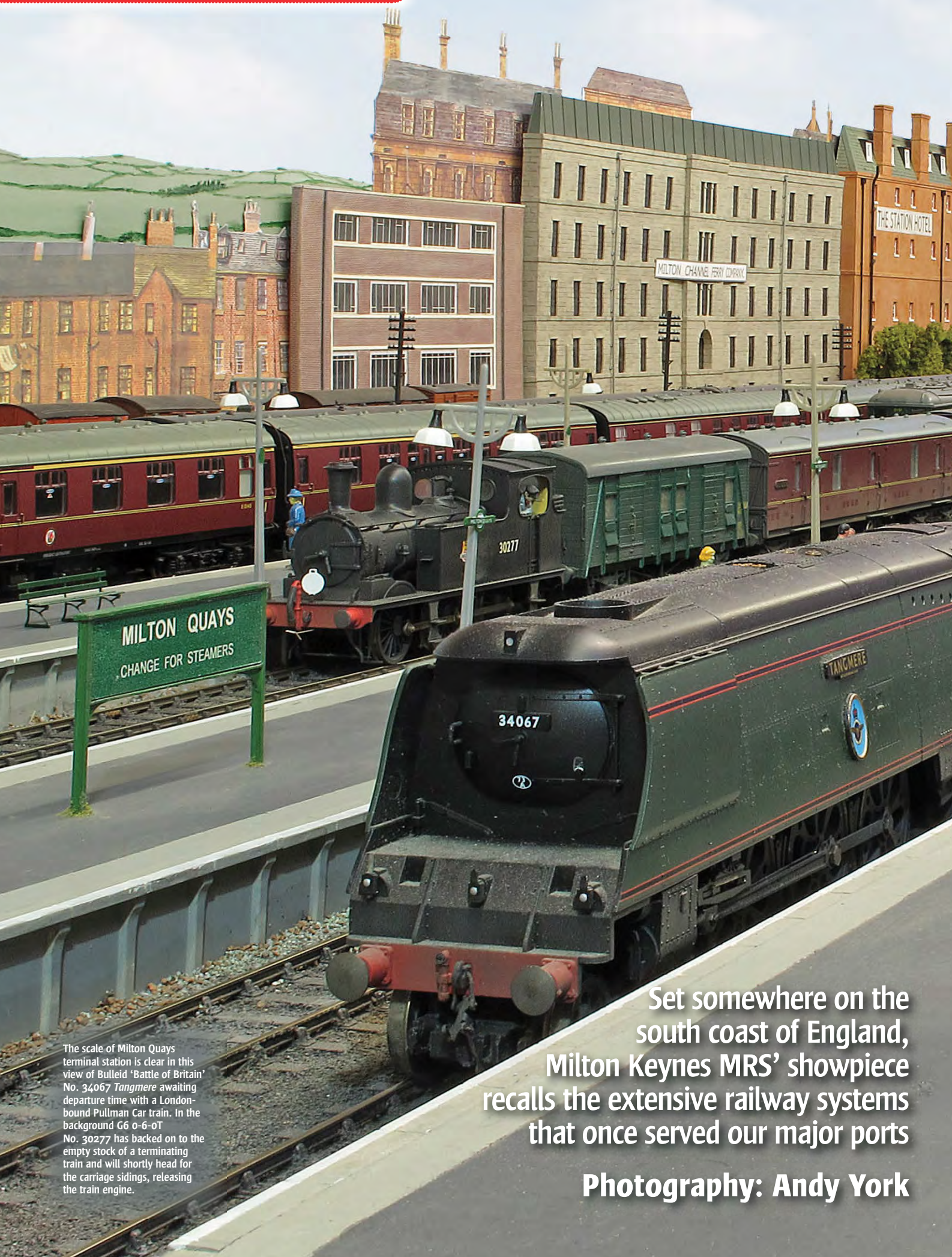
► 'KING' BY SUMMER 2015?

Development of the GWR 'King' 4-6-0 is proceeding apace as Hornby aims for a summer 2015 release. The model is now said to be 'in tooling' and engineering prototypes should arrive soon. Four versions are planned; GWR No. 6000 *King George V* and *King James I*, BR late crest *King Edward VIII* and TTS sound-fitted *King Richard II* in early BR livery. The latter will feature generic four-cylinder steam sounds with class-specific whistle and other sounds. Standard DCC Ready models have an RRP of £159.99, while the TTS model costs an extra £20.

► '71' DESIGN WORK COMPLETE

Although it is not expected to be released until February/March 2016, design work is reported to be complete on Hornby's Southern Region Class 71 electric. The project now moves to the tooling stage, after which we should see the first engineering prototypes.

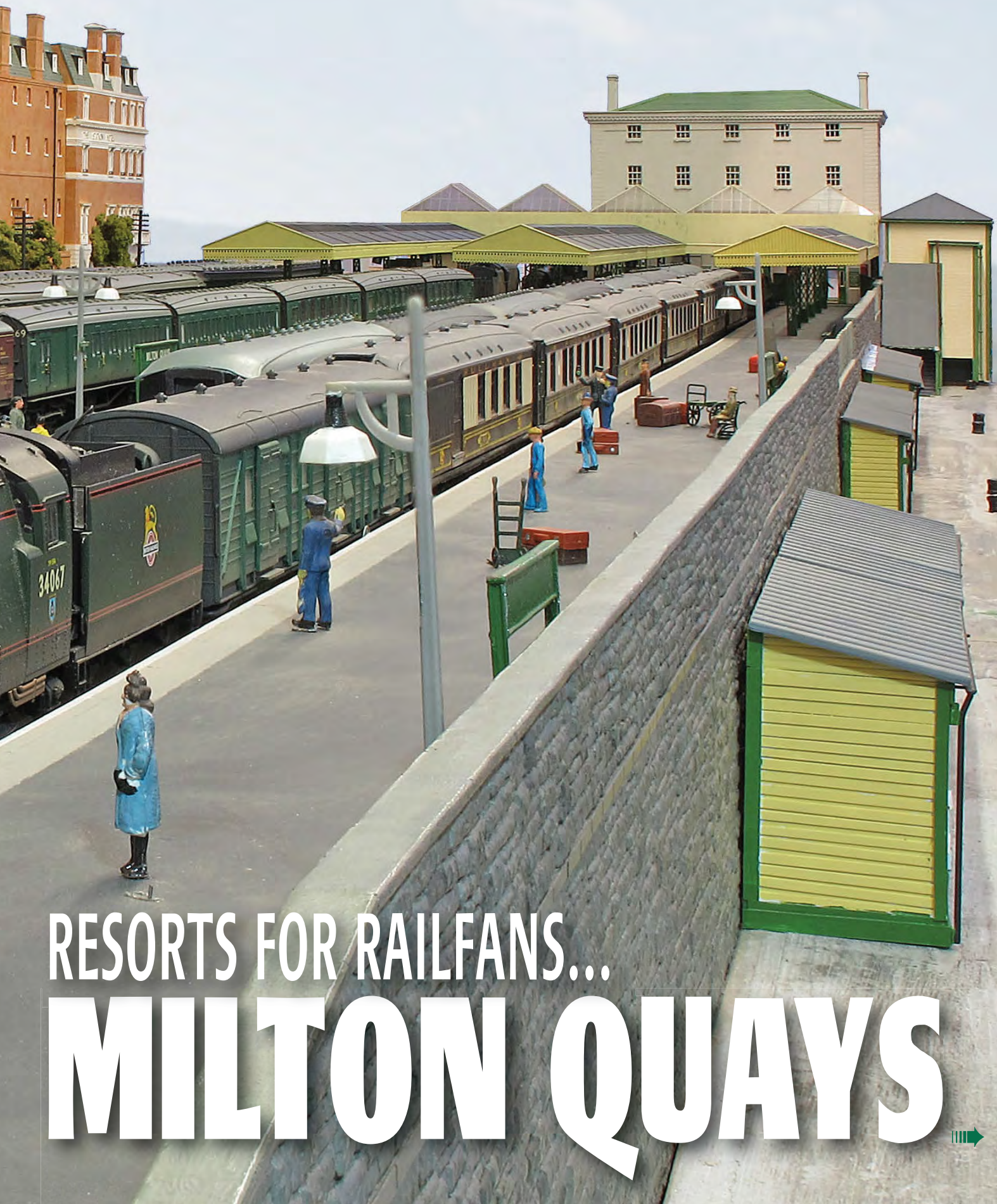




The scale of Milton Quays terminal station is clear in this view of Bulleid 'Battle of Britain' No. 34067 *Tangmere* awaiting departure time with a London-bound Pullman Car train. In the background G6 0-6-0T No. 30277 has backed on to the empty stock of a terminating train and will shortly head for the carriage sidings, releasing the train engine.

Set somewhere on the south coast of England, Milton Keynes MRS' showpiece recalls the extensive railway systems that once served our major ports

Photography: Andy York



RESORTS FOR RAILFANS...
MILTON QUAYS



LAYOUT PICTORIAL



A rare visitor from the London Midland Region; a Bachmann 'Midland Pullman' snakes in past the classic Southern Railway art deco signalbox guarding the station throat. Note the superb hand-built semaphore signals.



Top M7 No. 30058 departs with a pull-push local train formed of ex-LSWR 'Gate Stock'. Simmering on shed behind are a B4 and E1R 0-6-2T No. 38610, an exile from the former London Brighton & South Coast Railway used in Southampton Docks for many years. The slightly ramshackle MRD is typical of many facilities on the SR's Western Division in the latter years of steam.

Middle Stock is a mix of ready-to-run and kit-built models, demonstrated in this case by a Hornby '2-BIL' EMU leading an Ian Kirk '2-NOL' away from the terminus. Milton Quays is on a branch from the main line further inland but still sees a wide variety of passenger and goods traffic.

Above Several generations of tall warehouses form a low relief backscene for the dockside tramway section. Kit-built USA 0-6-0T No. 30064 re-creates what would have been a familiar post-war scene in Southampton Docks. Goods traffic is varied and includes perishables for import/export.



LAYOUT PICTORIAL



Main Image Emerging from the tunnel in the massive chalk cliff, 'West Country' No. 34038 *Lynton's* work is almost complete as it coasts past the locomotive depot into Milton Quays. This kit-built Bulleid 'Light Pacific' in late-1940s/early-1950s livery represents the earliest part of the layout's broad 1950s/early-1960s timespan.

Left Little and Large: Adams B4 0-4-0T No. 30083 shuffles along the dockside tramway as 'Lord Nelson' 4-6-0 No. 30863 *Lord Rodney* departs on the main line. Towering over the scene is the chalk cliff that forms a high backscene at one end of the layout.

Right Many of the superb scratchbuilt buildings are based on those built by railway companies to serve the once-lucrative ocean liner traffic at major ports such as Southampton. Other influences include the railways of Weymouth and Poole.

Below Right Tall dockside cranes are a superbly modelled feature of the layout, and a reminder of how goods were transferred between ships and land transport before the advent of containerisation.



FACT FILE

MILTON KEYNES MRS

'Milton Quays' is only one of several layouts built, operated and exhibited by MKMRS in scales from N to O. Formed in 1969, and with more than 70 members the society is now based in Barton Road, Bletchley after 18 years at the famous Bletchley Park Museum.

For more information, including how to join, visit:
www.mkmrs.org.uk



KIT-BUILD WITH CONFIDENCE

PART 2

Phil Parker continues his introduction to building locomotives with a whitemetal kit aimed at novices.

In this hobby, there's very little to beat the proud feeling of seeing a locomotive you've built working on a layout. Most modellers will tell you, "Oh, I couldn't do that." but in truth they can, the trick is to pick the right kit.

Several manufacturers offer starter kits in their range. These are normally 0-4-0 shunters without complex valve gear. Price-wise, you will be able to find cheaper kits but the slightly bigger bill reflects the extra development that goes in to making such a model as easy to build as possible. Don't listen to anyone who suggests the best starting point is an ancient kit because it's cheap – there are some real horrors out there that will put anyone off kit-building for life!

0 gauge is proving ever more popular thanks to models such as the Ixion Hudswell, Clarke 0-6-0ST and Fowler 0-4-0 diesel



Inside the box there are some very large castings, a length of brass channel for the chassis, wheels, motor and gears plus lots of separately packed detail parts. In the bottom you will find lengths of wire and clear plastic sheet.

tempting modellers away from smaller scales, partly because the prices aren't a great deal higher than top-end models in N or OO, but also because you seem to get so much more for your money. With this in mind, we've chosen Tower Models' starter kit for the Yorkshire Engine Co. 0-4-0DH that became BR Class 02.

This kit is well presented in a good strong box. Reviews always used to comment favourably if the box was big enough for the finished locomotive – this is big enough for two. All the parts are cast in whitemetal resulting in a model weighing just over 1kg. The chassis is based on a U-section brass channel to which all the mechanical components are bolted. The only soldering the modeller really has to do is for the wiring.

Tower Models claims the kit is foolproof and the purchaser can be assured they will end up with a working model for their time and money. Everything required for the model is included apart from paint and glue. Many kits require the builder to go and find a motor, wheels and gears but here these are in the box as well as the vital Allen key to fix the wheels on to the axles.

Instructions are mostly clear exploded diagrams which are easy to follow. This isn't a complex model and more experienced modellers may wish to add extra detail to personalise their locomotive. But, built

TOOLS REQUIRED

■ 6" flat file ■ Selection of needle files ■ Emery paper ■ Selection of small drill bits, 0.7mm, 1mm, 1.1mm, 1.2mm ■ Pin vice ■ Small crosshead screwdriver ■ Heavy knife ■ Craft knife ■ Small pointed pliers ■ Glue or solder ■ Paints - Humbrol acrylics RC401 - Black, RC405 - BR Green, RC406 - Bufferbeam red, RC407 - BR Yellow, RC417 - Off white ■ Spray primer

SHOPPING LIST

■ Tower Collection Class 02 Diesel Shunter Starter Kit, £225.00

W www.tower-models.com

T 01253 623797

■ Fox Transfers BR Green livery diesel shunter pack, £19.17

W www.fox-transfers.co.uk

T 01530 245618

STEP-BY-STEP GUIDE



The instructions state "Remove any machine burrs from the chassis". This just means making sure the axle holes are clear of any residue. A small round file will be fine for this but if you have a countersink drill bit, it's even easier to rotate this in each hole. Check the bearings fit and run a little superglue around the edge to hold them in place.



This kit is easier to build than many Airfix plastic models

from the box, you will have a perfectly good, fully operational locomotive of which you can be proud.

Time taken to build the kit will depend on the modeller but a good weekend ought to see the model ready for paint. Don't rush it. Take

each step in turn and check your work as you go. You don't require a large toolkit or space to work. Tower Models tell me they have test built these kits on the shop counter between customers so you could probably work on a tray in front of the television. **BRM**

2



Test fit the wheels to the axles. The supplied Allen key is used to turn the retaining screws in the middle. Put this somewhere safe as it's easy to lose. Wheels should be 'quartered'; in other words the crank pins on an axle are set at 90 degrees (one quarter turn) from each other.

3



Crank pins are made up by screwing a bolt through the back of the wheel, then slipping the brass bush over this. Retain the lot with a washer and small nut. These last two are removed while fitting the connecting rods but it's worth keeping them on for the moment.

4



Connecting rods are etched nickel silver and require cutting from the fret with a large knife and then the bosses fitting to the ends. Solder or superglue will work for this.

TURN OVER FOR FURTHER STEPS ➡

PRACTICAL BRM



PAINTING 'WASP' STRIPES

Black and yellow 'wasp' warning stripes on the ends of shunting locomotives strike fear into even experienced painters. Any untidy work will stand out on the finished model, although some judicious heavy weathering can sometimes help. For the '02', I tried two different methods.



On the back I carefully marked out the stripes and painted them with acrylic paint. A plastic card template the width of a strip helped and I ran a bow pen along this to give me a sharp edge. The middle of the stripe was filled in with a brush. Acrylic paint is excellent for this work as it dries very quickly allowing rapid touch-up where mistakes have been made. Two hours and only a little bad language saw this end complete.

On the nose, some Fox Transfers stripes were cut to size and carefully applied. Once in position, the transfer sitting on the radiator was trimmed away with a sharp knife. The transfer was carefully prodded in to position. Next the black side stripes were applied separately. This worked pretty well with the transfers moulding around the curved nose very neatly.



- 12** The toolboxes should be fitted in to the front corners between the cab and bonnet. Sadly, they are slightly too narrow so to ensure the characteristic flush side, I fitted them to the cab front only and filled the gap alongside the bonnet.



STEP-BY-STEP GUIDE

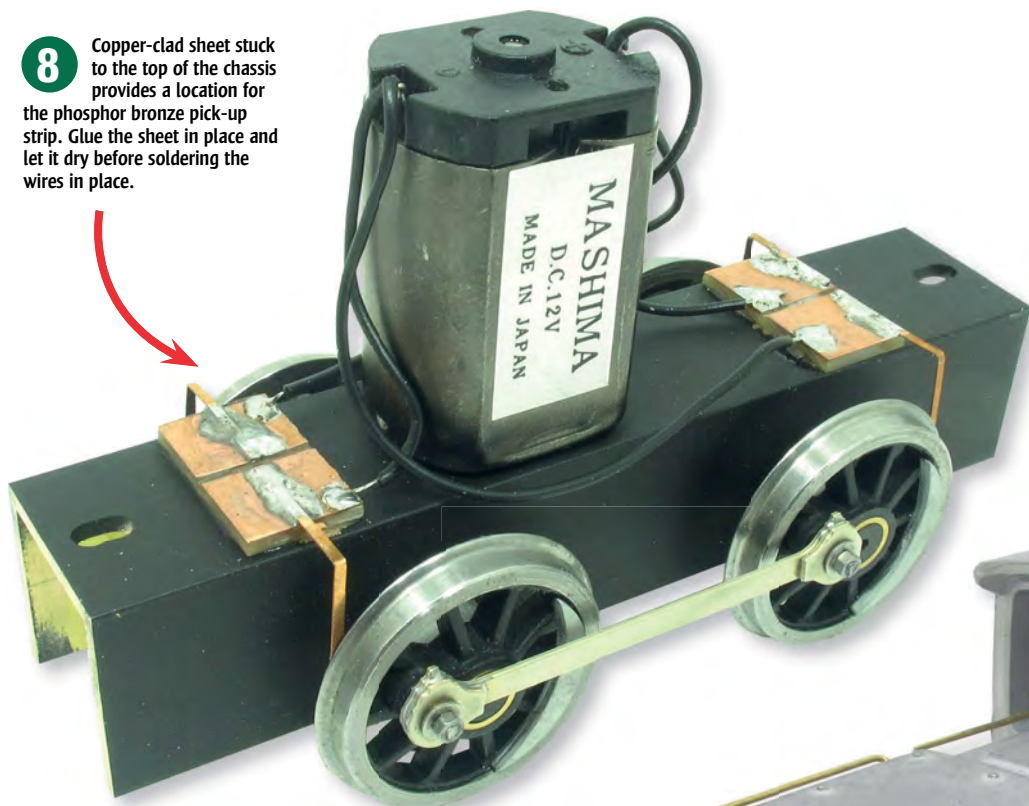
5



With the rods fitted, the chassis should run smoothly with no binding. If it doesn't, check the wheels rotate freely and that the rods are a slightly loose fit on the crank pins. The tolerances are generous enough that you are unlikely to encounter any problems but if you do, check your assembly before enlarging any holes.

8

Copper-clad sheet stuck to the top of the chassis provides a location for the phosphor bronze pick-up strip. Glue the sheet in place and let it dry before soldering the wires in place.



13

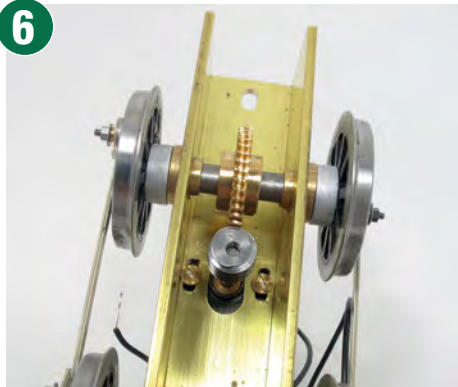


There are lots of holes to be drilled for handrails. All are marked with little dimples in the casting and should be opened out with a 0.7mm drill. This can bind in the metal but a little spit on the bit will lubricate it.

14



6



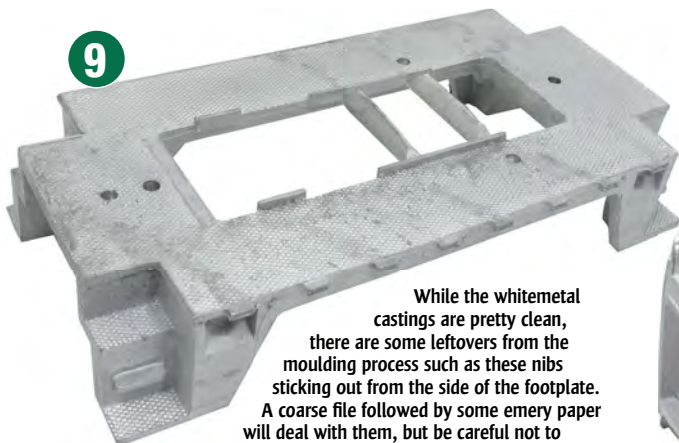
The motor is screwed in to the chassis and the gears should touch but not be forced hard into each other. Test the chassis under power at this point and make sure it works freely. I find a couple of long wires with crocodile clips on the end helpful – clip one end to the motor and the other to one side of a handy bit of track.

7



If all is working well, take the chassis apart and paint it. I primed the metal with some car aerosol primer and then painted it with Humbrol acrylic black. Blu-tak pushed into the bearings keeps the paint away from where it isn't wanted.

9



While the whitmetal castings are pretty clean, there are some leftovers from the moulding process such as these nibs sticking out from the side of the footplate. A coarse file followed by some emery paper will deal with them, but be careful not to remove the raised area on the side of the valance.

10

To make painting easier, the cab/bonnet assembly screws to the footplate so the two can be worked on separately. Test fit the self-tapping screws as these need to be worked in and out to cut the threads. A tiny amount of oil on the thread makes the job a little easier.



11



An easily missed detail is the small whitmetal pieces for the central bars in the side windows. Take time to ensure they are right in the middle and vertical in the window.

FACT FILE

BR CLASS 02

Built by the Yorkshire Engine Co. in 1960, the locomotives that eventually became TOPS Class 02 were intended to replace the ex-LYR Pugs in the dockyards and goods yards of Liverpool and Manchester. To make life easier for staff in confined spaces, access to the cab was via an American style verandah rather than side doors. The locomotives were well regarded by crews; being powerful but light enough and with a short wheelbase that allowed them to go anywhere. Many similar locomotives were built by YEC for industrial use.

Four survived long enough to gain TOPS numbers although only 02 001/003/004 actually carried them. Most of the class was sold out of service to industry and seven were eventually preserved (D2853/54/58/60/66-68).

D2860 was placed in store in 1970 with the intention of preserving it officially. Restored by Thomas Hill at Kilnurst, it entered the National Collection as the NRM's museum pilot at York. The locomotive has been repainted several times and the livery has seen various minor changes during this time. Today, it has largely been replaced by more powerful Class 08 0-6-0s, but can still be seen in the museum – or parked outside between shunting duties.



Handrails are bent out of 0.7mm brass wire and superglued in place. It would make sense to leave the vertical ones on the nose and the ones on the cab back off at this stage to make painting the wasp stripes easier. I wish I had...

TURN OVER FOR
FURTHER STEPS



PRACTICAL BRM



STEP-BY-STEP GUIDE

15



Once all the details are fitted, spray the model with car primer. The primer coat shows up any areas which need filling or smoothing, so tidy these up and give it another coat until you are happy. White primer is best if your prototype has wasp stripes on the end as darker colours can show through the yellow.

GLUE OR SOLDER?

As the kit uses chunky whitemetal castings, there is nothing to stop the modeller glueing it together. I have several similar locomotives assembled with superglue (I prefer Zap-a-Gap green from model shops) that are nearly two decades old and show no sign of falling apart.

Another option is two-part epoxy resin which will provide a very strong bond. It's not as convenient as superglue as you need to keep mixing up batches as you work. Applied thickly it can ooze out of the joints and needs to be cleaned up before it sets – use sparingly for the best effect.

Soldering castings together is the fastest method and not nearly as scary as many people think. I've demonstrated this technique on this month's free DVD programme. My model is soldered but if you don't feel confident then there is nothing wrong with using glue.

16



After painting, glazing is fitted inside the cab. Canopy glue is ideal for this as it doesn't fog the plastic and dries clear. The model would be greatly improved by cutting out individual bits of thick plastic to fit in the frames to give flush glazing.

17



The coupling hook pokes through the bufferbeam. A spring is fitted over the shank and retained with a washer and split pin. This is a fiddly job where an extra pair of hands could be useful.

WATCH

Phil demonstrating how to solder whitemetal on this month's DVD!



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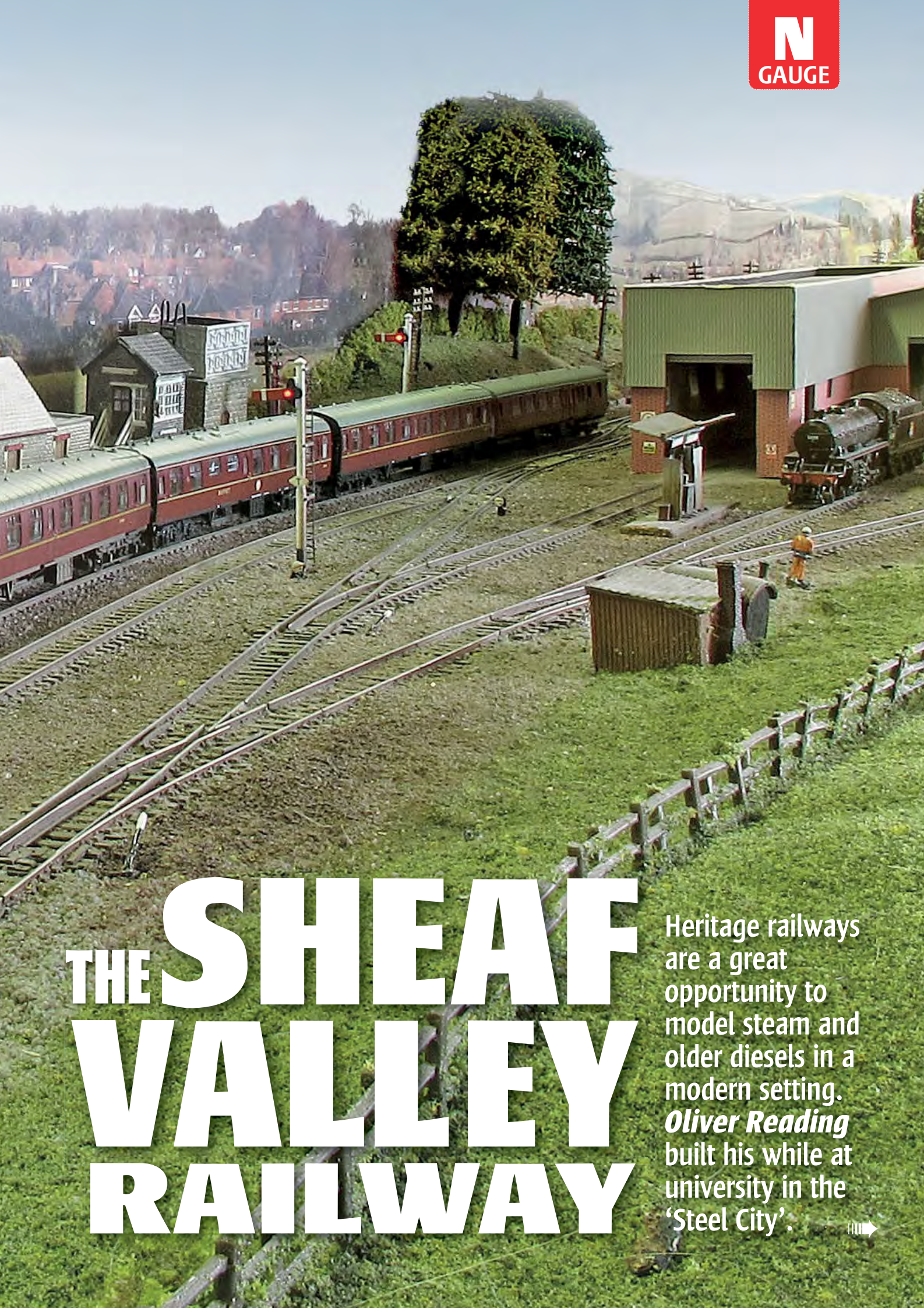
Order Ref: P311588

FACT FILE

- **Layout Name:** The Sheaf Valley Railway
- **Scale:** 1:148 scale, 9mm gauge N
- **Length:** (to include any fiddle yards): 12' x 1'
- **Layout type:** Fiddleyard to terminus
- **Location:** Midland Region
- **Period:** Modern Era, Preservation
- **Words:** Oliver Reading
- **Photographs:** Andy York



Panniers L94 and No. 9600 bring a rake of maroon stock into the station.

A detailed model railway scene featuring a red passenger train with green roofs, a steam locomotive, and various trackside buildings and trees.

THE SHEAF VALLEY RAILWAY

Heritage railways are a great opportunity to model steam and older diesels in a modern setting. *Oliver Reading* built his while at university in the 'Steel City'.





A BR Blue Class 27 takes charge of an inspection saloon charter, passing the modern maintenance and repair sheds.

The Sheaf Valley Railway is a small preserved railway based somewhere outside Sheffield. It has been restored on a former line that began along the Hope Valley and ended in the Dore area of the 'Steel City'. It is, of course, a work of fiction but it's nice to have a back story - let's go back to the beginning.

Most 18-year-olds go to University with a crate full of beer and leave with a degree. I, on the other hand, turned up to my shared flat with a box full of N gauge stock, a 4' by 1' piece baseboard and left with a layout!

My task was to prove that a layout was possible in the confined space University accommodation provides. I had a few ideas of what I wanted to include on this board, but the main plan was to build something that I could exhibit and would provide plenty of operational potential.

After playing around by placing various bits of track and stock on the board to see what I could get away with, I found I was able to get a small terminus station along with several sidings that would become a locomotive depot. My plan was to get the feel of a preserved railway by having a station restored to its

former glory next to a more modern looking depot building.

Within a few months I had worked out that I could fit another 4' baseboard, along with a 3' fiddle yard board without it taking over the entire flat. I decided that this extension would allow me to include a Carriage & Wagon (C&W) Works along with a couple of sidings in which to store unrestored items of stock.

So, during my Christmas break I had these two extra boards made up and the construction continued. Over the next couple of months the layout started to take shape. All track on the layout is Peco Code 55 with Electrofrog points, controlled via Peco point motors and accessory switches operated via the 'probe and stud' method.

The platforms are constructed from a Metcalfe kit, and originally used a Ratio GWR Station building. The landscape was created by carving polystyrene to shape, coating it in plaster bandage and then applying scatter over a basecoat of earth colour.

EXHIBITING

Whilst this construction was underway, I managed to get a booking for its first exhibition, at Bakewell in June 2011. All of a sudden, there was a deadline

to meet. This is where I made a huge mistake; I lost the construction pace which resulted in the last few weeks before the show being a frantic rush.

A few errors crept in, which meant whilst the first outing was enjoyable, the layout couldn't be used to its full potential. The main reason for this was that the ballast had only been laid two days before the show.

I was using Woodland Scenics fine ballast glued with diluted PVA, but in my rush I didn't take enough care around some of the points and thus took the yard out of commission for the show. Even with this issue the layout was well received and was even invited to another show - at Glossop in September 2011.

During the time between the shows work was undertaken to fix the yard and thus the second exhibition showed the layout to its full potential. The third show, took place at New Mills & District MRC's Chapel-en-le-Frith show in February 2012. At both shows I noticed a few parts of the layout which I was unhappy with, so I decided to make a few changes.

Less than two months before the show I started on my changes, but this somehow turned into a complete rebuild! My original plan was to simply re-ballast the station and yard, but I found it was easier



An unrestored GWR 0-6-0PT and tender await their turn in the workshop.

KEY DETAILS SIGNALS

Three of the four signals (Platform 1 Starter, Platform 2 Starter and the Advanced Starter) are motorised examples from Dapol. Remote uncoupling is provided by the Dapol Easi-shunt Knuckle Couplings.



BR 5MT 4-6-0
No. 73082
Camelot brings a
demonstration
freight past the
carriage shed.



to lift the track completely. This set me wondering how I could improve the trackplan and several alterations were made.

I moved the crossover on the station approach to allow the loop to accommodate a four-coach train – one more than before. This was followed by a reduction in the locomotive depot from four roads to three, making the layout less cramped. Whilst the changes were being made I chose to add magnets to allow remote uncoupling using the Dapol Easi-Shunt couplers. Once again I made the mistake of ballasting too close to the show, but this time I used Hornby fine grey ballast and the layout went to Chapel with all areas working.

I was much happier with the new and improved layout but a new problem arose - the fiddle yard was too small! The original had been built to the space available in my flat and now that I had left Uni and was living in my own place I was able to extend. The original was 3' by 6" and featured three roads, the longest of which could just hold three coaches and a locomotive. This gave me a few issues when operating at shows. Given the next show on the cards was The International N Gauge Show in September 2012, something had to be done.



A collection of unrestored vehicles fill up the yard. Note the Mk 1 sleeper providing volunteer accommodation - a common sight at many heritage railways.

The current yard is over twice the size at 4' by 1', which allows for a greater range of train formations. The usual fleet is three passenger trains, the longest of which is four coaches in length, and two demonstration freights. There are also a number of shorter lines which hold DMUs, autotrains and an inspection saloon. The only other changes made to the layout since is the installation of Dapol working semaphore signals and changing the station building to a detailed Scenecraft model more suited to the layout's supposed Midland Railway background.

ANYTHING GOES - ALMOST

The big advantage of modelling a preserved railway is that you can run whatever stock you like; so a GWR pannier tank hauling LNER teak coaches looks right at home next to a BR Blue Class 27 on a demonstration milk train. I do impose some rules into what stock I run though. I will only run

locomotives on the layout that really are preserved. If a class was never preserved then a model of it will not be seen (So no Dapol NBL Type 2s or Graham Farish J39s for me). Most have been re-numbered to represent preserved locomotives, but where this hasn't been done the excuse we give is that the locomotive has been re-numbered as a long-scrapped classmate for a Gala. I have not yet got around to re-numbering the coaching stock as preserved examples, but it's on the 'to do' list.

All locomotives have been fitted with Dapol Easi-Shunt knuckle couplings to allow remote uncoupling. Coaching stock sets have a knuckle coupler on each end with alternate couplings inbetween replaced with a short NEM coupling. The result is very close-coupled stock that is aesthetically pleasing.

All locomotives on the layout have been converted to DCC. Most run with Gaugemaster

decoders, with the notable exception being my Graham Farish WD 2-8-0 No. 90733, which has been fitted with sound. This always generates interest at shows as sound in N Gauge is still not that common.

On several occasions the layout has played host to Pete McChrystal's fantastic fleet of DCC sound diesels - his Class 24 was simply superb. Sadly Pete passed away towards the end of 2013 and the layout has been dedicated to his memory ever since.

What next for The 'other SVR'? It is due to appear at several big shows throughout 2015 and bookings are now being taken for 2016. Part of me would like to add another 4ft of scenic section to give the stock a bit more of a run, but the layout only just fits in my car as it is! The control panel is due for a re-wire before the 2015 season to finally accommodate the trackplan changes made during the rebuild. This always provides a bit of fun when training a new operator on the layout!

Just over four years after construction began, the layout has 15 exhibitions under its belt, and a fair few more to come, and it still provides enjoyment to both operator and viewer. Special thanks must go to Dave Holmes, my regular second operator, for all the help he has given me in exhibiting the layout. Thanks also to Matt Dawson for his excellent weathering, and to all the members of the N Gauge Forum for the support and help they have provided.

Final thanks to Telford Railway Modellers Group for providing Sheaf with a new home. Right, it's time to go and do some modelling - the next show is getting closer every day! **BRM**



Posters, timetables and signage bring the station building to life.



SEE IT IN ACTION

The Sheaf Valley Railway is due to appear at the following shows in 2015;

- Model Rail Scotland, Glasgow - 20th-22nd February
- Basingstoke MRE - 14th/15th March
- The International N Gauge Show - 12th/13th September
- The National Festival of Railway Modelling, Peterborough - 17th/18th October
- Warley National Model Railway Exhibition, Birmingham - 28/29th November

The big advantage of modelling a preserved railway is that you can run whatever stock you like; so a GWR pannier tank hauling LNER teak coaches looks right at home next to a BR Blue Class 27 on a demonstration milk train.

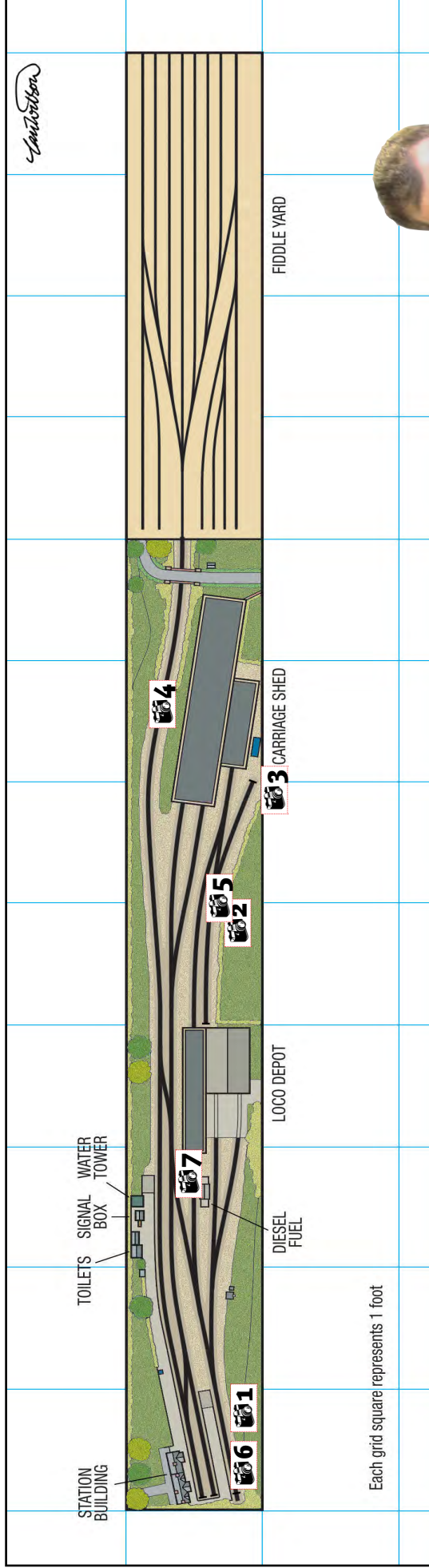


It must be a 'Thomas' weekend. The resident LNER B1 is playing the role of 'Henry'.



LAYOUT OF THE MONTH

THE SHEAF VALLEY RAILWAY



QA

How did you get started in model railways?

I've always had an interest in railways which I obtained from my Grandad, Barry Reading. My first model was a Hornby OO *Flying Scotsman*, when I was aged five. I made the choice to go N in 2006 at the age of 14. I also have an interest in full size railways and have spent many hours travelling the network.

Which other layouts have inspired you?

There are many fantastic layouts out there but three of my top layouts are Bodmin, Banbury, and the currently under construction model of Ropley, all of which are in N gauge.

How do you fit your railway modelling into your life?

I am a member of Telford Railway Modellers Group and attend meetings when I can. Here I am also part of the team that is behind 'Stokesy' (BRM project layout). I am also a member of N Gauge Forum which is a wealth of knowledge and full of excellent discussion and layouts.

When you encounter a problem in your modelling where do you look for solutions?

When a problem occurs my first point of call is the N Gauge Forum. The answer is usually somewhere on there.

How do you prefer to buy models?

The majority of my locomotives are purchased from my preferred supplier, Rails of Sheffield, but then I did work for them for over 2 years! I do occasionally pick items up from exhibitions.

What developments would you like to see in the hobby?

I would like to see DCC Sound available ready-to-run for British outline N gauge, and if someone wants to make a model of *City of Truro* then put me at the top of the list for one!



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LAYOUT FOCUS

LYNCOMBE VALE

When you're on the other side of the world, how do you go about building a layout that captures the atmosphere of the Somerset & Dorset joint line of 50 years ago? John Pavitt reveals the full story.

PRACTICAL
BRM

HOW TO

SUPER-DETAIL A GRAHAM FARISH CLASS 37

Quick ways of adding individuality to your N gauge Class 37s are explored by Nigel Burkin, using a 'celebrity' machine as an example.



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BRM MEETS...

DJ MODELS

With the company's first models due for release within weeks, **BRM** talks to DJM founder **Dave Jones** and how he plans to deliver an ambitious, and growing, programme of new projects.

Before going solo in 2013, Dave Jones was best known as Product Development Manager for Dapol. He was responsible for the design of numerous models in his seven years at the Welsh firm, including the 'Western' in both N and OO gauge, 'Terrier', GWR 28XX, B17, A3/A4 models in N as well as special commissions such as the Beattie Well Tank for Kernow Model Rail Centre, Sentinel Y1/Y3 and Class 22 Diesel.

A great deal has happened in the 18 months since he left Dapol, and barely a month has passed without DJ Models making headlines in the model railway press. However, the real test will come in a few weeks when his first production models reach the public. With this in mind, it seemed like the perfect time to get some background into the company and its operations.

BJ: How did you get started in the model railway trade?

DJ: "I was asked by [former Dapol MD] George Smith to take a look at the completed N gauge Class 73s in InterCity and EWS liveries in 2006. Having spotted some errors and suggesting that they also fitted flywheels, it obviously struck a chord with George. He subsequently asked my opinion of what the following locomotive should be and I suggested a Class 66, which was subsequently produced the following year. I was then asked for another follow-up - the Virgin Voyager - and was invited to China twice in six weeks to oversee production prior to the surprise Warley release that year."

BJ: What made you decide to strike out on your own?

DJ: "Sometimes you just get the feeling that you've done enough, and you can go no further. George had retired, and I felt I had so much more to offer and, as I often joke at presentations, actually make money for myself by producing my own models and being responsible for everything, not just design."

BJ: What influences your decisions on new products?

DJ: "This is a real 'black art' to be honest. Firstly it needs someone with model railway and real life railway experience. Anything less won't do, although as we've seen, those that don't have the 'feeling' tend

to be transient rather than longer term. Fortunately, I have always had the knack of being able to read the market with regard to what people want, whether it's a new model or a new feature, such as DCC in N gauge or low friction mechanisms; all pretty much standard in N gauge nowadays.

"I keep my ear to the ground, read the forums and believe that you have to 'own' the product mentally to really be able to live it and know it. That sounds terribly 'tree hugger' doesn't it? But really it sums it up."

BJ: When do you expect to see the models you've announced, such as the Hunslet 'Austerity'?

DJ: "The OO gauge 'Austerity' should be on its way from China around the time this article reaches print, and I shall use the cashflow from that to push forward the Class 17 and J94 in N with the 'Baby Deltic' coming after that.

I've always said that the OO 'Austerity' would be first as it is the one locomotive that will bankroll the others.

"Having said that, I've put a lot of my own money into this and my cashflow got stunted somewhat with the 20% production cost increases from China last May. I didn't want to put up my prices, so I absorbed the rises through reduced return for each model sold. This is something I will do for as long as possible.

"The list of other outstanding items will remain 'dateless' I'm afraid. One of the biggest issues I find is announcing something, and promising delivery dates. This is fraught with even more problems nowadays than it was, so I don't do it. However as each model progresses and I have updates I'll send all magazines and forums a press release and also update the timeline page of my website."

BJ: Is it difficult balancing the development of so many new model projects?

DJ: "Not at all. In fact if I had another 10-15 special commissions for new models I'd be more than happy as I have ample production and design capacity in China, and I am only about 20% occupied throughout the day at the moment."

BJ: How do you react to suggestions that DJ Models has announced too many new projects before its first models have been completed?

DJ: "It's a valid comment, and until I build confidence in the people that suggest such things, it won't go away. However, every locomotive announced so far is in various stages of development and will progress faster as models from the original announcements start selling. Once people start seeing a throughput of models then such suggestions should diminish.

"It's worth remembering that the first tranche of models apart from the O gauge Hunslet 'Austerity' and Class 23 are ready for tooling, so I need to have something to be working on.

"However, with these comments in mind, I have said that although I will work on these announced models and release them, I will refrain from announcing anything more for two years until the 'to do list' is smaller. Rest assured that I have six more locomotives I'm working on for after



The OO gauge Hunslet 'Austerity' 0-6-0ST will be DJM's first solo release.



Announcing models and promising delivery dates is fraught with problems - so I don't do it.

those two years. They will have to remain nameless for now, but they'll be ready for announcement when we've delivered what has been promised."

BJ: Why did you decide to try the Kickstarter route for funding new models? What advantages does it have for DJM and the customer?

DJ: "Crowdsourcing is a fantastic idea, but is it fraught with difficulties. The main one is the reticence of the British public to pay up front for something that may be 12-18 months away. If modellers can just get their heads around that then it will open the floodgates for practically anyone to produce models that they thought would never appear.

"Deciding to go down this route is one purely of being able to produce, with my surplus capacity, something quickly rather than wait until I can afford it in a couple of years."

BJ: What are the disadvantages?

DJ: "Very few really. Set-up costs have to be carefully considered as Kickstarter takes a 10% fee for running it, plus tax and importation have to be considered. The main problem would be one of monies being held for a timeframe with no real way (through Kickstarter) of getting your money back, although your credit card should insure the loss if it's over £100.00. These were the thoughts that made me decide to ask Kernow Model Rail Centre if it would like to help. I have a great working relationship with Chris and his team.

"With my Class 71 project (see previous page), all payments are by credit card and are refundable at any time if requested by the subscriber, even up to the day before dispatch of their model. Funds to run the design, CAD/CAM, tooling and reward are all released when those milestones are reached. This makes the Class 71 a very safe crowdsourced project which will soon bear fruit. By the time this interview goes out, the '71' will have gone through its CAD/CAM design stage." [keep a look out for it in **BRM** and on **RMweb**]

BJ: Does the smaller size of the British N gauge market make it more difficult to justify investment for products in this scale?

DJ: "Yes it does, but as an N gauge modeller myself I'm being altruistic with the gauge and will continue supporting it.

"I do believe that sales of N gauge to the public (as opposed to from manufacturers to retailers) is far lower than is readily known, and this reflects on stock being available for longer than used to be expected. I also believe that the pool of models still to be done that will sell enough models to break

even diminishes each year. There will be a tipping point in a few years' time where new models of subject 'X' become unviable due to the projected return on costs before profit."

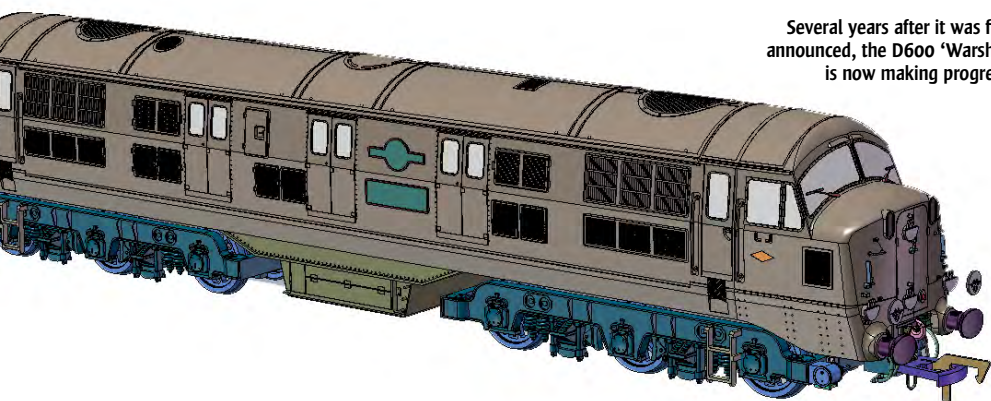
BJ: In your opinion, what influences purchasing habits the most; quality or price?

DJ: "I think both but I'd add the word reputation to the mix as well. Forums can cut a model down terribly if it's poor or unreliable. It's very important that it's accurate and reliable straight from the box, and this is central to the DJ Models ethos." 



Preserved Class 71 E5001 being laser-scanned at Barrow Hill in 2014. Development will continue, despite Hornby also announcing a '71'. BEN JONES

The situation in OO is crazy... there simply isn't enough room out there for so many companies producing the same models



Several years after it was first announced, the D600 'Warship' is now making progress.

BJ: How do you view the British model railway trade at the moment?

DJ: "I think the situation in OO gauge, with new models announced almost every week is crazy and there simply isn't enough room out there for so many companies producing the same models. This is very damaging and could literally destroy a company overnight due to the amount these models cost to produce."

BJ: Will DJM be affected by the same supply issues that have disrupted more established manufacturers in recent years?

DJ: "The only issue I have is cashflow, and I keep buying my lotto ticket each week to try and free up projects quicker for tooling and production!"

"Other than that, no. I have ample production capacity and two factories in China with the option on another two if I want them, again with ample spare capacity."

BJ: How do you see it developing over the next five years?

DJ: "I see a drastic slowing up in production from all manufacturers as China costs continue to increase and bite everyone hard. There is also the same problem occurring in OO as in N, in that the choice of viable models still to be produced and sell enough to break even will get smaller."

"Wise heads are all looking to other countries for production should costs rise too much, and a shift away from China to other less wealthy countries wouldn't surprise me at all."

BJ: What innovations/features would you like to bring British modellers through DJM products?

DJ: "I've already put my name in the frame to check every locomotive under the DJModels brand personally in the UK before it goes to the customer. This, and designing in further reliability with coreless motors, UK-designed and specified PCB boards is the direction I'm taking. I think that rather like our German cousins we have a right to expect a purchase to work perfectly straight from the box, and that's what I intend to achieve."

BJ: If you could produce one item (regardless of demand and cost), what would it be?

DJ: "Easy, I'd love to produce the LNER Quad-Art set (any backers out there?). That would be my 'Western' in that I'd love to produce the ultimate model but in coaches. Failing that a scale OO gauge LNER 'Silver Jubilee' or 'Coronation' streamliner set complete with lots of gorgeous features."

BJ: What does the future hold for DJM?

DJ: "Well, that's an interesting question. When I started I said that I'd only do two or three models per year, and now I have a list as long as my arm of DJM and special commissions. However this probably won't be sustainable long-term and I'd rather slow up in a few years back down to my original target."

"However, as a director from a major manufacturer was videoing my presentation at the RMWeb Live show at Coventry recently (yes really!), I wonder if I might be perceived as a threat or asset to them and subsequently get absorbed?" **BRM**



The Adams O2 for Kernow Model Rail Centre looks set to be the first DJM product available to the public.

This month's **OXFORD** New Releases

1:72

DH Dragon Rapide -
RAF Air Ambulance
72DR007 1:72

Messerschmitt Bf108 -
Rommels Desert Taxi
AC047 1:72

DH Puss Moth G-ABBS -
Kings Flight
72PM003 1:72

DH4 Zeppelin Shoot
Down - RAF 212 Sqn
AD002 1:72

**NEW
Tooling!**

Bristol F2B -
Royal Flying Corps
AD001 1:72

**NEW
Tooling!**

1:43

Austin Heavy Twelve -
Wiltshire Police
AHT005 1:43

Austin Seven RN Van - AA
ASV002 1:43

Austin Seven RN Saloon -
Royal Blue/Black
ASS002 1:43

Whitby Mondial Ice Cream
Van - Dimascios
WM004 1:43

1:76

Leyland Royal Tiger -
Cumberland Motor Services
76LRT005 1:76

Commer Commando -
Billy Smart's Circus
76COM004 1:76

Atkinson Borderer 40ft Fridge
Trailer - Gibbs of Fraserburgh
76ATK002 1:76

Ford Transit - Lomond
Mountain Rescue
76FT011 1:76

Bedford J1 Ambulance -
Army Medical Services
76BED006 1:76

Morris Marina -
Cheshire Police
76MAR004 1:76

Ford Fiesta Mk1 -
Essex Police
76FF004 1:76

Konecranes Reach
Stacker - Eddie Stobart
76KRS003 1:76

Jaguar XF - BRG
76XF002 1:76

Jensen Interceptor - Royal Blue
76JIO05 1:76

Jaguar D Type
76DTP002 1:76

Land Rover Freelander -
Mauritius Blue
76FRE003 1:76

SS Jaguar 2.5 Saloon -
Suede Green
76JSS005 1:76

Austin Atlantic
Convertible - Ming Blue
76ATL004 1:76

Austin-Healey 3000 -
Colorado Red/Black
76AH3002 1:76

Dingo Scout Car - 8th
Kings Royal Irish Hussars
76DSC004 1:76

Bedford OVD - Luftwaffe,
Eastern Front
76BD014 1:76

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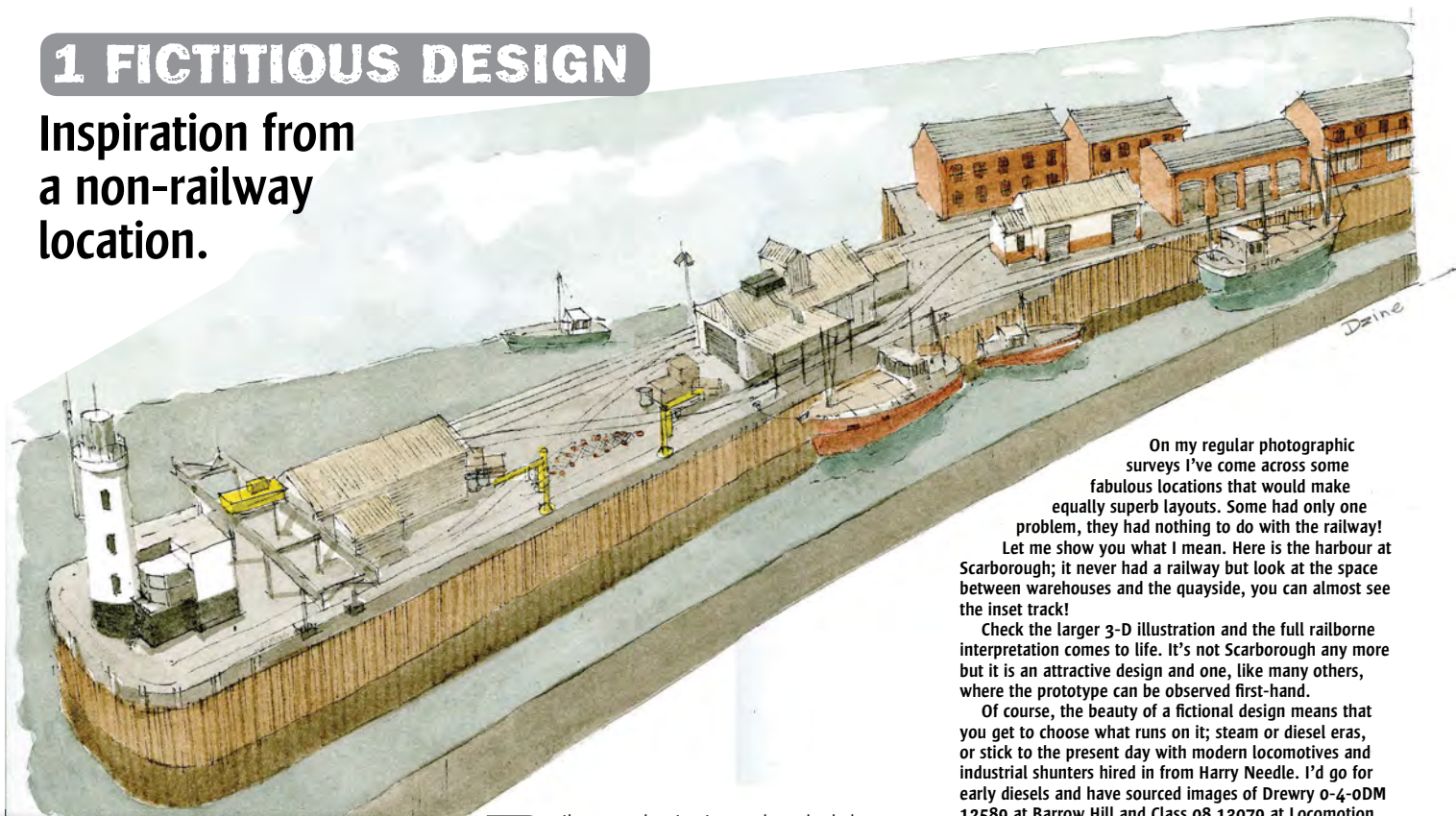
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NEW
FOR 2015

INSIDE TRACK

1 FICTITIOUS DESIGN

Inspiration from
a non-railway
location.



On my regular photographic surveys I've come across some fabulous locations that would make equally superb layouts. Some had only one problem, they had nothing to do with the railway! Let me show you what I mean. Here is the harbour at Scarborough; it never had a railway but look at the space between warehouses and the quayside, you can almost see the inset track!

Check the larger 3-D illustration and the full railborne interpretation comes to life. It's not Scarborough any more but it is an attractive design and one, like many others, where the prototype can be observed first-hand.

Of course, the beauty of a fictional design means that you get to choose what runs on it; steam or diesel eras, or stick to the present day with modern locomotives and industrial shunters hired in from Harry Needle. I'd go for early diesels and have sourced images of Drewry 0-4-ODM 12589 at Barrow Hill and Class 08 13079 at Locomotion in Shildon as a source of inspiration. Preserved railways usually have a few vintage diesels on hand for us to examine.

To keep with my chosen period I'd probably search out some images of quay and dockside buildings from the 1950s and substitute them for some of the modern structures at Scarborough, though I include a number of photographs from the current scene so you can see how they've influenced my overall design. I've purposely avoided including a separate trackplan, but have indicated one possibility on the 3-D illustration. My hope is that you'll manipulate my creative, broad-brush idea into something that suits you.

FACT FILE

Who is Paul A. Lunn?

Paul A. Lunn has been writing about layout design and planning for 30 years. His name, and his work, will be familiar to many through his various articles and publications such as the Peco Trackplans books. He's passionate about railway modelling and believes that well thought-out layout design, in appearance and operation, brings greater enjoyment and a longer lasting encounter with the hobby. His inclusive approach is aimed at all ages, all skill levels and his interactive clinic, hands-on layout planning and design skills are a regular, and popular, feature at exhibitions.

Like many of us, Paul has been designing layouts from childhood, though more recently has become well known for his work in a number of magazines, books and in the last few months his first DVD with fellow modeller Paul Marshall-Potter. He has assisted numerous clubs and individuals, locally in his hometown of Chesterfield, around the United Kingdom and as far afield as New Zealand.

In his new bi-monthly column for BRM he unpicks the subject of Layout Planning and Design, using a hints and tips approach that will appeal to modellers in all scales and across every region and era.

His intention is that it will be a resource that builds up regularly over the coming months, providing a chance to access Paul's skills, share design problems/issues and look for effective solutions through the magazine and at Warner's exhibitions during 2015.

Ben Jones, Managing Editor, BRM

Railway modernisation and gradual changes make it increasingly difficult, sometimes impossible, to fully assess the appearance of a particular railway location. I'm sure most of us resort to books, magazines or film for that inspiring view but personally I always find they leave me wanting; what happens left and right, off-camera, and what was happening behind the photographer?

In my experience there's no substitute for an extensive site survey, but if there's no site, what can you do?

Over the coming issues we'll be looking at a number of creative research methods that help address this situation including; 'Past in the Present', 'Composite Design' and in this first outing, 'Fictitious Design'.



Staging is a really important part of railway modelling. You could construct this arrangement in one scale with a, photo-generated, colour background or alternately force the perspective; the layout, centre, in OO gauge, foreground rooftops in O and the backscene in N. Obviously with this latter arrangement you'll have to control what the observer sees, probably with near eye-level viewing!



2 TRACK TECH

Making the most of rigid geometry curved points.

The value of points between second and third radius, rigid geometry curves or a siding from a curve is an essential design tool, particularly on small layouts, where space on the straight is at a premium. It's therefore unfortunate that curved points have been the subject of much discussion over the years with many comments raising concern about derailments, rather than praise. But, with a little work there's no reason why they can't provide reliable operation.



Point with test check-rail packer

Point Issues and Possible Solutions

- ▶ Warped moulding can create a shallow 'banana' shape, with a high mid-point, when viewed along the point. Remove the problem with additional fixing to pull the offending section back down to the baseboard
- ▶ Unusually long frogs, with considerable gaps, compared to the standard straight point results in some wheels dropping into the gap. This is a difficult one to resolve and there are a number of solutions; use a different point (see below) or only operate longer wheelbase locomotives – not ideal
- ▶ Lead-in tracks out of alignment with the point: the solution here is straightforward, always ensure your lead-in tracks are in-line. Get down to eye-level and check before final fixing
- ▶ Ballasting, particularly foam, can give rise to unwanted movement. Use hard, fixed surfaces wherever possible
- ▶ Uneven baseboards: as with your track, always work to an accurate standard with baseboard construction so the board surface is extremely flat
- ▶ The effect of momentum, in relationship to speed, when changing from straight to curved track can often cause derailments. Like the real railway, slow down as you approach the point
- ▶ Potential wear over time, particularly in second-hand units, at the frog 'V' can go unnoticed. Replace worn points as soon as you recognise excessive wear
- ▶ Underweight pony trucks, badly gauged or ill-fitting wheels and older oversized flanges. Add weight, use a gauging tool and replace old locomotives or chassis for modern ones respectively
- ▶ Underweight stock: add a reasonable amount of weight to any problematic stock.

Expert Tips

- ▶ Slightly elevate the outside of the outer curve by trial and error, only a very small amount at a time
- ▶ Pack out check rails (as shown in the photograph. Please note I have used Microstrip but would probably recommend a metal shim as a more robust solution) to reduce side play. Trial and error again is the way forward I'm afraid
- ▶ Most problems seem to arise from the single track, toe end as trains attempt to negotiate either of the two curves.

If all else fails...

- ▶ Re-plan your layout and remove the curved points altogether
- ▶ Where you need to diverge outwards swap for the more gentle radii of a 'Y' point, adjusting the neighbouring curved track to suit



Here's a section of my six year old's beginner layout. We had an immense problem with a particular long wheelbase locomotive which, after considerable assessment, proved to be a manufacturing design fault from the outset. Despite repeated attempts to resolve its performance over curved points we had to resort to a complete rethink. Our solution was to replace it with a 'Y' point, an improvement in radii from 438mm to 859.6mm, problem solved! No track cutting was involved at this curved end of the layout. The inside circuit is first radius, the outside circuit, up to the 'Y' and beyond, is second radius with the changes creating a gap for the island platform station to the rear.

My comments on curved points are not a definitive list, let me know your thoughts and I'll share anything new in a future article.

I'd love to hear from manufacturers about the design of their points; how they were influenced by flanges and unpredictable back-to-back measurements and if there's a possibility of a revised version or modification kit for today's more exacting needs?



3 MAKING A DIFFERENCE

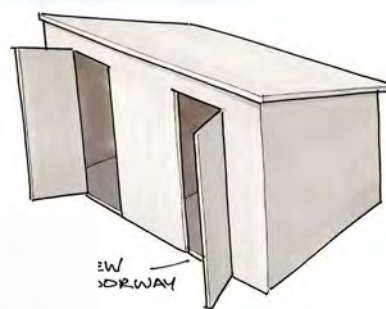
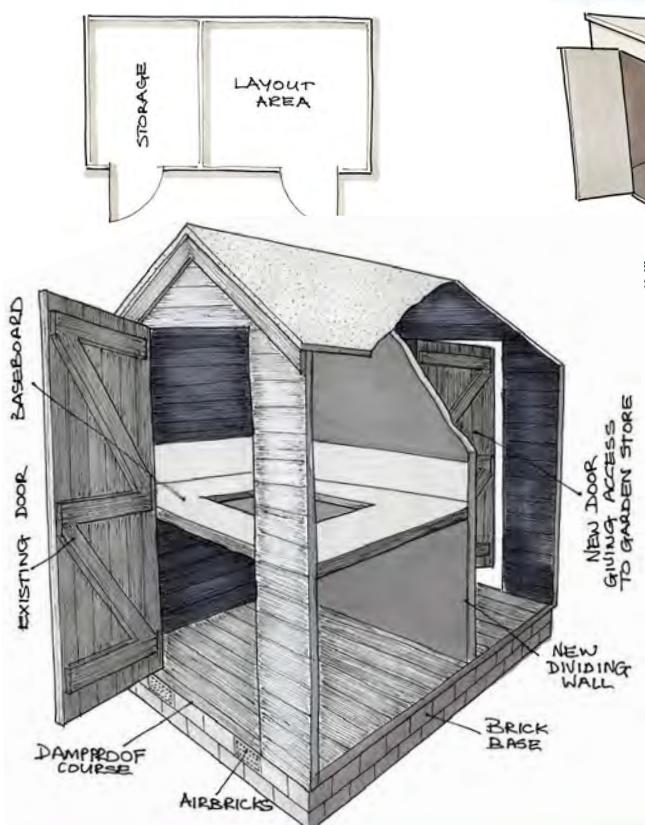
What's your focal point?

Wherever possible, and especially on fictional layouts, where there is less creative restraint, one should try to factor in an unusual or eye-catching scenic feature. Whether at home or for exhibition, how will your layout stand out from the rest? Here's a focal point, from the Chesterfield to Sheffield main line, just ready to make that difference.



There's a wealth of modelling detail in these accompanying photographs. Note the overall structure comprising of two, varying height abutment walls with 'I' girder cross members, at 90 degrees, and a skewed plate girder bridge on top. The engineering arrangement says it's all to do with span and weight, visually it's just a really pleasing and unusual structure. It's relatively straightforward to model something similar with Plastruc, Peco Vari-Girder and Wills sheet. Note the various textures; brick and stone, weather-worn surfaces and vegetation creeping out from numerous crevices. Undoubtedly more than just a bridge - ready to make a difference to your layout?

4 THE PERMANENT WAY



More than just a garden shed...

Got an existing garden shed or thinking of buying a new one? Here's a novel, and relatively easy conversion dividing the interior into two separate sections; one for modelling and the other for storage.

Start by assessing your needs in terms of space. For example, in a 10' x 6' shed you could have two areas of 6' x 5', or conversely 6' x 7' for the layout and just 3' x 6' for the garden stuff - I like the sound of that better! Obviously you can have any permutation that adds up to the overall dimensions, but remember you'll lose a little bit for the thickness of the new wall and the shed framing too. It's essential to frame out the new dividing wall for additional strength to the roof and walls, before opening up a new doorway, then clad the new wall once both doorways are fully operational. Remember, as a general rule to smaller sheds, you'll only be able to put a new door in the end of an Apex shed and in the higher long side of a Pent shed due to clearance at the eaves.

GARDEN SHEDS - FOR AND AGAINST

Advantages

- ▶ Ideally suited to small designs
- ▶ Easier to take with you when you move house
- ▶ Variety of size and type available
- ▶ Provides a dedicated space
- ▶ Relatively low cost when measured against a house extension or loft conversion
- ▶ Structure could be made to look like a railway signalbox!

Disadvantages and Solutions

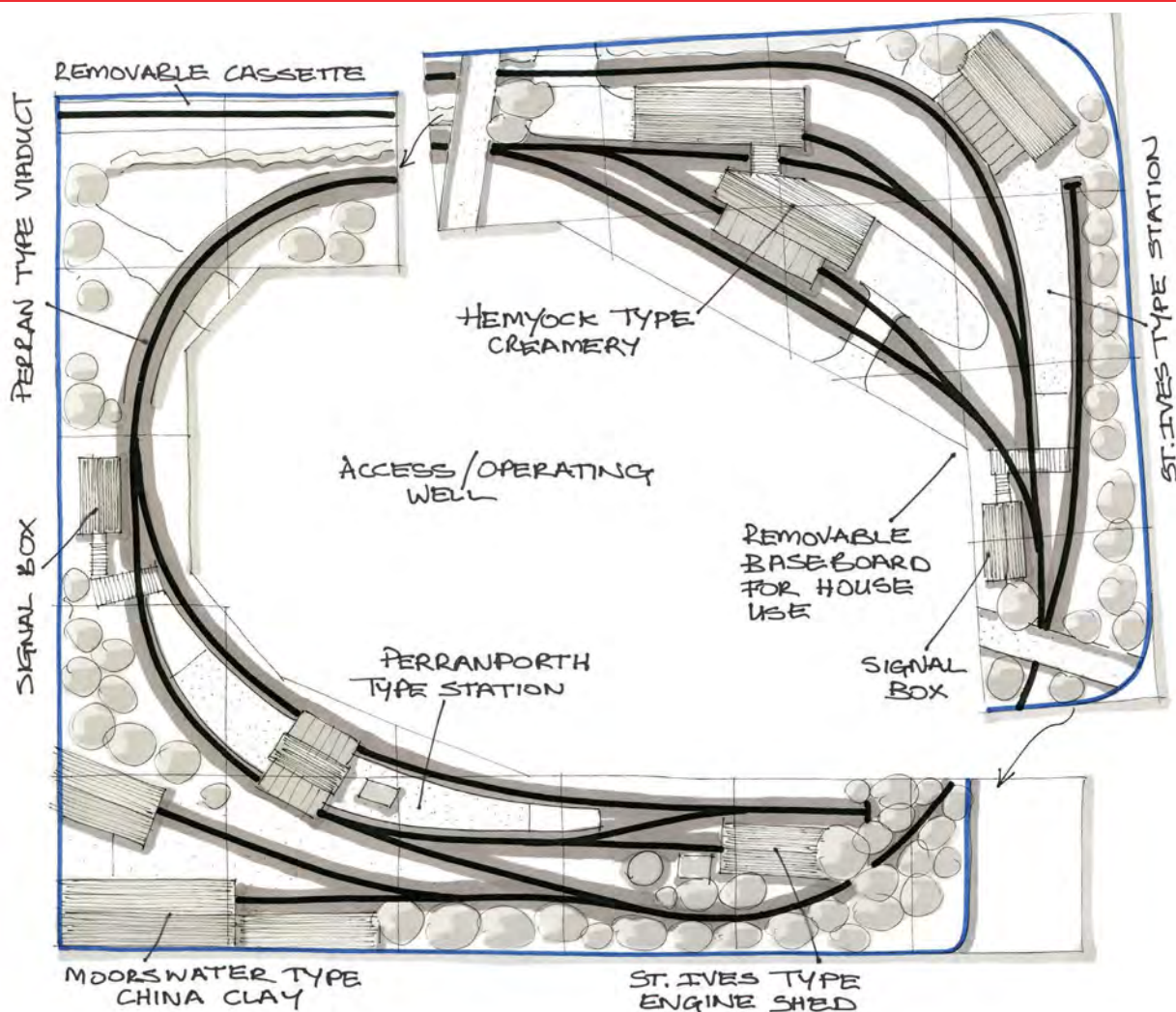
- ▶ High maintenance; wood preservative, roofing felt replacement and remedial repairs. Make sure you have easy access all-round for maintenance. Use a good quality, long-lasting wood treatment, polyester roofing felt or rubberised sheet with a life span of at least 15 to 20 years.
- ▶ Variations in temperature can have a dramatic effect on the structure, your models and operational comfort. Try to locate your shed in a slightly shaded position, ensure you provide effective heating and ventilation
- ▶ There's a limit on how large a structure you can have in a small or average sized garden so why not go for a smaller gauge layout?
- ▶ Outbuildings of any kind are prone to burglary. Choose a security shed with narrow gaps

between vertical upright framing, and effective locking and alarm system. Consider a sectional concrete structure with burglar-proof roofing sheets

- ▶ Having to turn out from the house on a cold wet winters' night might reduce your enthusiasm for modelling. Include safe heating with an auto-timer inside the shed, or make part's of the layout removable so they can be taken into the house for working on or operating during the winter months
- ▶ Installation costs likely to be as much as shed purchase price (see tips)

Expert Tips

- ▶ Look for upmarket sheds constructed from thicker wood
- ▶ Choose a shed with good height at the eaves, so you won't be working with a bent back
- ▶ Sheds sited nearer the main house will require less work and expenditure on electricity supply and will be more easily accessible, particularly through the winter
- ▶ Build on a proper foundation/footing with damp proof course and airbricks
- ▶ Avoid siting a shed where it will catch too much sunlight or dampness and subsequent moss from overhanging trees



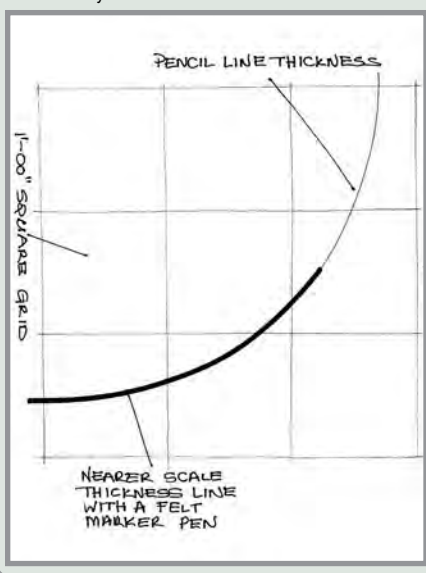
When you've converted your new or existing shed it's time to look for a suitable layout design.

Here's a simple, prototypically inspired, starter layout, occupying a 6' x 5' space in a 10' x 6' Apex shed. It has the additional benefit in that part of the layout, a self-contained 4' x 4' 'L' shape, can be taken into the house, through the new or existing doorway, right, if space permits, during the winter months.

DRAWING TIP 1

Scale track on your rough plans!

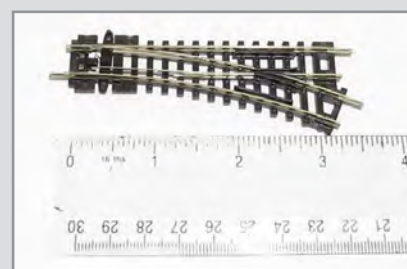
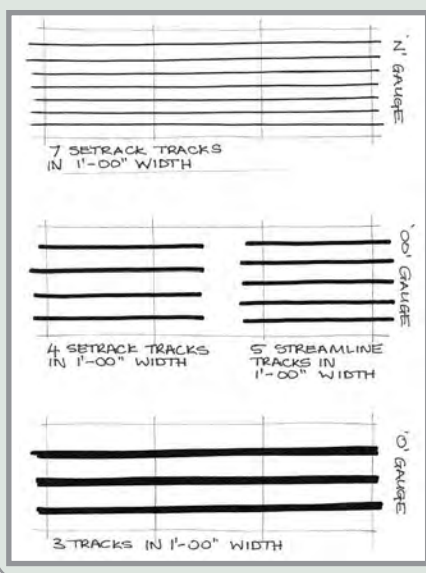
Designing a layout on paper, for me, has no equal. That said it's very easy to get either too many or too few tracks into a particular space, mainly because pen/pencil thickness is rarely scale width. I use different thickness markers for each of the three main scales; none are exact but they give me a better idea of what can realistically be done.



DRAWING TIP 2

Tracks to the foot.

Working out how many tracks you can get in a width of 1', for your chosen scale, is a really useful consideration when drawing up rough layout designs. In OO Setrack it's four to the foot, five for Streamline, three in O and seven in N Setrack. Please note these may vary slightly depending on space from track to edge of grid/baseboard!



MYTH BUSTING



Setrack N and OO - Two scales, spot the difference

I often get asked if a OO gauge Setrack trackplan can be replicated exactly in N and vice versa. The simple answer is no. There are two main reasons; the two systems have some different components but most importantly they don't share the same geometry. In OO Setrack, a Peco straight point has a second radius curve of 438mm, whereas in N it's based on the 228mm first radius curve.



NORTH EASTERN RAILWAY SNOWPLOUGHS

Doug Hey tells the story of these impressive vehicles, how they were operated and his 7mm scale models. *Photography by the author.*

Perhaps more than any other pre-Grouping railway, the North Eastern Railway suffered from heavy falls of snow disrupting its trans-Pennine routes. The NER needed a fleet of 24

heavy-duty snowploughs to clear a way through deep snowdrifts which from time to time accumulated on its more exposed sections of line, including the route over Stainmore Summit reaching 1,370' above sea level (see page 71).

The 'ploughs were provided with a stove for heating and cooking, coal and firewood bunker, tool locker, food in case of being stranded in drifts and basic crew accommodation in the cabin. Weights varied between 20 and 27 tons for the six-wheelers, and





Both six-wheeled O gauge 'ploughs finished and ready for service. No. 11 (left) has dumb buffers and an enclosed cabin.

between 15 and 18 tons for four-wheeled 'ploughs. The vehicles consisted of a large ploughshare sloping upwards at about 30 degrees from the horizontal. This was bisected by a prow designed to throw the snow to either side of the line. At the rear was the cabin containing equipment and crew accommodation.

Most of the 'ploughs were single-ended six-wheelers, usually made of wood, although four were

of steel construction. Two four-wheeled wooden 'ploughs were built for use on the Rosedale branch. Another four-wheeled wooden 'plough was double-ended with retractable buffing gear at both ends. It was rebuilt from the NER's only shunting truck in 1907. In all there were 12 varieties.

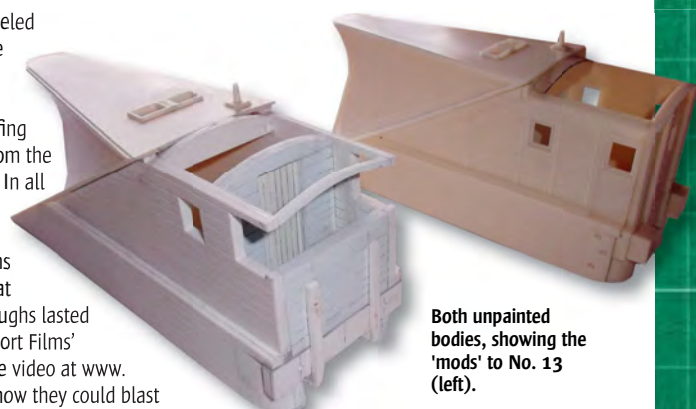
In 1949 the Southern Region of BR built two double-ended 'ploughs identical to the latter NER vehicle at Ashford. Some of the NER snowploughs lasted until the late-1960s. British Transport Films' 'Snowdrift at Bleath Gill' (watch the video at www.brm.ag/bleathsnowdrift) shows how they could blast through a 15' deep drift at over 40mph.

The 'ploughs were usually worked in pairs facing outwards with the locomotive(s) in between. Sometimes three or four locomotives might be used when conditions were desperate. One of the NER 'ploughs has been restored and is displayed at Locomotion in Shildon. I believe two others are also being restored at preserved railways.

THE MODELS

On one of our UK 7mm layouts, 'Ravensbeck', we had a pair of model snowploughs scratchbuilt by Nigel Paine. They were good models and graced the layout for many years. In the months preceding my move to New Zealand I sought to get a model 'plough produced by Prolix Models, which had just opened in premises adjoining our clubrooms at Keighley. Keith Crowther, who operated the business, used a type of resin construction I had never seen before. Blocks of material were machined to shape by a computer controlled router and the casting was done by special machine.

It was an elaborate procedure and really too involved for producing a handful of model kits, but Keith was committed and had all the equipment to do it. His original intention was to produce



Both unpainted bodies, showing the 'mods' to No. 13 (left).

coach kits in resin sections which could be joined in various ways to make different coaches. I had seen this approach from another potential manufacturer and it was not successful because the joined pieces tended not to lie straight and true. Before he started on his coach project I suggested that an NER snowplough would be a simpler project with which to start. The complex shape of the nose was very difficult to produce accurately by any other method so he would be able to put his mark on the hobby immediately. Being close to a large group of NER modellers he would also have customers willing to order in advance. As one of the NER 'ploughs had been newly restored for the NRM he had a subject he could measure and photograph as much as he wanted.

So, having convinced him to go for it, he set to preparing a model of restored six-wheel snowplough No.12 and I kept an interested and enthusiastic watch on the production. The Computer Aided Design 'ghost' drawing is one of several Keith produced, from which the router was controlled.

Six NER six-wheeled ploughs had an open balcony at the rear

The NER 'ploughs could blast through a 15' deep drift at over 40mph.

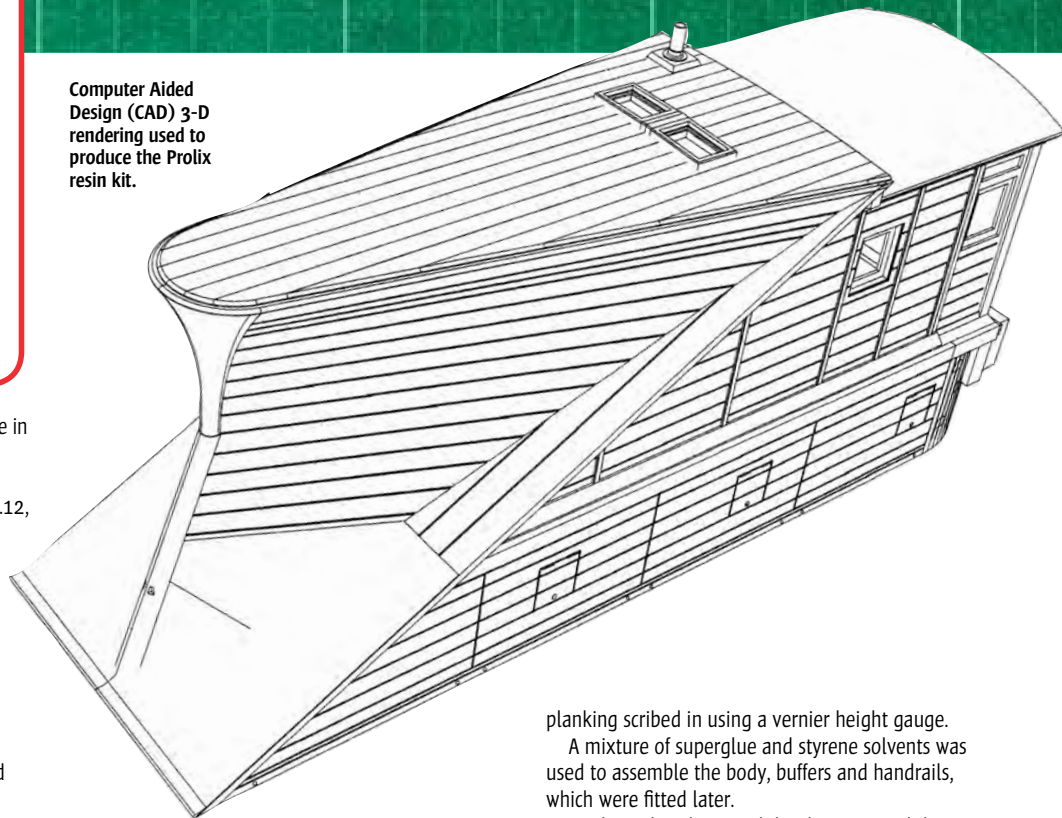


NER No. 13, finished and painted, complete with modified rear balcony.

PRACTICAL BRM



Computer Aided Design (CAD) 3-D rendering used to produce the Prolix resin kit.



and I was keen for Keith to produce one of these in addition to No. 12.

As it transpired the balcony 'plough kit was never produced so in addition to my kit for No.12, I obtained a spare nose casting so that I could produce a balcony 'plough made of plastic card, but utilising the nose casting for this very difficult area. Having obtained my kit and spare casting I left Keith to sell his kits and pursue his coach project whilst I had to concentrate on organising my emigration to New Zealand.

My snowplough bits stayed in store in NZ whilst I concentrated on building a layout based on Whitby. After around six years, I finally got

Below The nose would be difficult to scratchbuild, but was suited to resin kit production.

around to building them, starting with No. 12.

The 7mm Prolix kit is very simple, comprising the nose casting, left and right hand sides which include built-in chassis, a rear end, a crosspiece to fit at the top of the nose casting and a piece of plastic card for the cabin roof. All parts were superglued together.

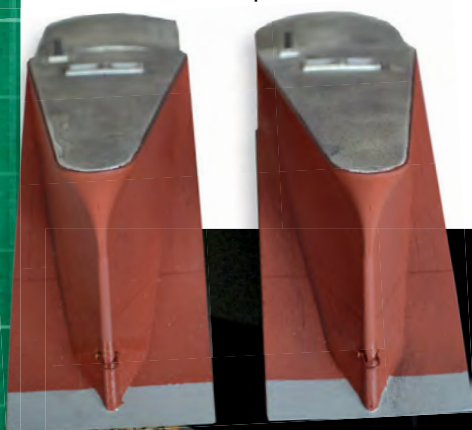
The partially scratchbuilt 'plough used the spare nose casting and heavy plastic card sides, rear, cabin rear and crosspiece formed much as the resin kit with

planking scribed in using a vernier height gauge.

A mixture of superglue and styrene solvents was used to assemble the body, buffers and handrails, which were fitted later.

Keith produced a superb kit that captured the double curvature of the prow beautifully. I know of no other way this could have been produced in this scale, except by using boatbuilding methods of individual planks over shaped frames. Railway modellers are not known for their skills at boat building!

I finished the painting of the 'ploughs at home and I am reasonably pleased with the results. The balcony 'plough is No.13 and the standard kit is finished as No.11, which was identical to No.12. **BRM**



Ready for action on Doug's NER layout. The 'ploughs were used in pairs with one or more locomotives sandwiched inside.

WORKING THE 'PLOUGHS

To give readers an idea of what was involved in snowploughing here is an account of the work in the 1880s.

On 5th March 1886 a severe snowstorm blocked the main line north of Newcastle. Investigation in the files of the *Morpeth Herald* by C.B. Foster brought to light certain interesting details: for instance, an up express was stuck overnight in a snowdrift at Forest Hall and eventually reached Newcastle the next morning, some 12 hours late.

On the Down line a snowplough train became embedded in a snowdrift near Cramlington on Tuesday morning and it was Thursday morning before it could be released. Another snowplough train with five locomotives set out from Gateshead in charge of the Assistant Locomotive Superintendent, Wilson Worsdell, with some 50 men aboard to dig away the snow. They soon encountered a snowdrift 1 1/2 miles long and 14' deep and after forcing their way through, they came to a cutting filled with compacted snow and were brought to a standstill. There was nothing for it but to dig their way out and Mr. Worsdell records that for 38 hours they were stranded without food or water. Eventually they were able to send a locomotive to Alnwick, where all available food was purchased and rapidly taken back to the hungry men.

On 15th March 1888 another blizzard blocked the north main line and the 10.00am 'Scotsman' from King's Cross was brought to a stand at Longhirst, 20 miles north of Newcastle. The 10.35am from King's Cross got as far as Morpeth but, because of the stranded train ahead, it was decided to return to Newcastle.

It is not known if the two locomotives were turned at Morpeth but they set off back for Newcastle, only to come to a stand at Plessey due to shortage of steam. They managed to struggle on for a further 3 3/4 miles but became snowbound again at Annitsford running, of course on the Up line. By this time the snowploughs were back at Newcastle, having spent the day clearing lines around Consett, and they left Newcastle about 10.00pm, again with Mr Worsdell in charge. This time a journalist friend travelled with him in the leading 'plough. They



In the famous winter of 1947, PW men clear the line manually at Stainmore Summit, 1,370' above sea level (the metal summit sign is just visible top right). A pair of J21 0-6-0s simmer between the two former North Eastern Railway snowploughs that are carving a path through the deep drifts. KEN HOOLE STUDY CENTRE

managed to reach Annitsford and pulled alongside the stranded train which, it was decided, should be released before the 'ploughs went on to relieve the Down 'Scotsman'. Consequently the 'plough train returned 'wrong road' to Killingworth to enable it to cross over to the Up line to 'plough in the Down direction towards the stranded train at Annitsford. Unfortunately, due to an error of judgement, the 'plough train with its four locomotives, did not stop in time and the leading ploughshare was forced under the front locomotive of the stranded train, lifting it on to the roof of the 'plough. The cabin was crushed, trapping the occupants, and it came to rest

against the leading locomotive of the snowplough train. Mr. Worsdell was severely injured and his friend who was trapped beneath the stove in the 'plough, died from his injuries shortly afterwards.

In spite of this mishap the NER proceeded with the building of further large snowploughs and another two were ordered on 15th November 1888. Eventually 24 were built between 1887 and 1909.

For much more on NER Snowploughs, see the superb new North Eastern Railway Association book *Railway Snowploughs in the North East* by David & Claire Williamson (ISBN 978-1-873513-88-0, £12.95 from NERA and all good railway bookshops).



The completed kit-built No. 11 (left) and partially scratchbuilt No. 13 (right), shown side-by-side for comparison.



Now 30 years old, the prototype Class 150/0 'Sprinter' DMU can be created from the Graham Farish models using cut-and-shut techniques. **Nigel Burkin** shows how he completed his three-car model.

HOW TO MODEL THE...

PROTOTYPE CLASS 150

IN N GAUGE

One of the most complex N gauge projects I have undertaken to date is a cut-and-shut conversion to create a model of a Class 150/0 unit. It seemed appropriate to attempt this model in 2014, marking the 30th anniversary of the introduction of 150 001/002.

The two Class 150/0s were the forerunner of second generation Class 15x diesel multiple units, culminating in the highly sophisticated designs of

today. Deemed to be more cost effective and more practical than the heavy duty Class 210 DEMU prototypes, they were in effect, the birth of the 'Sprinter Revolution' of the mid to late-1980s.

All Class 150 cars, including the two prototype centre cars, are powered with two driven axles per car. The fuel tank, engine, radiator, exhaust silencer and battery box together with other equipment is fitted to the underframe. BSI couplings, incorporating brake and electrical connections, are standard and



The '150/0s' were the forerunners of the 'Sprinter Revolution', culminating in today's sophisticated designs.



One of the two Class 150/1s is sacrificed to provide the parts to make a new centre car, a process known as cut-and-shut. A Class 150/2 could also be used, with the sliding cab door mouldings saved for the DMS and DMSL.

BASE MODEL

Bachmann offers models of both the Class 150/1 and gangwayed Class 150/2 in N and OO gauge. It is the Class 150/1 that provides the basis for this three-car conversion in both OO and N gauge. I combined two Graham Farish Class 150/1s to create a model of 150 001. It is possible to use a combination of the Class 150/1 and Class 150/2 too, with the advantage of gaining the sliding cab doors of the '150/2' which could be cut from the bodysells used to make the centre car. They can be grafted into the DMS and DMSL bodysells in place of the slam cab doors specific to the Class 150/1.

The model is finished in Centro colours, appropriate to its long period of service in the West Midlands. I looked at the possibility of modelling 150 002 but could not find sufficient information to model the now redundant roof ventilators acquired when converted to the air-conditioned, 90mph Class 154. Interestingly enough, the centre car was rarely used in the Class 154 trials and was not fitted with air conditioning.

no side buffers are fitted. Two different engine and transmission packages were evaluated; 150 001 had Cummins power units coupled to a Voith hydraulic transmission whilst 150 002 was equipped with Rolls-Royce engines coupled to a Self Changing Gears (SCG) automatic gearbox and cardan drive shaft. The latter was less reliable and 150 002 was reconfigured for further evaluation work in the development of the 90mph 'Sprinter Express' Class 158. In the process, it became the sole Class 154 for several years.

Such was the success of the concept that 50 Class 150/1s were built in 1985/86, quickly followed by 85 Class 150/2s in 1986/87. They entered traffic ahead of schedule and led to the withdrawal of many

ageing first generation BR DMUs.

The key feature that distinguishes Class 150/0s from production units is the powered MS centre car, of which only two were constructed. When Class 150s dominated local services in the West Midlands PTE area, some Class 150/1 units were strengthened to three cars by marshalling a Class 150/2 vehicle into the set. The reformed sets were classified as '150/0s' but should not be confused with the prototype units. Both Class 150/0s remain in traffic, with First Great Western, usually on the Reading-Basingstoke line. Prior to that, they spent many years in the West Midlands working for Regional Railways, Central Trains and briefly for London Midland in the Centro PTE area. **BRM**

A model of one of the prototype Class 150/0s makes the perfect model for the author's West Midlands themed layout, 'Dudley Heath'. Centro 150 001 passes on a Stafford-Birmingham New Street working.

TOOLS REQUIRED

- Pin vice ■ Twist drills
- Needle files ■ Swann
- Morton modelling knife and sharp blades ■ Grade 1200 wet and dry paper ■ Steel ruler ■ Engineers square
- Fine tip black marker pen
- Fine tooth razor saw
- Mitre box for use with a razor saw ■ Fine paintbrush for applying solvent cement

Materials

- 10 by 20thou styrene strip (Evergreen or Slater's) ■ 10 by 10thou styrene strip (Evergreen or Slater's) ■ 20thou styrene card 10thou acetate glazing ■ Squadron putty filler ■ PlastiZap CA glue for difficult plastics ■ Plastic Weld solvent cement
- Grey or white general purpose primer for plastics (Halfords) ■ Phoenix Precision Paints ■ P206 Centro green ■ P207 Regional Railways/Centro grey ■ P153 Regional Railways light blue ■ P154 Regional Railway dark blue ■ P960 Frame dirt ■ P962 Roof dirt ■ P983 Aluminium
- P975 Satin black ■ PV62 Gloss varnish ■ PV82 Matt varnish ■ Tamiya masking tape ■ Size 00, 0, 1 and 2 sable paint brushes. ■ Bow pen for lining ■ Custom N gauge 'Centro' transfers by Railtec Models.
- Fox Transfers sheet F2220/1 Regional Railways lining sheet.

TURN OVER FOR A STEP-BY-STEP GUIDE



PRACTICAL BRM



CONSTRUCTION METHODS

The conversion is a cut-and-shut project where one of the two Class 150/1 models is sacrificed for bodies to create the centre car. The project is a relatively complex one involving the need for accurate cutting using a fine tooth razor saw, or accurate filing if you prefer to saw beyond the cutting line to leave excess material and then file it away. Accuracy is critical in assembling the centre car body so it is straight in all planes and with no misalignment or twisting at the join.

I made the cut using the moulded line between a pair of sliding doors as a guide, a method I attribute to Andrew Donnelly, of 'Airthrey Park' fame, who has successfully modelled a three-car Class 150/0 in OO gauge (look out for it in the March issue of **BRM**). A natural join such as door lines makes it easier to hide the physical joint between body sections of any cut-and-shut project during reassembly and was particularly helpful when assembling the centre car of my Class 150/0.

An added advantage is not having to precisely measure where the cut should be made in each bodysheet, which would be the case if you decided to cut each one exactly in half. Cuts are determined by the door position which should leave $\frac{1}{3}$ of the length of one body as determined by the door position and $\frac{2}{3}$ of the other. When assembled, the centre car will be the correct length. When using a '150/2' for the centre car, don't forget to recover the cab doors before discarding the end of the bodies with the cabs.

One of the problems of using two Class 150/1 models is that no matter how you cut the bodysheets for the centre car, an unwanted toilet compartment window is incorporated, together with the associated roof detail. The inward opening slam door fitted to Class 150/1 is not appropriate and has to be cut out and replaced on the bodysheets being used as the outer driving cars.

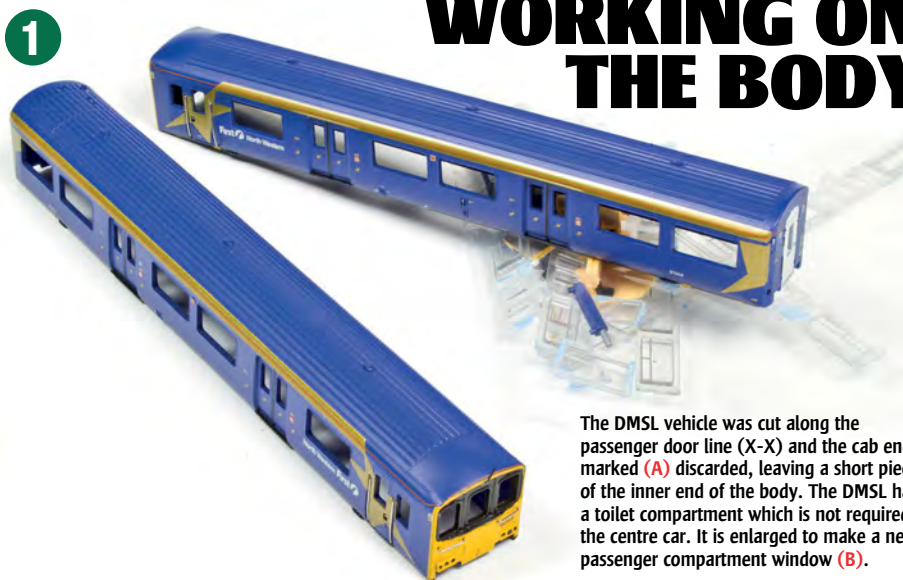
One of the two underframes is no longer needed and I chose to save the powered one as a spare for a future project. One motorised chassis was found to have sufficient power for a three-car set. The spare interior moulding was cut into sections and used to detail the centre car. Finally, a full repaint has to be factored in too, together with locating the appropriate transfers.

DOWNLOAD

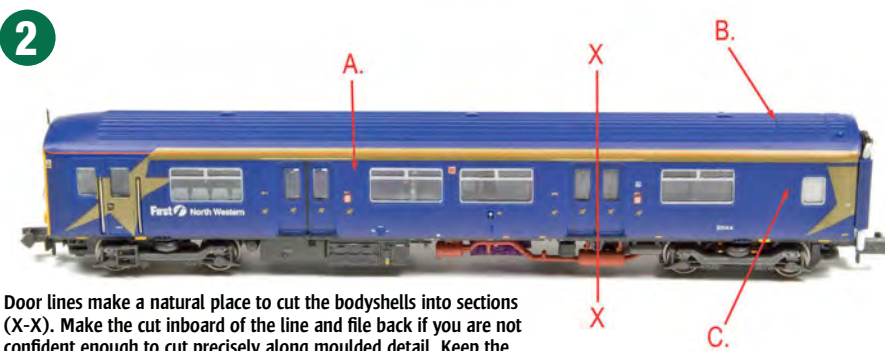
Nigel's article on detailing an N gauge Class 37/0 in the digital edition of the new BRM Annual at www.pocketmags.com

STEP-BY-STEP GUIDE

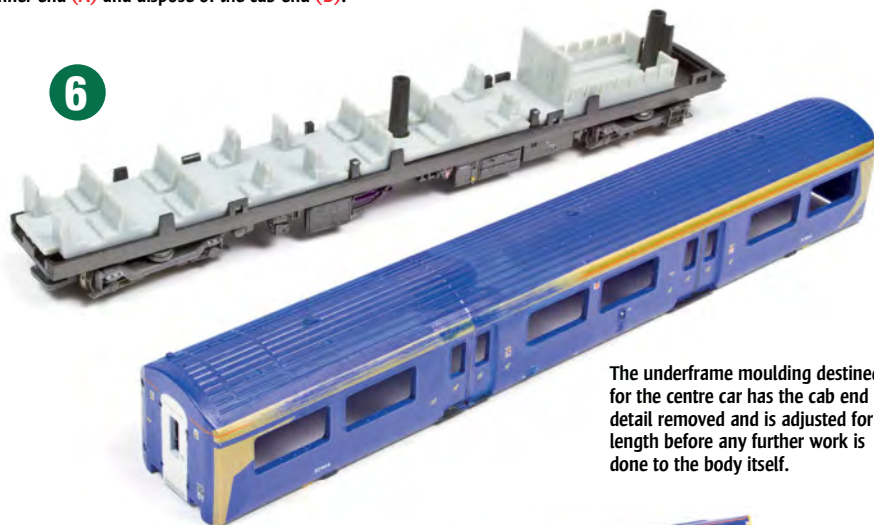
WORKING ON THE BODY



The DMSL vehicle was cut along the passenger door line (X-X) and the cab end marked (A) discarded, leaving a short piece of the inner end of the body. The DMSL has a toilet compartment which is not required in the centre car. It is enlarged to make a new passenger compartment window (B).



Door lines make a natural place to cut the bodysheets into sections (X-X). Make the cut inboard of the line and file back if you are not confident enough to cut precisely along moulded detail. Keep the inner end (A) and dispose of the cab end (B).



The underframe moulding destined for the centre car has the cab end detail removed and is adjusted for length before any further work is done to the body itself.



The cab doors are drilled out of the two bodies which will form the outer driving cars of the unit - the DMS and DMSL.



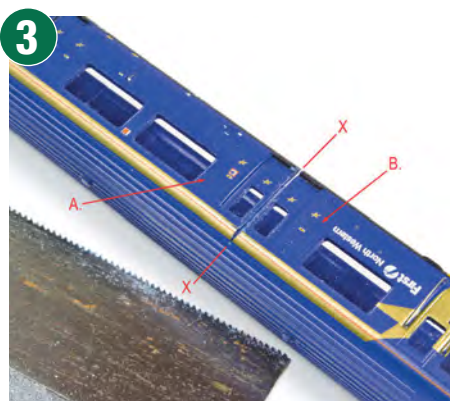
Representations of the sliding doors are fitted using 20thou styrene. If using a Class 150/2 as the donor model for the centre car, re-use the door detail in the driving cab ends of the discarded body sections. The handrail recesses are filled with Squadron putty filler.

PROTOTYPE INSPIRATION

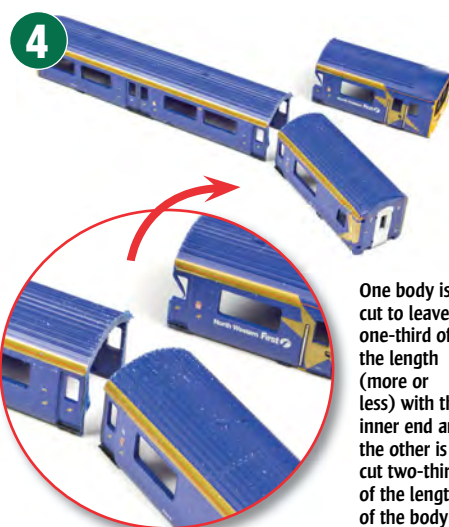


Above Motor Second 55400 is one of two prototype centre cars. The livery is the final version of the Centro scheme; 150 001 was photographed at Stourbridge Junction in June 2007.

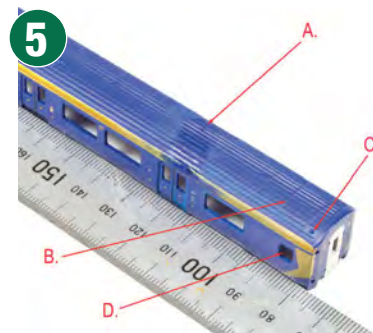
Left There are detail differences between the DMS and DMSL of a Class 150/0 and a Class 150/1 even though the cab front looks the same. The driving cab has powered sliding doors instead of an inward opening slam door as fitted to the production Class 150/1. Note the rust damage on the front of the unit.



Door lines make a natural place to cut the bodyshells into sections (X-X). Make the cut inboard of the line and file back if you are not confident enough to cut precisely along moulded detail. Keep the inner end (A) and dispose of the cab end (B).



One body is cut to leave one-third of the length (more or less) with the inner end and the other is cut two-thirds of the length of the body.



When the centre car sections are joined together, they should result in a body of the correct length. Most of the joint is disguised by the door lines but will need some finishing along the roof (A). Avoid a twist in the new body when joining it together and use a ruler during assembly to keep it straight. Toilet roof hatch (B); ventilator detail (C) and the window (D) are not present on a Class 150/0 centre car.



The roof hatch detail is carefully rubbed away with grade 1200 'wet and dry' paper to leave as much of the roof rib moulding as possible. The gaps in the ribs are filled with 10thou square styrene strip.



The toilet window is not required in the centre car. The size and position of a passenger compartment window is drawn into place using a marker pen.



A 2mm drill and scalpel blade is used to open out the window. A moulded glazing unit is used to check the required size when finishing the opening.



The completed centre car body is primed with a plastic primer after all filling and modifications are undertaken.



The underframe is test fitted once again, this time with the spare seating mouldings used to remove the tip-up seats fitted to the cab end of the underframe.

NEXT: PAINTING, FINISHING, DETAILING AND GLAZING ➔



PAINTING & FINISHING

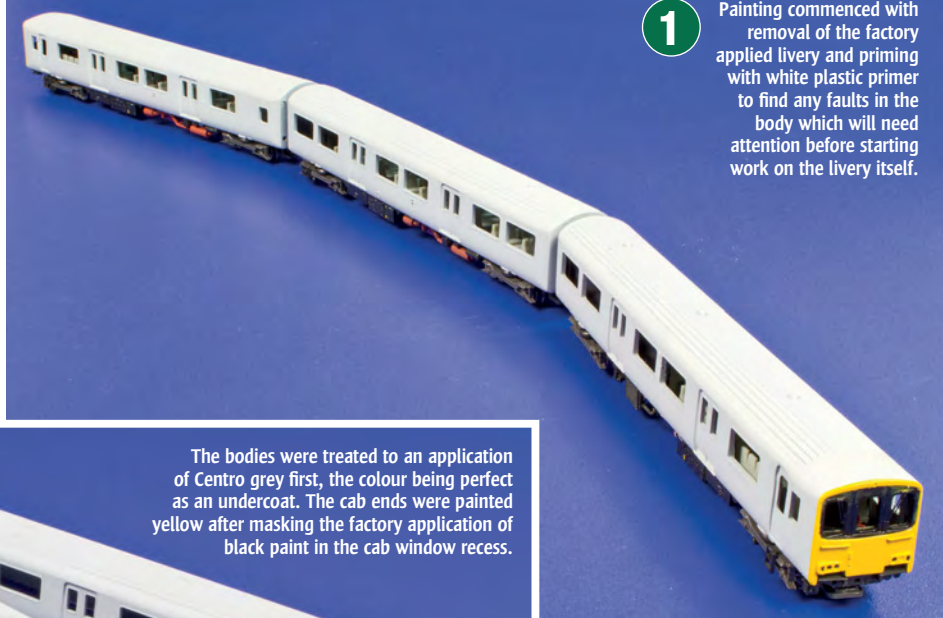
2



The bodies were treated to an application of Centro grey first, the colour being perfect as an undercoat. The cab ends were painted yellow after masking the factory application of black paint in the cab window recess.

1

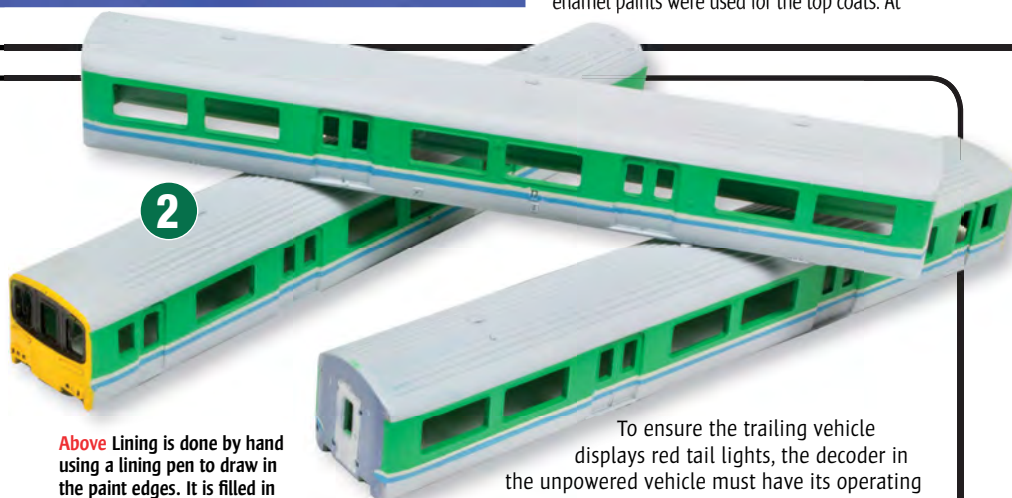
Painting commenced with removal of the factory applied livery and priming with white plastic primer to find any faults in the body which will need attention before starting work on the livery itself.



Centro green, which was a variation on Regional Railways livery, is tricky to apply, requiring a fine touch with the lining. I wanted to keep the factory-applied black paint in the cab window recesses, so this was masked off first. The bodies were primed with white plastic primer to check for any rough areas, particularly where the centre car was joined. I also look to see if there is any trace of the original printing showing through the paintwork. Phoenix Precision enamel paints were used for the top coats. At

DETAILING & GLAZING

The models were reassembled in more or less the reverse order they were dismantled, with particular care taken with the fitting of the lighting units. When working on the models, note how the glazing units have body clip recesses. Assemble the glazing so the clip recesses match the clips in the underframe mouldings. Glazing pieces from the cut-and-shut centre car were cut and fitted to match the underframe clips as far as possible. Small external details can be added next, including the exhausts, gangways and cab door handrails. The obstruction guards and front end couplings



2

Above Lining is done by hand using a lining pen to draw in the paint edges. It is filled in using a size 000 brush starting with the rail white band and finishing with the blue band.

are fitted to the outer cars, the guards being painted yellow.

A six-pin decoder was installed in both the DMS and the DMSL. The wiring of the unpowered DMS vehicle is the same as the DMSL, which means that both show the same lighting when used on a DCC layout, no matter which direction of travel is selected.

To ensure the trailing vehicle displays red tail lights, the decoder in the unpowered vehicle must have its operating direction reversed in CV29. Performance of the unit can be improved by slackening the bogies slightly and adding 15g or so of ballast to the unpowered cars. Further care was taken to ensure all three cars sat level and in line with each other. Test running on 'Dudley Heath' was successful after such adjustments were undertaken together with wheel cleaning and adjustment of the couplings.

As conversion projects go, it was a success and 150001 fits the West Midlands layout theme very well.

On reflection, I would make a number of changes to the way I tackled this conversion. I would consider using a Class 150/1 and 150/2 combination and would definitely use lining transfers rather than trying to paint this detail by hand.

Left The masking is removed whilst the paint is still soft to prevent a ridge of paint developing.

1



least 24 hours is left between coats before masking is applied in preparation for the next coat of paint.

A coat of Centro grey was applied all over the bodies as an undercoat. Warning panel yellow was then applied to the cab fronts before masking for Centro green, with care taken to push the tape into door recesses to avoid bleed on to the grey paint. Masking is removed as soon as possible after each coat to avoid the chance of tape adhesive being transferred to the paint surface. Masking was applied once again, this time to the sides of the bodies so the roof could be coated in roof dirt paint.

Lining was done by hand, by drawing in the outer margin of each stripe before filling in with a fine sable paint brush. Whilst this technique works well in 4mm scale, I found it tricky in 2mm scale, and will use lining transfers in the future (Fox Transfers pack F2220/1). The white stripe was painted first after carefully measuring its position on each of the six bodysides. This is critical so the lining will match up on all vehicles when it is finally assembled. The blue is slightly darker than Regional Railways light blue. I mixed RR light blue with a touch of dark blue to deepen the shade before application.

Orange cantrail lining applied with a lining pen

3



Masking is applied for the coat of Centro green. Care is taken to work the masking into the door recesses.

and waterslide transfers by Railtec Models completed the picture. The transfers are a bespoke sheet produced for the project including made-up vehicle number sets. I requested number sets and details for a second Centro Class 150, two-car 150 132 to be

printed on the same sheet. To prevent silvering around the transfers, the sides of the bodies were coated with gloss varnish before the transfers were applied. Enamel satin varnish was used as a sealer to protect the transfers and to eliminate the shine on the model.



The Class 150/0 will form the basis of local services on the layout and will work alongside Class 150/1 units to be painted in the same livery. When ordering bespoke transfers for such a livery, request all of the logos and number sets you are likely to need for any similar trains and have them printed all at the same time.





Deep in the Herefordshire countryside, a GWR 'Dukedog' 4-4-0 disturbs the peace as it arrives with the branch goods trip. The line in the foreground leads to Rancott's cider factory - a major source of income for the branch.



FACT FILE

- **Layout Name:** Much Murkle
- **Scale:** 4mm:1ft scale, 16.5mm gauge OO
- **Length:** 12' x 2'
- **Layout type:** terminus to fiddleyard
- **Control:** 12V DC analogue
- **Location:** GWR in Herefordshire
- **Period:** 1930s onwards
- **Time to build:** Five years
- **Words:** Nick Wood
- **Photographs:** Andy York

00
GAUGE

MUCH MURKLE

A classic GWR branch line terminus in OO gauge,
beautifully built and described by *Nick Wood*.





Passenger services are operated by the classic '14XX' and autococh combination or GWR diesel railcars.

If we all followed our roots and early influences, my modest train set would have O gauge trackwork and blue diesels running on former Great Central metals, rather than Pannier Tanks on the Great Western.

I spent my first 24 years living in North Lincolnshire. I went to school in Gainsborough where in the late-1960s and early-1970s we spotted Brush Type 2s and 4s and EE Type 3s and their tatty freights running on the line at the top of the school fields. I didn't have a model railway at all as a child and was always more interested in models than the real thing.

I avidly read old copies of *Railway Modeller* many times over, which in those days seemed to be full of Great Western layouts both large and small. I remember that Reverend Teddy Boston's 'Oulton Priors' was a particular favourite of mine at the time but I also loved the smaller layouts like the Tyling Branch and even non-GWR layouts like 'Marthwaite' and 'Charmout'.

Eventually in my early twenties I joined Gainsborough Model Railway Society with its huge O gauge layout depicting King's Cross to Leeds. Here was a layout that operated prototypically with signalboxes, bell codes and timetables, but was scenically under-developed at the time. I got involved helping to operate Leeds terminus and building wagon kits.

I enjoyed this very much but the lack of realistic scenery was always a disappointment. My involvement at Gainsborough MRS was to be cut short

by the contraction of the steel industry at Scunthorpe, where I worked at the time, resulting in me moving to new employment in Berkshire.

IGNITING THE FLAME

I, like many others I suspect, have dabbled with railway modelling since my childhood days, gradually building up a collection of unrelated items and doing nothing much of any consequence with them. A few false starts along the way, and of course, all abandoned at an early stage because they were too ambitious and poorly planned. For many years after getting married, I lost interest and left my collection untouched in boxes in the loft and cellar.

Something would occasionally spark my interest again, and I would seek out the modelling armchair only for the embers to die. Eventually though, after a spur of the moment visit to the Trainwest exhibition, the spark ignited a flame. I saw Dave Spencer's 'Penrhos', which truly inspired me. Here was a layout of modest size, built with Peco track and proprietary stock, but built to a high scenic standard. I felt something similar would be achievable with the proper planning.

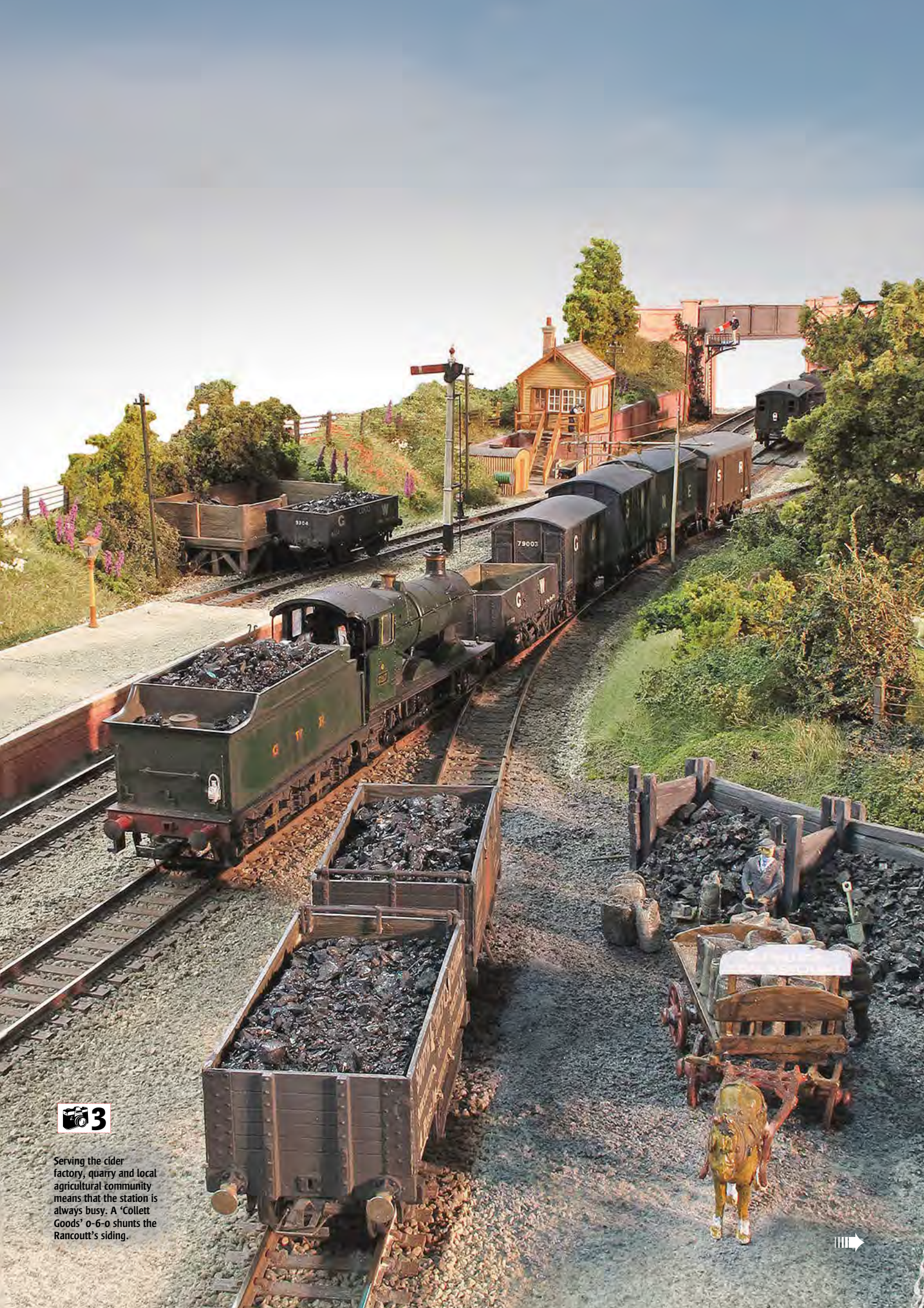
It was featured in the modelling press that same month and I bought the magazine, which became my reference point for some time. This all cumulated in charging my desire once again to build my own small layout, to a standard I would be happy with, and that would bring back those memories of browsing through old copies of *RM* and dreaming of that 'one day'.

GREENERY

I have had many positive comments about the scenery and get asked lots of questions at exhibitions relating to the materials and methods used to create the groundcover. There is nothing particularly special in the materials used, which come from mainstream suppliers advertised in the modelling press or seen at exhibitions. Different flocks, scatters, static grass and fine foliage are used in various shades but I avoid bright and garish colours. All are applied with PVA glue.

Perhaps what actually interests most people is how these are blended into a believable scene. Some might think that you need the eye of an artist to achieve this but I don't consider that I possess that particular quality.

I made a visit to Herefordshire at the time of year I wanted to represent and just looked at meadows, trees, hedgerows, lanes and field fencing and gates whilst I was there. I took many photographs and made notes. I also searched the internet for photographs to give me ideas. It was then a question of choosing different materials that I could use and build up in layers to create a believable representation. The only regret I have is that I didn't make provision to drop the contours below the trackbed at some point, as this would have greatly improved the visual impact and photographic opportunities.



3

Serving the cider factory, quarry and local agricultural community means that the station is always busy. A 'Collett Goods' 0-6-0 shunts the Rancourt's siding.



I firmly believe that anyone starting out can achieve the standard that I have, providing they are prepared to ask for help, seek constructive criticism and listen to what is offered.

After searching for a suitable location and making the decision that it was going to be in Herefordshire, I created a back story to justify its existence and the types of traffic that would be seen. The community of Much Murkle is west of Newent at the end of an eight mile branch. It is predominantly agricultural, requiring mainly general goods and livestock traffic. Rancourt's Cider has a loading dock to transport its produce by rail to London, the Midlands and beyond. Much Murkle quarry is further down the line and mineral trains have to reverse at the terminus as there is no run-round facility at the quarry sidings.

CREATING THE SPACE

I was keen to create a spacious feeling, a tall order given the variety of trains required and the size

available. A lot of thought was given to how this could be achieved. A trackplan was developed that is very simple but catered for all of the movements required and left plenty of scope for scenic development. The key to achieving this feeling of space was to avoid straight sections of track wherever possible and the use of cassettes to minimise the space taken up by the fiddle yard.

I resisted the temptation to include an engine shed at the terminus. The siding space could be better used for a cattle and milk dock which otherwise would have to be located elsewhere. On most small layouts I see, the shed has a locomotive standing outside that rarely moves, adding little operating interest to the layout. My shed is therefore located off-scene creating the occasional light engine movements.

Consequently there are only eight points on 'Much Murkle'. It can be operated in a realistic and very rewarding manner but unwary operators can get themselves in a complete mess by not thinking out their shunting moves in advance. It keeps two operators very busy at exhibitions and actually works best with three.

Like the trackplan, the electrics were kept simple. The layout is wired for DC control and split into four electrical sections. I have a highly prized KPC handheld controller, which has very fine control. These are no longer available so I reserve it for exhibition running, using a Gaugemaster 'HH' hand-held controller at home. The points are controlled using the 'Big Bang Theory'; traditional stud and probe, a capacitor discharge unit and Peco solenoid motors. DG autocouplers are operated by push-button switches whilst the signals are controlled by Fawn Electronics' 'Little Jemmy' motors (see January **BRM**).

I started building 'Much Murkle' in 2008. I have done everything myself from the baseboards upwards and it attended its first exhibition in October 2013. This may seem like a long time to build a small layout but my modelling competes with a number of other interests for my spare time. Together, 'Much Murkle' and I have now attended five exhibitions and in 2014, we had the honour of winning 'Best Visiting Layout' at the Sutton Coldfield show in April and exhibiting at RMweb Live last September. We currently have bookings for nine more exhibitions running into 2017.

I firmly believe that anyone starting out can achieve the standard that I have, providing they are prepared to ask for help, seek constructive criticism and listen to what is offered. I have learnt so much over the last few years and received encouragement by joining forums such as **RMweb**, YMR and MRG and made many friends along the way. Joining Andover Model Railway Club has expanded my involvement with exhibitions and has given me a new project to work on - building another exhibition layout, but that is another story...

My wife Janet puts up with the mess in our home from my modelling activities and accompanies me to most exhibitions, helping to set up and operate when needed. Friends, Mike Hughes, Paul Leonard, Steve Rogerson, Andrew Fendick and Kevin Pugh, all members of Andover MRC generously make themselves available to take 'Much Murkle' out to exhibitions at weekends. I appreciate all the help I receive and would like to say, a BIG thank you to you all! **BRM**



A detailed and flush-glazed Hornby/Lima GWR railcar arrives with a horsebox in tow. At a time when rural roads were poor, the railway provided a vital link for agricultural communities.



Left A '57XX' pannier tank waits for departure time with a gas tank coupled ahead of the single coach. Note the carefully weathered and painted permanent way - a great demonstration of what can be achieved with Code 100 track.

KEY DETAILS LOCOMOTIVES & STOCK

Locomotives must have crew, lamps and real coal as a minimum amount of detailing. Most have had number changes and other detailing added.

The majority of goods stock is kit-built but I am happy to use RTR items that suit the setting. A number of open wagons have loads

and others are correctly sheeted with tarpaulins. Passenger stock is also a mix of detailed RTR and kit-built coaches. All the rolling stock has wheels changed to those by Alan Gibson and is weathered to various degrees. Unless permanently coupled together, stock has DG auto-couplings.





6

Like all the structures, the main station building is scratchbuilt - using card and real wood to achieve the appropriate texture, and covered in enamel advertisements, as was common in the 1930s.

KEY DETAILS BUILDINGS

All the major buildings and structures are scratchbuilt using a variety of materials. Card and Scalescenes textures have been used extensively as I enjoy working in this medium but styrene sheet and real wood, free, courtesy of a caffeine addiction, has also been utilised.

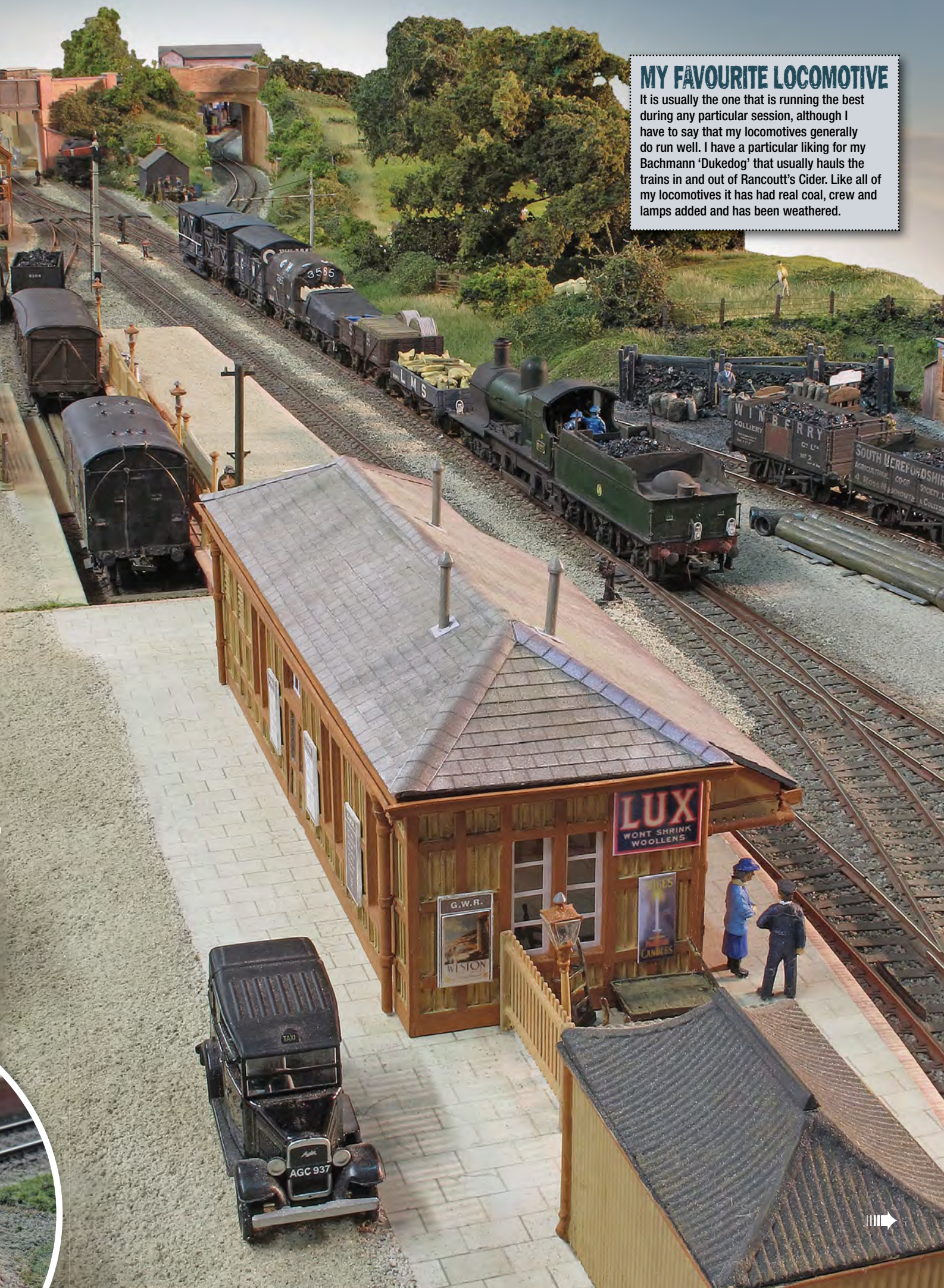
I enjoy creating cameo scenes but didn't want to over populate 'Much Murkle'. Figures are placed in small groups that in most scenes are

conversing, perhaps that should be gossiping in some cases, or going about their daily work. The cameos are not just confined to the little people; the animals, goods, luggage and parcels have all been placed with the same care and thought applied. The principle I tried to apply was that if there were no trains on the layout the scene should not look out of place.



MY FAVOURITE LOCOMOTIVE

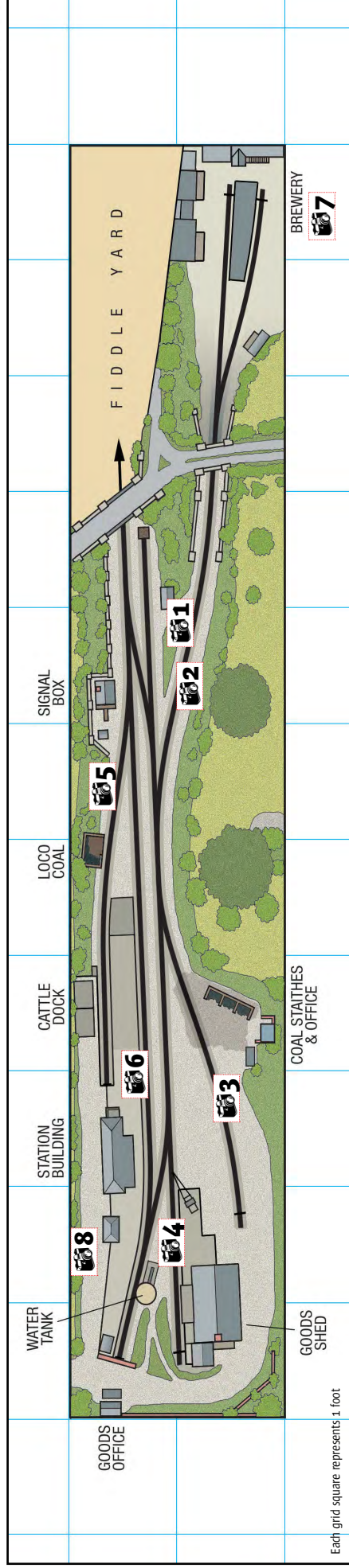
It is usually the one that is running the best during any particular session, although I have to say that my locomotives generally do run well. I have a particular liking for my Bachmann 'Dukedog' that usually hauls the trains in and out of Rancourt's Cider. Like all of my locomotives it has had real coal, crew and lamps added and has been weathered.



00
GAUGE

LAYOUT OF THE MONTH MUCH MURKLE

Tim Willson



QA

How did you get started in the hobby?

I'm not really what you would call a railway enthusiast, although I did some spotting when I was younger. I am more interested in the history of railways. My main interest is in making things and creating a well-presented and believable setting. I get a real thrill out of exhibiting and do enjoy operating, but most of the time I prefer others to run my railway whilst I answer questions at the front of house.

What factors inspired 'Much Murkle'?

Although a GWR branch line appealed, I wanted to avoid the West Country as a setting, as it has been done many times before. I found a photograph on the internet of a consignment of cider bound for the USA after the end of prohibition. It was about to be dispatched by rail from a covered timber loading dock at Bulmers in Hereford behind a GWR 'Atbara' 4-4-0. I thought that this would make a good scene to hide the fiddle yard. Other searches

turned up old photographs of cider-making facilities in Herefordshire including Weston's at Much Marcle. These photographs showed that the buildings were quite distinct and were invaluable in designing a representation of a cider-making facility that would stand up to some scrutiny. A visit to the area including Weston's Cider confirmed that it would be ideal for my setting.

What other layouts do you admire?

Setting aside those layouts of yesteryear which influenced me greatly, my favourites in recent times are all small layouts but quite diverse in their theme such as; Giles Favell's 'The End Of The Line' (coming next month in **BRM**); Geoff Forster's 'Penhydd' (sadly no longer); Paul Marshall-Potter's 'Albion Yard'; and finally 'Penrhos' built by Dave Spencer but now in the hands of Ian Perrin (lucky chap!). The common denominator is their well thought out plan, operation and excellent scenic treatments.

How do you fit railway modelling into your life?

I am fortunate that I am self-employed and work from home most of the time. Although the work can be full-time, in reality there are slack periods that I can often fill with my hobby. I usually have a project on the go, ready to pick up when I have a spare few minutes.

Where do you look for solutions to modelling problems?

For years I did most of my modelling alone, relying on magazines and books. When I started 'Much Murkle' I joined a number of internet forums which have been invaluable. It seems someone will always have a suggestion or an answer to overcome a problem. I recently joined Andover Model Railway Club and benefit enormously from being able to talk over problems with experienced modellers face-to-face.

Do you have any preferred suppliers?

I have used many small suppliers for kits and detailing parts and all have been very helpful. I would single out Scalescenes as being one of my favoured suppliers as I have really enjoyed using John Wiffen's textures and construction methods for scratchbuilding the structures on 'Much Murkle'.

What developments would you like to see in the hobby?

The hobby is moving forward technically in so many ways, 3-D printing, laser-cutting, automated and digital control, and ever-improving sound systems to name a few, all of which is very exciting.

Whilst I marvel at all of these things, I would selfishly like to see Bachmann or Hornby produce some new GWR secondary coaching stock to replace the 30+ year old offerings on which we still rely (*You're not alone in that! - Ed.*).

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Pre-booking closes Friday 30th January at 9.00am. All admission letters (tickets) will be dispatched after this date. Admission is non-refundable, non-exchangeable and we regret that lost tickets cannot be re-issued.
If you have not received your tickets by 2 days prior to the show, please call 01778 391123 (Mon-Fri 9am-5pm).

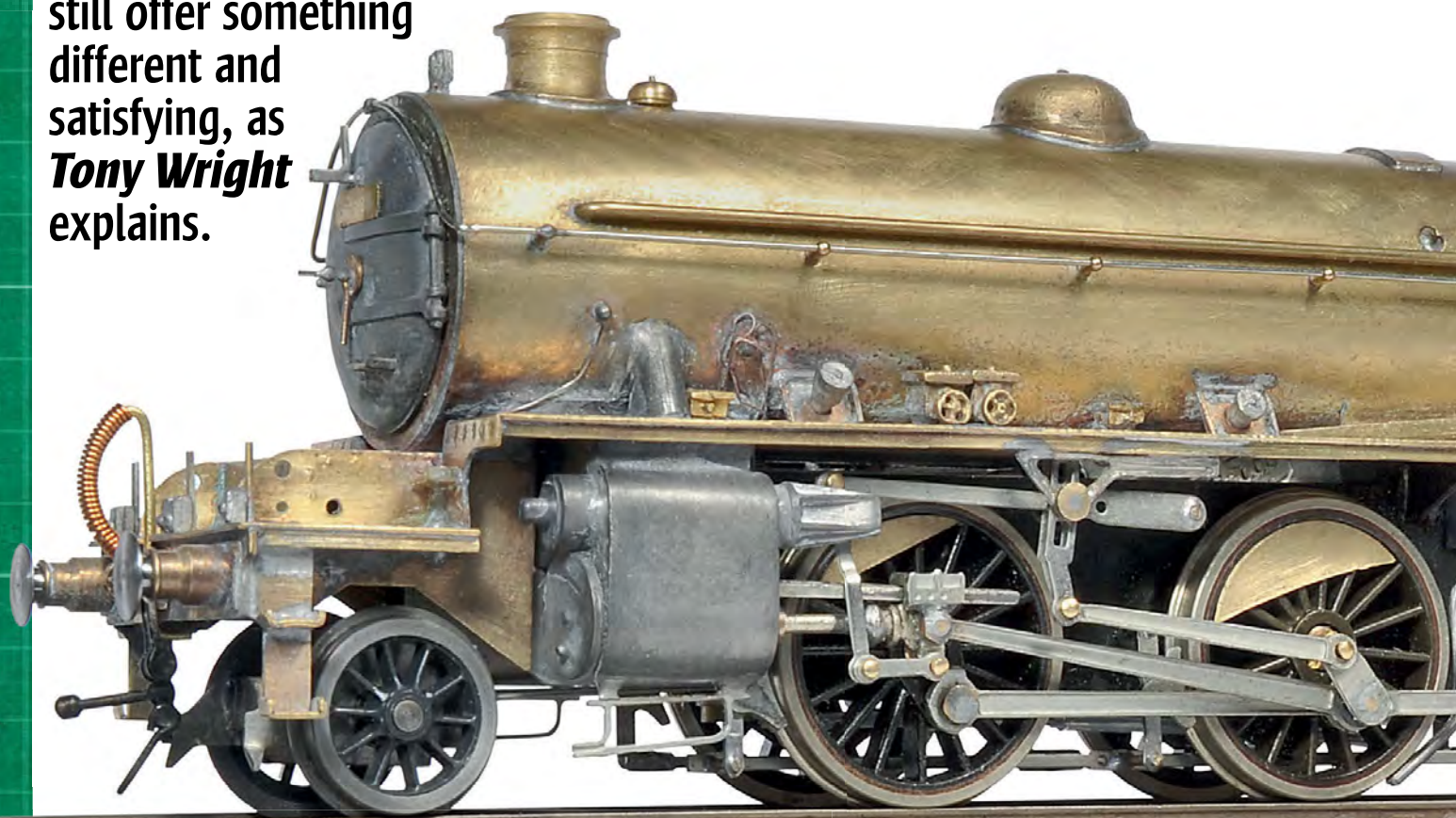
BRM

DDAY



BUILD A DMR K1 KIT

Even when a new RTR model of a class is imminent, a kit can still offer something different and satisfying, as **Tony Wright** explains.



STEP-BY-STEP GUIDE

1



Left The basic chassis made up with everything running sweetly and truly. The frames fold up and are extremely accurate. The DJH GB2 motor/gearbox combination is my propulsion system of choice for smaller locomotives.

Below The basic bodywork soldered together very easily with everything fitting exactly as it should. Because of my choice of motor (driving the centre axle) I had to cut a bit out of the bottom of the boiler using a circular saw in the mini-drill. Note the two insulation tape pads – these made sure the body sat absolutely squarely on the chassis.

2



Almost without exception, every new ready-to-run (RTR) announcement results in the duplication of a kit for the same prototype. In fairness, in some cases, the kits might have been on the market for a long time, or might be difficult to obtain. With regard to Hornby's forthcoming release of a Peppercorn K1 2-6-0, there was a Nu-Cast kit years ago and the subject of this build, the DMR kit. These kits are not currently in production, but there must be many kits lying in cupboards just waiting to be built, so this piece has relevance.

What you get from DMR is a high-quality etched brass/nickel silver kit with turned brass and lost wax brass/whitemetal castings. Wheels and a suitable motor/gearbox have to be sourced separately. My choice was the appropriate-sized Markits set (20mm drivers, plus 12mm and 14mm carrying wheels) and a DJH GB2 motor/gearbox.

As usual, before construction began, suitable

prototype source material was acquired. This included the RCTS Locomotives of the LNER 'green books', Yeadon's Register of LNER Locomotives, several pictorial volumes and my own collection of photographs.

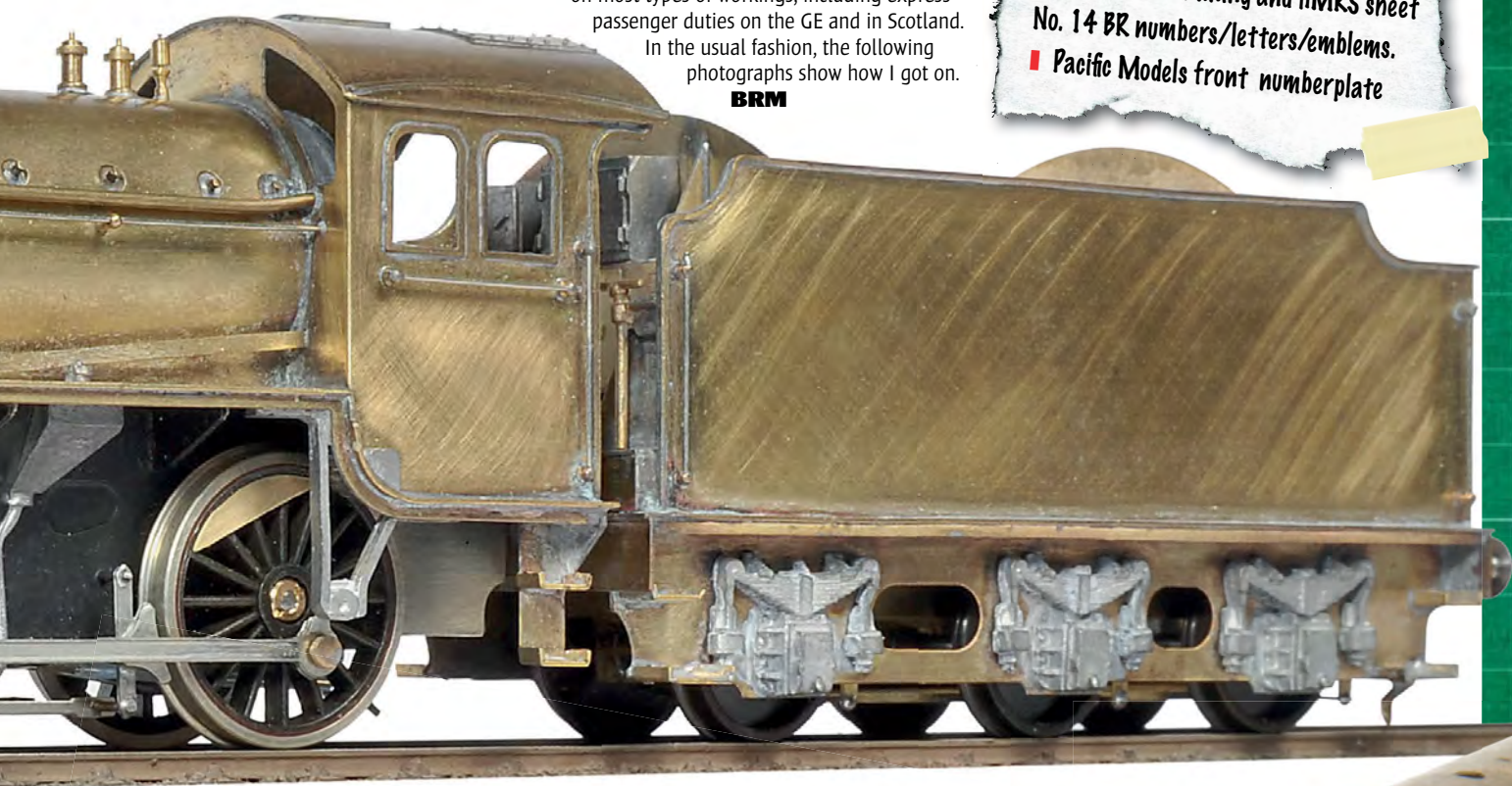
The class of 70 was entirely built by BR and was largely based on Thompson's conversion of a Gresley three-cylinder K4 into the unique two-cylinder K1/1. As Peppercorn's only non-'Pacific' design, these go-anywhere machines were extremely successful, operating mainly on the ex-Great Eastern and ex-North Eastern systems, with just a few in Scotland and latterly on the ex-GN/GC. One, No. 62005, is preserved and has been a regular main line performer over the last four decades. There were a few detail differences amongst the locomotives including various BR brandings, number styles, patches on the firebox top, position of rear coal division plate on the tender and electric lighting which was removed from a few towards the end. They could be seen on most types of workings, including express passenger duties on the GE and in Scotland.

In the usual fashion, the following photographs show how I got on.

BRM

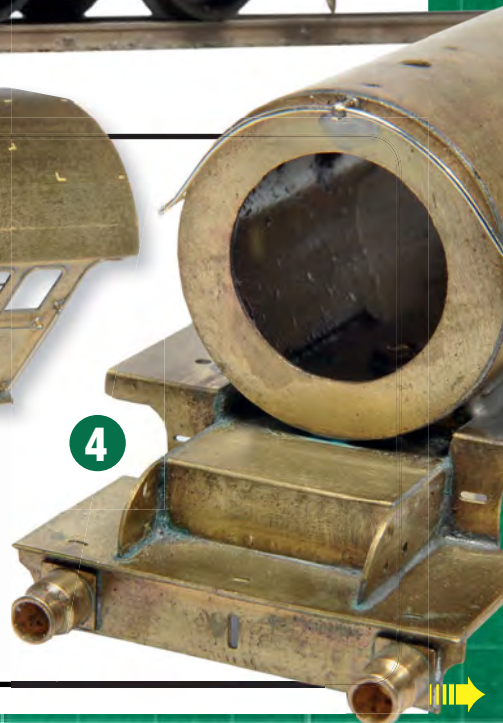
TOOLS REQUIRED

- Temperature-controlled soldering iron
- 145 and low-melt solder and phosphoric acid flux
- Fine files and scrapers
- Engineer's small square
- Snipe-nosed, round-nosed & flat pliers (with 'blind' jaws)
- Tweezers
- Pin-vice & small drill bits
- Fibreglass pencil
- Xuron cutters
- Range of broaches
- Sharp craft-knife/scalpel
- Small screwdrivers
- Various adhesives - epoxy/super-glue, PVA, etc.
- 45mm nickel silver wire and PCB strip for pick-ups.
- Modelmasters BR mixed traffic lining and HMRS sheet
- No. 14 BR numbers/letters/emblems.
- Pacific Models front numberplate



Above Cab roof on, cab window beading installed and the continuous handrail in place. It's important that stages are carefully followed to ensure that most soldering, if possible, takes place from the inside.

Right Further taking up the theme of internal soldering, getting at the back of the handrail pillars and the end of the vacuum exhaust ejector with the iron would be impossible if I'd fixed the smokebox door in place at an early stage.



PRACTICAL BRM



SUPPLIERS

- **Wheels:** Markits, T: 01923 249711
W www.markits.com
- **Motor/gearbox:** DJH GB2, T: 01207 500050 W www.djhmodelloco.co.uk
- **Transfers:** HMRS W www.hmrs.org.uk
- **Numberplates:** Pacific Models, Sheet 4BRE06, £4.50. T 01476 550002
W www.pacificmodels.co.uk

STEP-BY-STEP GUIDE

5



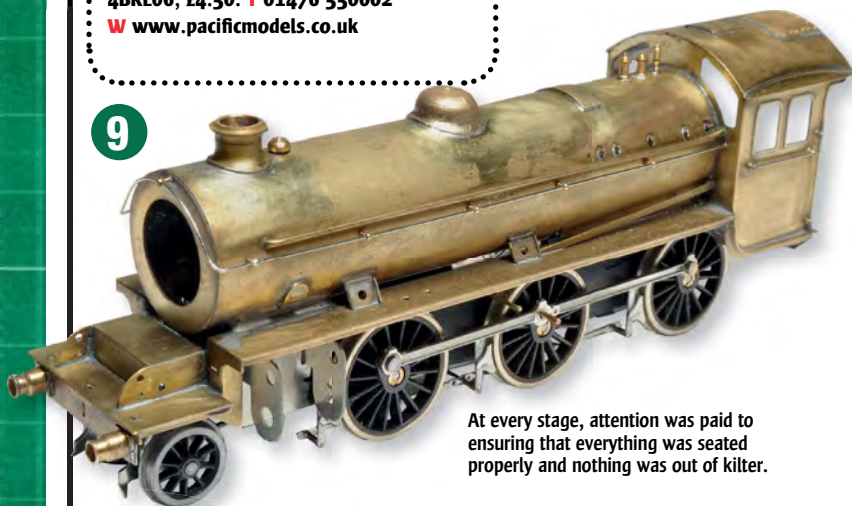
Some soldering has to be done externally, such as the cab roof rainstrips. The trick was to use as little solder as possible and flood everything with flux.

6



Even then, external solder has to be removed - most easily to begin with using the tip of a craft knife. It's a pity spectacle beading was not included as part of the kit.

9



At every stage, attention was paid to ensuring that everything was seated properly and nothing was out of kilter.

10



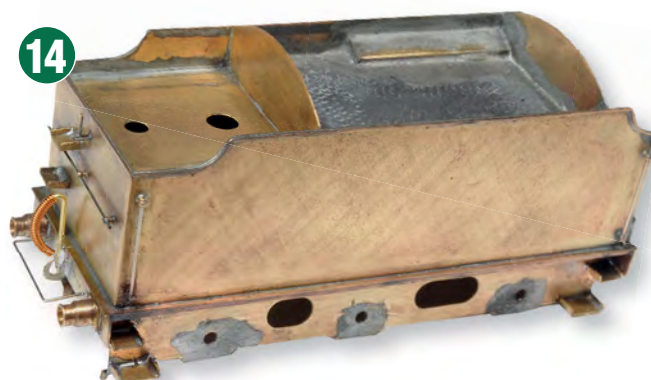
With every tender locomotive I build, I erect the two parts at the same time. This ensures mutual compatibility and ease of adjustment, if necessary, at an early stage. The tender sides and rear folded up together as one unit, perfectly. The handrails have been soldered in place before the top was attached.

13



Since all my models run with a coal load, I see little point in wasting time making up the self-trimming interior. A piece of sheet lead was substituted, fixed in with low-melt solder. The lead also acts as ballast.

14



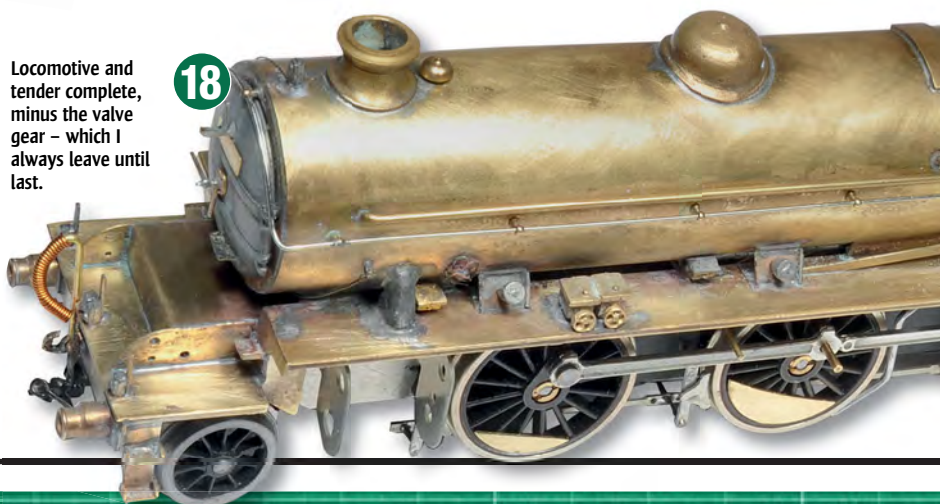
With just a few bits to go on, the basic tender work was completed very easily. Note how I've tinned the frames to allow the soldering-on of the axleboxes later.

17

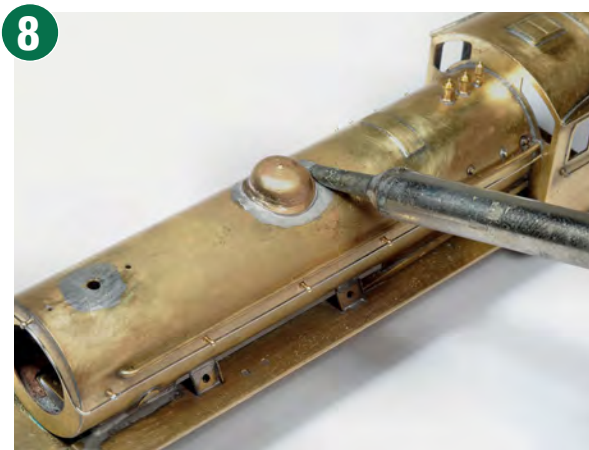
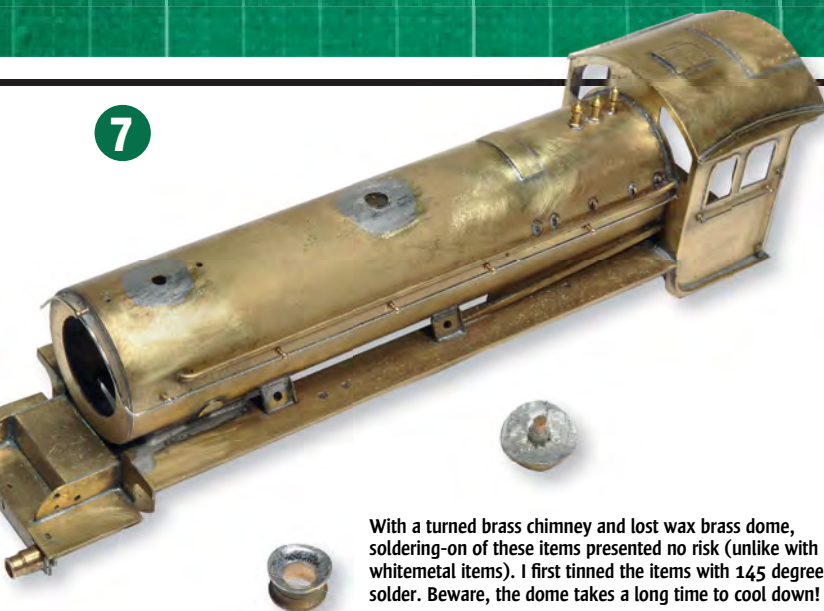


The cab interior components were made up and are ready to be fixed in place. The lifting fallplate is a very good idea.

18



Locomotive and tender complete, minus the valve gear - which I always leave until last.

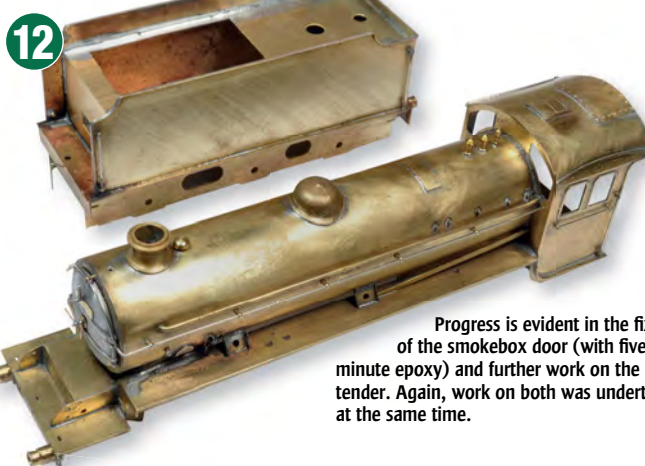


With a turned brass chimney and lost wax brass dome, soldering-on of these items presented no risk (unlike with whitmetal items). I first tinned the items with 145 degree solder. Beware, the dome takes a long time to cool down!

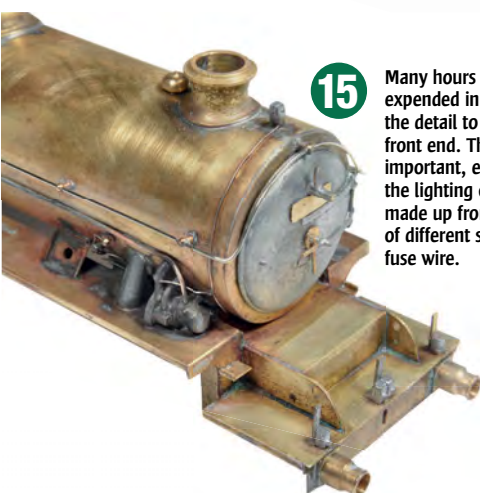
These were then soldered on with low-melt solder, again using plenty of flux. The 'blister' on top of the firebox was fixed in the same manner.



A good idea is the use of a sub-frame to carry the tender wheels. Everything was extremely accurate and fitted perfectly.



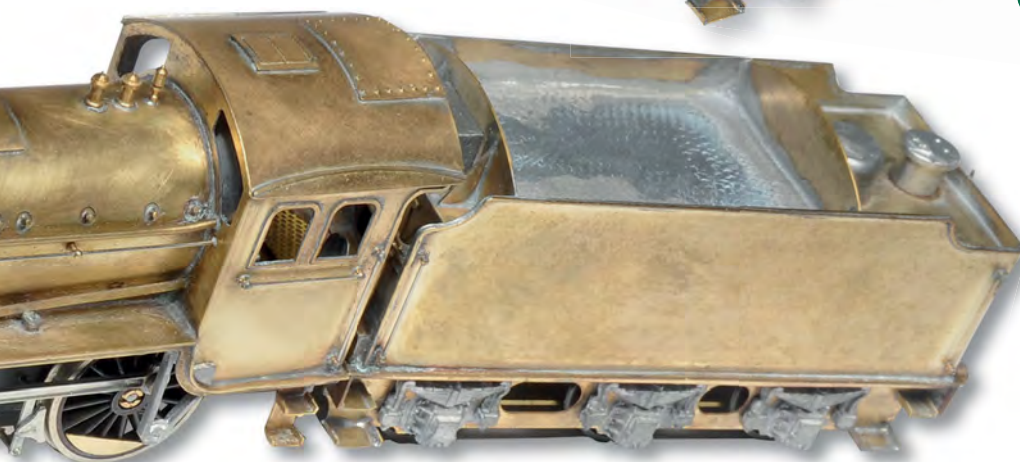
Progress is evident in the fixing of the smokebox door (with five minute epoxy) and further work on the tender. Again, work on both was undertaken at the same time.



15 Many hours were expended in adding the detail to the front end. This was important, especially the lighting conduits, made up from a variety of different sizes of fuse wire.



16 The tender now complete, with the axleboxes low-melt-soldered into place. The filler dome and filler access were merely superglued in place, since they'll be under no load.



Cab interior and boiler backhead completed. Though it can't be easily seen, it's nice to know it's all there.

NEXT: PAINTING, FINISHING, DETAILING AND GLAZING

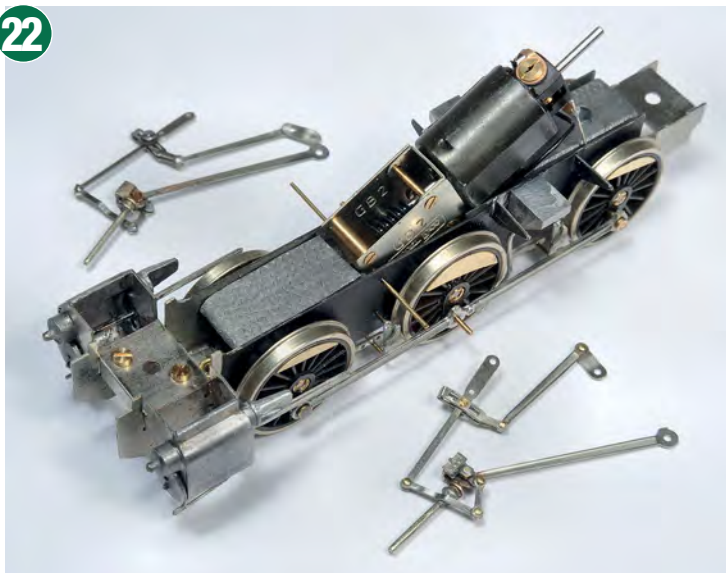
PRACTICAL BRM



STEP-BY-STEP GUIDE

Right Cylinders made up and attached to the frames by bolts, and the motion made up ready to be attached. I always use brass pins to fix the gear together; so much easier than 'fighting' with rivets.

22



21



The first part of the motion construction was to make up the connecting rods, crossheads and piston rods. Like the L15, the K15 had a single slidebar with the crosshead wrapped around it. The interior of the lost-wax crosshead was badly contaminated with flash, and took hours to sort out. I first drilled through then filed out the inner 'square' with the smallest of needle files. Not a job to repeat!

See this model and some of Tony Wright's other Locomotives at [The Festival Of British Railway Modelling in Doncaster on February 7 & 8.](#)

**THE FESTIVAL OF
BRITISH RAILWAY
MODELLING
DONCASTER**

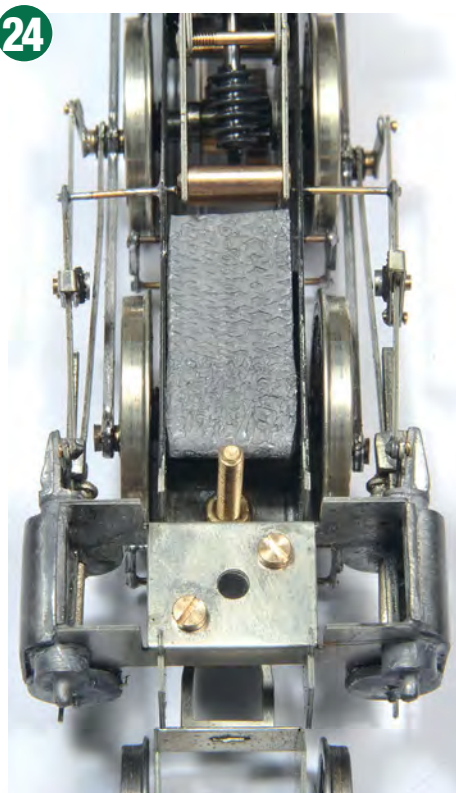
23



A close-up of the nearside crosshead assembly and gear. The pivot for the expansion link is quite substantial on the real thing, so I beefed this one up with a Romford crankpin washer, filling the hole with solder.

24

Right Clearances are pretty tight for OO gauge, so those working in EM (18mm gauge) will have to do some modifications, I feel.

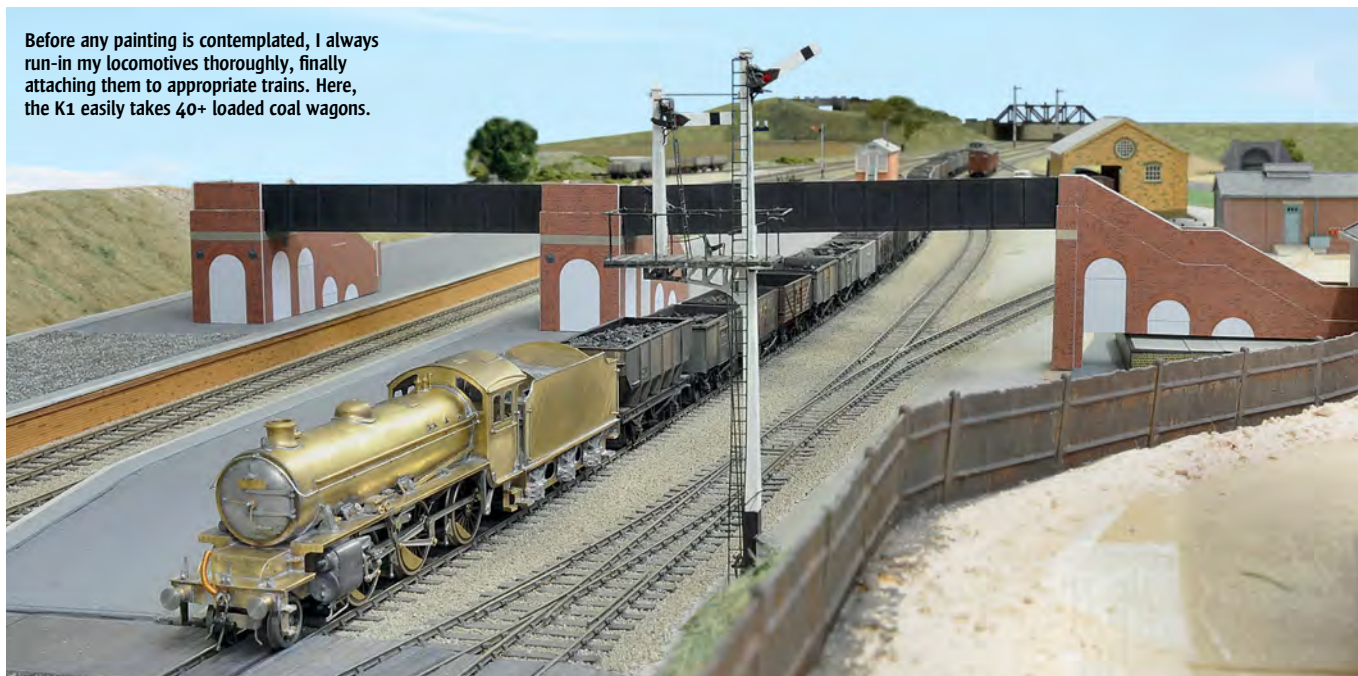


Complete and ready for the paint shop.

25



Before any painting is contemplated, I always run-in my locomotives thoroughly, finally attaching them to appropriate trains. Here, the K1 easily takes 40+ loaded coal wagons.



PAINTING & FINISHING



Painting was accomplished using Halfords satin black acrylic car spray, with lining by Modelmaster products and numerals/branding from the HMRS BR sheet. The front numberplate is from Ian Wilson's Pacific Models range. The valance lining has yet to be applied (no curve on the transfer sheet matches the curve on the footplate, so I'll have to devise a solution). A shedplate is yet to be fitted. No. 62070 was allocated to March from new until the autumn of 1958, thence

to Stratford, then back to March until ending its days at Retford, where I saw it. Since my model represents the summer of 1958, I surmised that the locomotive has just been shipped at Doncaster, has the 'wrong-facing' lion on the offside and retains the 'blister' on the firebox. However, this assumption might be wrong, especially with regard to the blister still being present. No doubt, the definitive photograph will appear after this is published. The model is due to be weathered by

Tom Foster, whose work in that area is outstanding. Final thoughts - an excellent kit, very easy to assemble and a great pleasure to make. The only problem concerned the contaminated crossheads, and they might defeat the beginner. It's a pity the kit is no longer available, though, as mentioned, many must lie in drawers or cupboards waiting for the iron. Though Hornby's forthcoming K1 will be excellent, nothing can beat making something for yourself.



BRITAIN FROM ABOVE

AN OVERVIEW FOR RAILWAY MODELLERS



Grant Alderson provides an introduction to using the famous Aerofilms archive and shows just how aerial photography can hold a mine of information that can benefit railway modellers.

Photography: Aerofilms and English Heritage

Aerofilms started aerial photography in the UK in 1919 and since then it has been responsible for most published prints, including, in recent years, several books of aerial photographs featuring railways. Public access to its images was, however, not straightforward but that has now changed. In 2007, English Heritage and The Royal Commissions on the Ancient and Historical Monuments of Scotland and Wales purchased Aerofilms' 1.2 million oblique-angle aerial photographs and negatives.

In 2010, the partners received grants from the National Heritage Lottery Fund and the Foyle Foundation to set-up the 'Britain from Above' project to repair, conserve, digitise and catalogue the most vulnerable 95,000 of these (taken between 1919 and 1953).

These can now be freely browsed online at www.britainfromabove.org.uk

Although the examples illustrating this article will principally interest modellers recreating scenes from years gone by, several of the benefits outlined also apply to using the 'Birds Eye' feature of Bing Maps (available online at www.bing.com/maps). Currently this only covers larger towns and cities.



INTRODUCTION TO AEROFILMS

Aerofilms Ltd was born on 9th May 1919. An unprecedented business venture, it hoped to marry the still fledgling technology of powered flight to the discipline of photography. Its founders were Claude Grahame-White, an internationally-famous English aviation pioneer, and Francis Lewis Wills, a trained architect who had flown as an observer for the Royal Naval Air Service during the First World War."

"Aerofilms lived through and recorded one of the most tumultuous periods in British history. After surviving the worldwide economic crash of the Great Depression in the 1930s, and serving its country at the direct request of Winston Churchill during the Second World War, it was still on hand to help shape the Britain of the future,

capturing the major reconstruction projects of the 1940s and 1950s."

(From Aerofilms: A History of Britain from Above by James Crawford, Katy Whitaker and Allan Williams which was published by English Heritage in 2014.)

I wish to thank Charlotte Hill, the Britain from Above Project Manager at English Heritage, and her team for their help in preparing this article.



Aerial photography 1919
AFL03_aerofilms_c12930 ©English Heritage

BENEFITS FOR RAILWAY MODELLERS

If you're modelling a particular location, aerial photographs are invaluable in helping you to visualise what a model of that location would look like.

Kensington (Addison Road) - 1949
(BfA ref: EAW022040)
©English Heritage

The vast majority of layouts have baseboards between three and four feet above the floor and are viewed, when standing (the norm at exhibitions), from overhead at an oblique angle. When planning a layout, it is difficult to visualise how it will look based on just maps and photographs (most of which are filled by trains and not the scenery or buildings!). A good aerial photograph is ideal, especially if more than one viewpoint is available.

The Gauge O group of Twickenham & District MRC (of which I am a member) is creating a model of Kensington (Addison Road) station - now Kensington Olympia - on the West London line, as it was in the mid-1920s. This photograph, which has deliberately been cropped to focus on only the area we are modelling, provides an excellent view of what we are aiming to achieve and the size of the challenge!

EXCELLENT FOR ROOF DETAIL

Because most model railways are 'looked down on' (pardon the pun), it is especially important to get roof and chimney detail correct. Many ordinary images are unable to show this in sufficient detail. This rather extreme example provides detail for the roofs of station buildings, canopies, footbridge, gents' toilets and local houses (the last two are completely hidden from ground photographs) at Addison Road.

Comparison with the 1949 view shows the importance of finding images close to the period being modelled. During the London Blitz the station was hit by four bombs (in September-October 1940); all of the canopies were demolished and never replaced.

Kensington Addison Road,
West London Joint Railways -
1921 (BfA ref: EPW006523)
©English Heritage



VIEWS OF BUILDINGS NOT NORMALLY PHOTOGRAPHED



Warminster, GWR - 1937
(BfA ref: EPW054759) ©English Heritage

The majority of railway photographs are taken from station platforms or lineside locations overlooking a railway. Goods yards were 'out of bounds' and there are relatively few views of them. This image reveals very useful details of the non-railway side of buildings, especially of windows and doors, which may not be available from any other source.

SHOWS THE AMOUNT AND TYPES OF ROLLING STOCK

Chippenham - GWR
- 1934 (BfA ref:
EPW045773)
©English Heritage



Most railway photographers had a preference for passenger trains and photographs of goods trains were nearly always limited to front three-quarter views of the locomotive and the first few wagons. This shot emphasises the amount of freight that was carried by railways before the development of motorways and trunk roads during the last 50 years. There are 90 wagons and vans in this view of a medium sized station goods yard and this does not include a coal sidings. It also shows buildings that would form an attractive backscene and provides a guide to the heights of trees at the time of the photograph.

REVEALING ACTIVITY AROUND THE RAILWAY

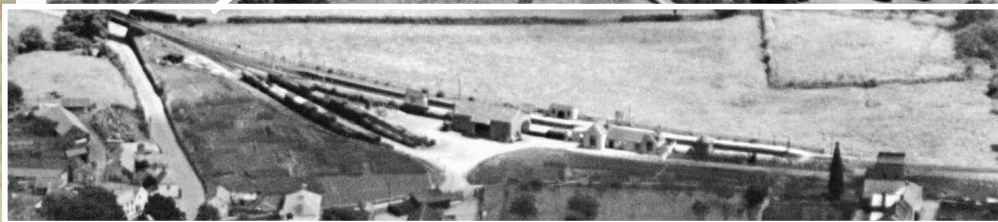
Bridport - GWR - 1928
(BfA ref: EPW024041)
©English Heritage



In complete contrast to the two previous photographs, of Warminster and Chippenham, which show hardly any activity, this goods yard scene is positively bustling with a dozen or so horses and carts and lorries loading/unloading and coming or going (a couple more horses than lorries). It is worth noting that there is no evidence of shunting whilst all this is going on.

LIMITATIONS

Wiveliscombe, GWR - 1930
(BfA ref: EPW033414) ©English Heritage



Clearly, the benefits referred to above, only apply if aerial photographs exist of the location being modelled. Although 95,000 aerial images is a huge resource, the coverage is not equally spread across Britain. Aerofilms did not set out to systematically cover all areas. As a commercial enterprise, it photographed locations it was commissioned to take, such as industrial

plants or places of interest. For example, over 100 refer to ICI (Imperial Chemical Industries) whilst there about 50 that include Hampton Court Palace. It also took aerial photographs for sale to libraries and printers of postcards.

So, for modellers creating layouts of small rural stations, the chances of finding an aerial photo are very slim. For example, there are no views of

any of the 15 stations (or even their villages) on the Wensleydale branch in North Yorkshire.

Conversely, the chances of finding photographs of small coastal termini are very good; of ten seaside towns, all but two have photographs in the Aerofilms archive and all of these include at least one view of the station.

Clarity - Most Aerofilms images were not taken with a station as the principal focus and it might be in the background. Although many towns and cities owe their development to the coming of the railway and grew around their stations, in many rural areas a station would often be a mile or more from the village after which it was named. The detail that can be obtained from a part of photograph depends on the area it occupies and the distance from the front of the shot.

In this view of Wiveliscombe (on the secondary route from Taunton to Barnstaple) the station occupies only about 3% of the negative and is in the background so the amount of detail obtained by zooming-in is limited. However, it provides an overview of the stations potential for creating a layout and may reveal something not shown in any standard photographs. It also emphasises the importance of goods traffic in the 1930s.

Given the advantages of aerial photographs for modellers, it is disappointing that many stations are not available on the 'Britain from Above' website. However, only a small proportion of modellers create accurate models of specific stations, or other railway scenes, at a particular time period. Judging by layouts in the model railway press, quite a lot of modellers produce layouts 'based on' or 'typical of', for example, 'a Great Western branch terminus' or 'a line through a northern industrial town'. They can 'pick and mix' scenes from appropriate locations that were photographed by Aerofilms.

HOW TO USE

THE 'BRITAIN FROM ABOVE' SITE

To make full use of the site, register by clicking the 'Sign in - Register' link on the home page (www.britainfromabove.org.uk). All that is involved is entering your name, email address and a password.

This gives access to three levels of 'zooming', that are not otherwise available and, if you know the location in one of the photographs, to add to the information displayed with it.

When looking for photographs of an area (for example a branch line), rather than a specific place, click the 'Browse' link in the top menu bar. This opens a map of Britain and you can zoom-in on a location by repeatedly 'double-clicking' on the map until it is

clear whether or not images are available (shown by small 'flags').

A single right-click on a flag provides information about its photograph, including a thumbnail image. If there are multiple flags/photographs this allows you to quickly eliminate ones you don't wish to look at.

Right-click 'open in new tab' in the flag information box to see the photograph without losing your place on the map.

The page for each image has a link to allow you to download a 300 dots per inch (dpi) digital copy of the image for £9.90, including VAT.

The site also includes details of how to order prints in a variety of sizes.



MEET THE BRM EXPERTS

WHAT THEY'VE BEEN UP TO THIS MONTH



BEN JONES

I've been testing a few products from suppliers on both sides of the Atlantic for a diorama. You'll be able to see it in the next issue of **BRM**. I also had a good look at Hornby's K1 and compared it to Tony Wright's kit-built model on page 88.



ANDY YORK

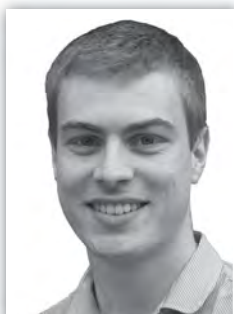
The holidays are a chance to put the work related stuff to one side and get a couple of personal projects done. Hopefully I'll have made a small dent in the stash of 'one day' kits or tried some new tools out that keep whispering to me.



PHIL PARKER

Prompted by Oxfordrail and Hornby, I've finished building an Adams Radial using a K's whitmetal kit. The next project on my workbench is a NuCast GWR steam railcar.

Let's see if I can beat the RTR versions of these!



HOWARD SMITH

It was time for a clear out of parts surplus to requirements and unfinished projects. Some things were at the very bottom of my 'to-do' list and were never going to run on my layout.

At least some of them have now gone to good homes to be finished!

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

Top advice from our modelling experts

HEDGING YOUR BETS



EXPERT TIP

MAKING WEEDS

If you want to start making your own weeds too, this is quite easy. Take some Woodland Scenics Field Grass, twist it together, apply a blob of superglue to the centre and allow to harden. Cut the grass at the twisted centre point; spray each end with cheap hairspray and dip into Woodland Scenics Blended Turf. Once dry, give it another light spray and dip into a pot of Flower Soft Ultra Fine foam granules for whichever colour flowers you'd like the weeds to sprout. Stab a hole into your hedgerow and plant the glued end of the weeds into place.



I'd like to create more realistic looking hedges in my country areas than the products I see in the model shop; how can I do this?
Humphrey Park, Manchester

Andy York replies: All of the products used to make this more realistic looking hedgerow on 'Black Country Blues' are readily available in most model shops. Javis produces a spiky but linear hedgerow and this is an ideal starting point. Embed sprigs of Woodland Scenics Fine Leaf Foliage to break up the uniformity and increase the apparent variety of species found in a typical country hedgerow. The hedge should be sited a little way in from the roadside - take a look at some local examples to get an idea of the depth and height of the verge before it reaches the base of the hedge. The bank sloping from the roadside verge up to the base of the hedge can include static grass fibres for longer grass growth (use 10mm+ fibres). Brambles can be created by teasing out some Woodland Scenics Poly Fibre; spray on some cheap hairspray and sprinkle a little Woodland Scenics Blended Turf for the fine leaves. The end result should look a little more like it's grown there rather than just being stuck on which is what I hope you're looking for.

WHAT COACHES DO I NEED?



I have a OO gauge Western Region branch terminus layout set just after Nationalisation and I am a bit confused as to what passenger coaches to use and which manufacturer produces them. Can you help?

Mike Naris, by e-mail

Ben Jones says: The type of stock depends on what sort of branch line you have and where it is set on the WR, but the most essential types you should consider are:

- * Hornby ex-GWR autococh – to work with Hornby '14XX' 0-4-2T or Bachmann '45XX' 2-6-2T
- * Hornby ex-GWR 'B Set' coaches (always ran in pairs) – can work with any small to medium GWR locomotive
- * Bachmann Hawksworth autococh (due out in 2015) – to work with '14XX' or Bachmann '45XX' or '64XX' 0-6-0PT when it is released in April/May 2015

Neither the autococh nor the 'B Set' coaches were included in Hornby's 2014 range, but there are plenty of secondhand models around, either from Hornby or their original source, Airfix.

Bachmann's 57ft Mk 1 non-gangwayed (often referred to as 'suburban') coaches were also used by the WR from the mid-1950s, although that may be too late for a layout set just after Nationalisation in 1948.

Other WR coaching stock is available, but is more

suited to main line operations in the period you model. However, as some lines had through portions off main line expresses from Paddington (for example St. Ives and Falmouth) you could always include a short set of Hornby Hawksworth coaches or Bachmann Collett stock in ex-GWR chocolate/cream or BR crimson/cream. You should also be able to pick up secondhand examples of all the above at reasonable prices – except the Hawksworth autococh which hasn't been released yet.

Finally, should you wish to broaden out your fleet, there are numerous kit-built options from suppliers such as Comet Models and Blacksmith covering a very wide range of prototypes.

For an excellent example of a GWR branch line terminus using detailed and repainted RTR stock, see 'Much Murkle' on page 78.



An autococh powered by a '14XX' is the classic GWR/Western Region branch line passenger train, but there are other options, both RTR and in kit form. This kit-built vehicle is part of the 'Westford' exhibition layout fleet. **BRM**



GWR RAILCAR IMPROVEMENT



I have recently retired and I have decided to go back to model railways, something I gave up some 25 years ago.

I'd like to run my layout using DCC and I would like to convert my two Lima GWR Railcars to DCC.

I have spoken to a couple of friends about this and they have said there would be enough room in the railcars to put in a chip. Do you think it would be possible to re-engine and fit new bogies to them too? I don't really want to get rid of them as there doesn't seem to be any manufacturer on the horizon thinking about producing this type of railcar in the future.

I would value your comments and advice.

Regards, Brian Rose

Howard Smith says: Hello Brian, Dapol announced some time ago that it was to produce a GWR 'Flying Banana' railcar in OO gauge. The model was anticipated to be released towards the end of 2014. Whether or not this will now go ahead is uncertain, only time will tell.

If you are prepared to 'sit it out' so to speak and save yourself the time of a conversion then look out for it when/if it arrives, however, if you are after a model 'pronto' and are prepared to go through with a

conversion then there are a few things you may want to consider first.

Ultimately, the Lima model is now showing signs of its age and modifying any model usually entails two things – both time and expense. So, before modifying the model, ask yourself what level of detail you are prepared to accept – the glazing on the model is certainly of Lima ilk and it generally lacks the 'finesse' of more recent models.

You'll find that you can only modify older models so much, before you realise that it might not have cost a great deal more to buy a brand new one (should a newer equivalent model exist). Both re-motorising and fitting a DCC chip to a model are two of the most expensive improvements on an RTR model.

If you still want to go ahead, there are many DCC chips on the market and one should be available for your budget. I'm sure there is enough room in the railcar to fit a chip, but are you hoping for sound too? If so, a little 'hacking' of the plastic may be required to fit a speaker.

To re-motor the model, take a look at the products offered by Hollywood Foundry. You can choose the most appropriate mechanism from its website. This manufacturer's products are aimed specifically at the sort of task you have in mind.

W: www.hollywoodfoundry.com

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On his recent trip to Australia, **Phil Parker** visited a number of fine British outline model railways.

Imagine space was no problem? What sort of layout would you build? I had the chance to find out recently when invited to speak at the British Railway Modellers of Australia convention in Adelaide. As part of the event, visitors were taken on a tour of local members layouts and they were certainly very different from the sort of models we see in the UK.

In Australia, the average house enjoys an area of 214 square metres compared to just 76 in the UK. It's a big country and all the major population centres are a long way apart. Over there, people think nothing of driving 200km to have lunch with each other.

Because of this, exhibitions are few and far between - literally. While all the major cities enjoy at least one

show a year, there's less of a tradition of people putting a layout in the back of the car and taking it to the other end of the country to show it off several times a year. Most people flew in for the convention but one visitor had driven for two and a half days to get there.

The result is that instead of building theatre style presentations for exhibition use or to fill the side of a spare bedroom wall, they build railway systems. Layouts have several stations and operators pass trains to each other using bell codes, following a pre-arranged schedule. If enough people are available, some layouts include a motive power depot so locomotives can be changed when they arrive at a major station. It all adds to both the realism and the fun.

The layouts I visited were with only one exception, using traditional DC wiring and mostly are the work of Peter Crawshaw. If complex electrical systems worry you, at least in the UK we're unlikely to find a venomous snake in amongst the cables because the layout owner left the shed door open!

Obviously these sessions include an important social side. Operators visit each layout in turn for operating sessions. Every control panel seems to have a 'stubbie' holder for a can of cold beer, essential when the layout shed can reach temperatures of 50 °C during the day.

Thanks to Andrew Emmett and the Adelaide section of the British Railway Modellers of Australia (www.brma.asn.au) for making me so welcome.

NOTTSBOROUGH VICTORIA

BY ANDREW EMMETT - 00

An overview of the main station and motive power depot. While the layout is far from finished scenically, it is fully operational allowing its builder to give his extensive collection of RTR and kit-built locomotives and rolling stock a run.



The second station, Great Steeping, occupies space in front of the fiddle yard loops hidden by the backscene. There is also a small terminus in the corner of the 23' 6" x 17' room.

LAYOUTS

Australian Special!

AVONLEA, HORTON AND WEST ASHTON

BY COLIN WATTS - O



This O gauge layout has three stations, two GWR and one for Southern Railway trains. This is the Southern one. Behind the

retaining wall is a fiddle yard with automatic train detection. Access is by lifting up the road and buildings on top, using diecast vehicles as handles.



KEMPTON PARK

BY PETER CRAWSHAW - OO

A combination of some excellent model shops and mail order services mean that UK products are readily available 'Down Under' even though delivery times can be lengthy. The main station at Kempton is a tribute to well-used Superquick buildings and Airfix platform canopies and shows just how effective these can be. The crowd enjoying the layout tour can be seen squeezed in – although there is normally good access around the models, this is sufficient for the usual operators.

Despite the size of the layouts and corresponding locomotive studs, much kit-built stock is in use.

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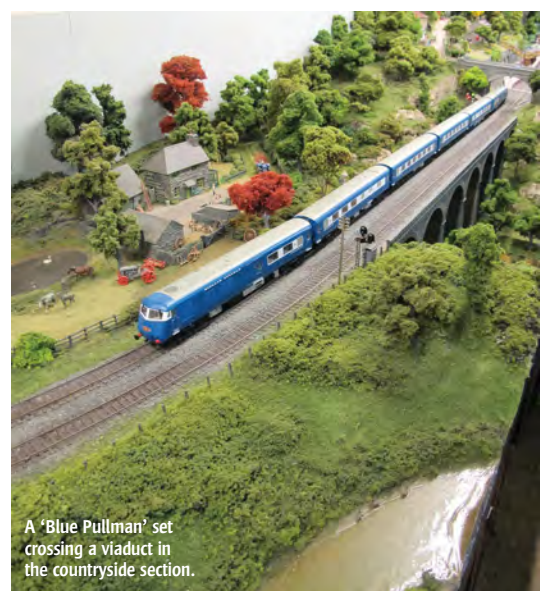
READERS' LAYOUTS

Australian Special!

BOLTON JUNCTION RAILWAY BY MALCOLM ROGERS - OO



Ex-LNWR Bowen Cooke Class 3P, built from a Millholme kit, awaits its turn on a suburban trip from Liverpool. The backscene is a mix of printed sheets and modified Metcalfe models kits.



A 'Blue Pullman' set crossing a viaduct in the countryside section.

NOTTINGHAM VICTORIA BY TONY PHILLIPS - OO

The main panel has two control positions operating two stations and the hidden sidings. Beyond this there are another five. Two operate a terminus panel, one for a coal mine, one for Basford station and the last for the depot. This last one is where the builder usually finds himself rostered.



While a massive layout, there is plenty of small detail. This farm is based on one its builder knew as a child.



LONDON ROAD BY ALAN HARRISON - OO

The main station building has the Gothic look of St Pancras and many other British stations but it's actually a Walther's plastic kit of a Milwaukee style station in HO scale.

You certainly need plenty of space to do justice to a main line MPD like this but it has to share the railway room with its owner's extensive Northern Soul record collection. With this background, it's hardly surprising we have a gritty scene from the north.

An overview of the main station looking across the Mansfield Road tunnel. The railway room is 40' by 32' at its widest point.



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WHAT'S NEW?

News and Events from the model railway trade

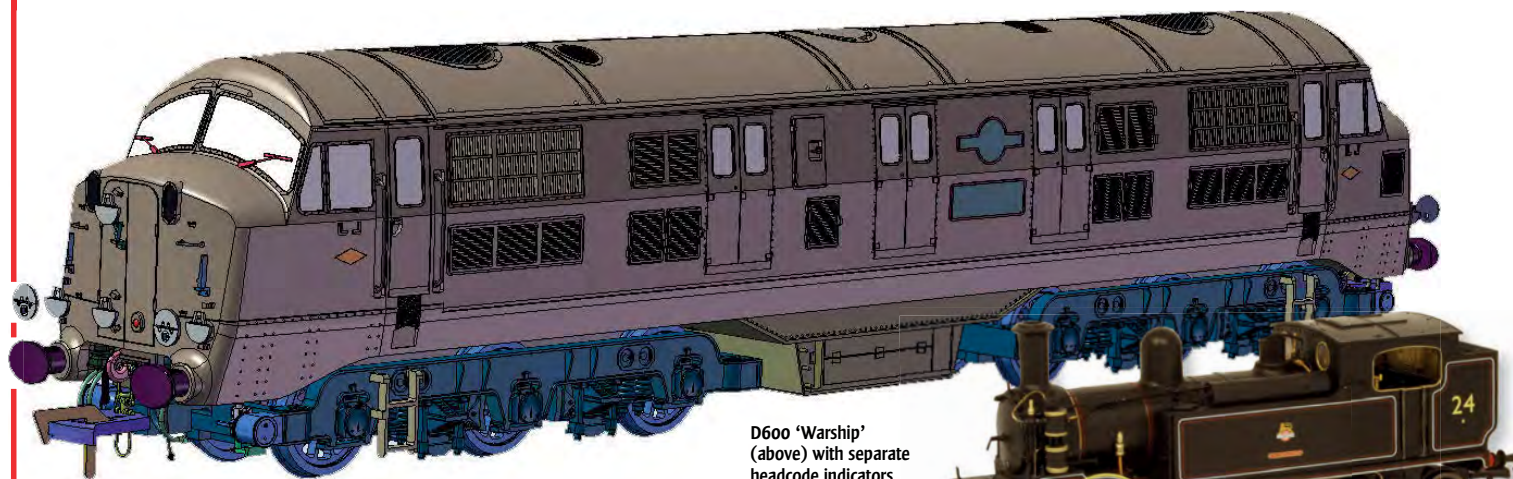
KERNOW WARSHIP - PROGRESS AT LAST!

Cornish model retailer and manufacturer Kernow Model Rail Centre has released CAD images of its forthcoming North British D600 'Warship' diesel-hydraulic. The news follows the announcement in August last year when a completed model was sent to Hong Kong to allow the design work to begin. Kernow Model Rail is taking orders for the models, priced at £149.99 (£139.99 for pre-orders) with an expected delivery date in late-2015.

Read more about the progress on this model and the Adams 0-4-4T O2 Class on Kernow's website.

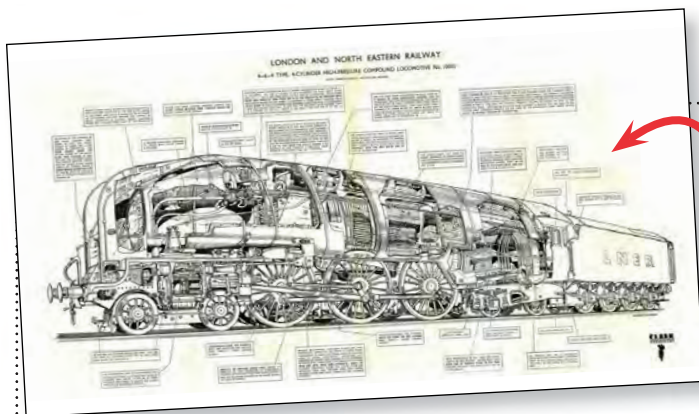
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D600 'Warship' (above) with separate headcode indicators.

Right: Factory-decorated O2 in BR early crest black.



TRANSPORT TREASURES

If you are looking for some quality wall art, look no further than britishtransporttreasures.com, a new website specialising in railway poster and booklet memorabilia. The content, all copyright expired from out of print books and ephemera, can be downloaded for users to print. New items are added each month. Prices start from £1 for a leaflet to £5 for a 200-page book. For each download purchased, a donation of 5p will be made to "HELP FOR HEROES".

W www.britishtransporttreasures.com

DIARY DATES

7/8

15

28/2-1/3

Things to SEE & DO in February

THE FESTIVAL OF BRITISH RAILWAY MODELLING

Returning to Doncaster Racecourse on 7th & 8th February, the ultimate day for modellers is back. Opening times Sat 1000 - 17.00, Sun 1000 - 16.30. The BRM Village returns for 2015.

A Doncaster Exhibition Centre, Ledger Way, Doncaster, North Yorkshire DN2 6BB

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ALSRM NORTHERN SHOW (MANCHESTER)

Former Scale 0 Rail Bolton re-located to a new venue with greater space and easier to use facilities. Over 18 layouts present with 30 traders showcasing Gauge 0, 1, 2 and 3. Open 1030 - 1600.

A Woodhouse Park Lifestyle Centre, Portway, Wythenshawe, Manchester, Lancashire M22 1QW

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PRESTON & DISTRICT MRS - ANNUAL EXHIBITION

Some of the best layouts in the country in the North West of England with something for all age groups. Open: Sat 1000 - 1700, Sun 1000 - 1600.

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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



HOLDEN 2-4-2T F5 IN OO?

A survey is taking place to assess the demand for an RTR Holden F5 Class model in OO gauge.

Members of the public can express their interest in a model by casting their vote on an online poll that also covers options from liveries to shed allocations and even DCC options.

Initial production costs of the Eastern Region prototype are currently being evaluated by DJModels.

HELP SHAPE THE FUTURE OF THIS PROJECT

For your chance to vote and take part in the online model survey, visit www.surveymonkey.com/s/YRKGS3

If the project is given a green light and production costs are covered, the profits will be used to raise funds for the new-build Holden F5 project (www.holdenf5.co.uk).

TOWER DELIVERS THE GOODS



In conjunction with Lionheart Models, the first RTR 8-plank PO wagons by Tower Models are now on-sale. With six liveries currently available, Tower is offering the wagons at £40.00 each or £225 for any six. The wagons have a die-cast metal floor for extra stability, sprung buffers and finescale wheels. **W** www.tower-models.com

SEE MORE PHOTOS of these wagons in the BRM digital edition. Download your copy at: www.model-railways-live.co.uk/digital

28/2 - 1/3

LINCOLN & DISTRICT MRC EXHIBITION

Lincoln and District MRCs first event at a major venue. Over 25 confirmed layouts in most scales, representing both British and Continental prototypes, plus trade, free parking and wheelchair friendly access. Open Sat 1000 - 1700, Sun 1000 - 1630

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BIGGER AND BETTER AT ALLY PALLY 2015

The 2015 London Festival of Railway Modelling at Alexandra Palace is just around the corner on March 28-29. London's biggest model railway show welcomes a huge range of layouts from around the globe including Europe and America - with over 40 on display, there's something for everybody. Pre-booking for the event is now open, so book today to save money and receive early entry.

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Specialist weathering powder and model accessory supplier Pinnacle has released three different mats for modellers. The soldering mat (ref: T901) at £3.75 is manufactured from a heat-resistant, ceramic fibre material that can withstand temperatures up to 1,240°C. Pins can be used in the mats to secure items in place freeing hands for other tasks.

Two cutting mats, priced at £4.75 (ref: T902) measuring 247mm x 197mm and £12.75 measuring 397mm x 297mm (ref: T903) are also new.

T 0121 4452 741 **W** www.model-supplies.org.uk

DART GOES EDWARDIAN



Dart Castings has announced the addition of three new white metal figures in 1:76 (OO) scale. An Edwardian lady (MCV36) with rolled umbrella under her arm and market trader (MLV37) with money belt are each priced at £1.65. An angler (MLV38), sat fishing with a basket at his feet is priced at £1.85. Full details can be found on the Dart Castings website.

A Dart Castings, 17 Hurst Close, Staplehurst, Tonbridge, Kent TN12 0BX
T 01580 892 917 **W** www.dartcastings.com

LOADING DOCKS FROM SKYTREX

Skytrex 2013 Ltd has added two sleeper-built loading docks to



its 7mm range of layout accessories. The cast items depict raised loading bays built from sleepers on bricks. The first, measures 58mm x 120mm (ref: 7/361) and is priced at £10.00, the second, at £25.00 (7/361A) comprises three of the above sections.

The docks are modular, measuring 29mm in height when assembled and are supplied with steps.

T 01509 213789 **W** www.ogauge.co.uk

WIN FREE ENTRY TO DONCASTER SHOW

We are giving a lucky reader the chance to win a pair of tickets to the Festival of British Railway Modelling at Doncaster Racecourse on February 7th/8th.

With over 30 layouts and 80 traders and expert demonstrations there will be plenty for everyone to see and do across the weekend.

Enter our competition on our website now for your chance to win a pair of tickets.

W www.brmm.ag/LMEcomp

UTA SPOIL WAGON

Provincial Wagons has launched a kit of the last British steam-hauled wagons in OO gauge.

The Northern Ireland Railways spoil wagons were built in the mid-1960s by Cravens for the Magheramorne spoil contract, which ran from 1966 to 1970 during the construction of the M2 Motorway running north out of Belfast.

The kit contains all parts and chains and even transfers for different wagon numbers.

The peculiar prototype wagons ran in rakes of 20, typically topped-and-tailed by Class WT 2-6-4Ts. They had one sloped and one vertical side. The sloped side was used for loading, whilst the vertical side carried doors allowing the spoil to be emptied at the side of the track. The trains typically ran around six times a day between Magheramorne and the shore of Belfast Lough. Prices start from £25.00 for a single kit to £120



for a pack of five (includes post and packaging). More details can be found on the website.

E lesliemcallister@aol.com

A Provincial Wagons, 22 Lansdowne Road, Frimley, Camberley, Surrey GU16 9UW

W www.provincialwagons.com

ELECTRIFYING TRAINS' GATE STOCK IN O



RTR manufacturer, Electrifying Trains has announced that its next model is to be the SR/BR(S) two-car push-pull 'Gate Stock'.

The model will represent ex-LSWR Sets Nos. 363 and 372-374 which were to be seen on many South Western Division branch lines, from Grouping until withdrawal during the 1960s.

Production runs of each Electrifying Trains release are limited and each hand-built model from etched nickel-silver with cast white metal and resin components is supplied with a certificate of authenticity. The coaches comprise of one Trailer

Third and one Driving Brake Composite and are both finished with sprung buffers, screw link couplings, prototypical wheelsets and a choice of liveries, finishes and interior furnishings such as decorated seats, advertisements and fire extinguishers.

The coaches designed to negotiate 3' curves with easy interior access. Prices start at £1,195 excluding delivery. Further interior details such as passengers and a driver are at cost.

E info@electrifyingtrains.co.uk

T 02084 405 918

W www.electrifyingtrains.co.uk

PEEDIE MODELS GOES 3-D

Peedie Models is to offer a 3-D printing service. The Orkney-based company took delivery of a 3-D printer as this issue went to press and expects to offer customers a print service in the New Year.

Paul Tyler, owner of Peedie Models said "We are excited to announce that we will be providing 3-D printing services for all modellers."

"With the advancement of 3-D printing technology we have taken the next step in the



manufacturing process by investing in a high-end 3-D laser printer.

"Stereo lithography is the industry standard in delivering beautiful, functional parts that plastic extrusion printers just can't match" he said. "Until now, a professional Stereo lithography printer has been far out of reach for the individual designer. We can now produce layers at 100 microns down to 25 microns, or put it another way less than the thickness of a piece of hair."

Peedie Models started trading in November 2012 with the objective of designing and manufacturing a range of products for modellers and produces resin models and accessories for N and OO gauges.

To view the full range and find out more on the 3-D print service on offer, visit the website.

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HORNBY

PEPPERCORN K1

Ben Jones takes a detailed look at Hornby's impressive new mixed traffic 'Mogul'



The K1 sees a return to high-quality fit and finish with plenty of separately fitted details.

FACT FILE

- ▶ **MANUFACTURER** Hornby Hobbies
- ▶ **MODEL** R3243 BR late crest lined black Peppercorn K1 2-6-0 No. 62024
- ▶ **PRICE** RRP £129.99
- ▶ **AVAILABILITY** Hornby stockists
- ▶ **WORDS** Ben Jones
- ▶ **PHOTOGRAPHY** Tony Wright

Over the last few years Hornby has produced several outstanding models of LNER locomotive designs from the post-Gresley period. The B1 4-6-0, O1 2-8-0 and particularly the L1 2-6-4T are among the best items in the Margate company's range. To that family we can now add the Peppercorn K1 2-6-0 - a class delivered after Nationalisation but of unmistakable LNER parentage.

A surprise arrival just before Christmas, the 'Mogul' is the first of what we should probably regard as 'post-Design Clever' models from Hornby. Upon lifting the 2-6-0 out of its packaging, it's immediately clear that it has more in common with well-regarded products such as the B1 and L1 than those from the intervening period. Although Hornby's logic in trying to reduce production costs was understandable,

we think most will welcome this return to higher standards and greater fidelity.

Reviewed here is No. 62024 in late crest lined black, suitable for the post-1957 period. More specifically, the locomotive has a Gateshead (52A) shedplate on the smokebox door, carried between 6th May 1962

and 28th February 1965 when it was transferred to North Blyth. No. 62024's only other home in its 18-year career was Blaydon, where it resided from delivery in August 1949. Steam survived late in the north-east of England, including this locomotive, which soldiered on until 13th February 1967.

Hornby is also offering the K1 with an early BR emblem as No. 62015. Choice of liveries is somewhat limited, although a weathered

option has been added to the 2015 range. One other possibility is the bogus LNER apple green carried by preserved No. (6)2005 in the 1970s/80s.

LOOKS AND DETAIL

Although the K1s are credited to A.H. Peppercorn, the influence of Edward Thompson is clear in the simple but handsome lines of this 2-6-0, which have been superbly captured by Hornby. This version is in final condition with BR Automatic Warning System equipment fitted (denoted by the reservoir cylinder just in front of the cab on the left



Arthur Peppercorn's handsome post-war design has been captured 'to a tee'.

Tony Wright's kit-built K1 (top) makes an interesting comparison with Hornby's model. See p88 for more on the kit model.

hand running plate, battery box below the footplate and indicator in the cab), raised division plate in its post-1955 position at the rear of the tender coal space and late BR crest. Also visible atop the firebox is the strengthening patch fitted ahead of the safety valves. By the late-1950s, a raised cover originally fitted over this had been abandoned, as modelled on No. 62024 - will Hornby offer the earlier, more prominent arrangement as an option?

All major and lesser dimensions check out exactly against the published works drawings. The excellent Group Standard 4,200gal tender is shared with the B1 4-6-0.

The model closely, although not exactly, matches an excellent portrait of an ex-works No. 62024 (*Yeadon's Register of LNER Locomotives, Volume 18*, p72) taken on 25th April 1963. By this time, overhead line warning flashes had been added to the boiler, tender and frame extensions.

Although they are omitted from the model, applying them would be a quick and simple job if a post-1961 look is what you're after. Conversely, the model has NBL diamond builders' plates on the smokebox, which were missing from the prototype by the time the Yeadon's image was taken.

Those all-important aspects - the front-end 'face' and chimney are convincingly modelled and bring out the character of the original. It will be interesting to see if provision for any of the other smokebox door arrangements has been made.

A two-position coupling bar allows the locomotive to be used on tight curves or close-coupled on larger layouts.

Other significant details include the inclusion of the bracket for the removed speed recorder beside the rear left hand driving wheel, a separate smokebox door dart and handles, superb separate lubricators, Stones turbo generator and sand fillers on the running plate and wire handrails throughout. Metal components have also been used for the safety valves (but not the whistle), reversing lever and sprung buffers. In contrast to some locomotives of the last couple of years, numerous other small details have been modelled using separate parts, not least the electric lights (non-working) and lamp brackets, cab doors, glazed cabside

PEPPERCORN K1 2-6-0

Arthur Peppercorn's K1s were the last in a long line of mixed traffic 2-6-0s that could trace their origins back to Nigel Gresley's first design for the Great Northern Railway in 1912. Based on Thompson's solitary K1/1 prototype, No. 3445 *MacCaillin Mor*, with modifications, 70 were built by North British between May 1949 and March 1950. They featured a shortened B1 type boiler and various other parts common with B1s and L1 2-6-4Ts.

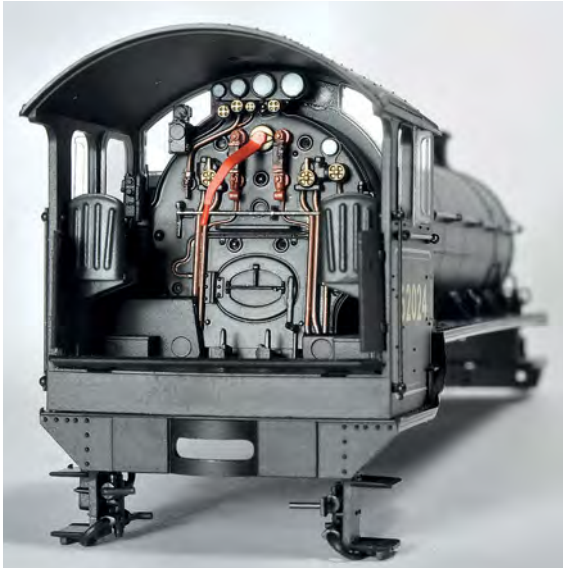
After running-in from Eastfield shed in Glasgow, they were set to work with 30 allocated to the Eastern Region and 40 to the NER. The first 50 were outshopped in lined black with 'BRITISH RAILWAYS' on the tender, while the final 20 received the early BR emblem.

Nos. 62011-020 were briefly allocated to Gorton depot in Manchester, and from February 1952 the Scottish Region received its first five locomotives for the West Highland Line. ER machines worked mainly from March depot, whilst the NER used its K1s on goods and mineral duties from Blaydon, Darlington, Heaton, Gateshead and Stockton.

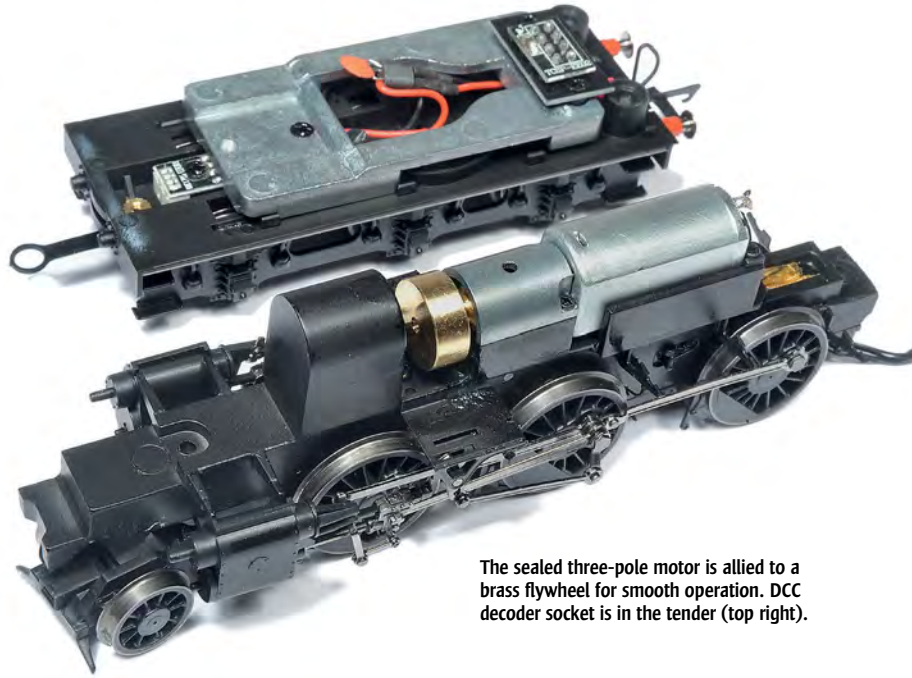
As dieselisation spread, the class was seen further afield, working on ex-Great Central lines from Retford and Frodingham sheds from 1959. Although most commonly employed on unfitted goods and mineral trains, the class was also seen on secondary and even express passenger duties. Stratford depot favoured K1s for summer weekend holiday trains but they could also be found supporting older LNER 2-6-0s on the West Highland and its extension to Mallaig. Famously, the NER used K1s on the Alnmouth-Alnwick line until June 1966, making it one of the last steam-operated branches in the country. Withdrawals took place between December 1962 and December 1967. Fortunately, No. 62005 was saved and has been a main line regular for many years.



PRODUCT REVIEW



Angled regulator handle is the most prominent feature of a finely detailed boiler backhead and cab.



The sealed three-pole motor is allied to a brass flywheel for smooth operation. DCC decoder socket is in the tender (top right).

LNER expert Tony Wright considers the K1 to be the best OO locomotive release of the last 12 months; it's hard to argue with that conclusion.

cinder guards and the very fine cab interior and boiler backhead. Look out for the angled regulator handle, which cries out for a driver's hand to open it. Just be aware that the lamp brackets and lights on the front bufferbeam are extremely fragile and easy to damage during handling.

Overall, this attention to detail contributes to a model that captures the appearance and character of the K1 very effectively. The story is the same below the running plate, where the wheels, cylinders and brake gear are well-modelled, and complemented by flexible plastic sandpipes and brake

shoes in line with the wheel treads. The relatively small driving wheels mean that more of the frames are visible than usual, but to its credit, Hornby has detailed this area too, with parts of the firebox and numerous rivets visible between the wheels.

Decoration is excellent too, especially the BR mixed traffic lining which has all the necessary red, white and grey bands. Cabside numbers are the perfect weight and size and it's good to see beautifully printed, full-colour BR crests return. Smaller details such as the worksplates are also crisply executed. Notably, the smokebox door numberplate correctly has an 'incorrect' style number '6', as per the original.

MIXED TRAFFIC

As befits a mixed traffic locomotive, we tested the K1 on a range of suitable trains and performance was excellent throughout. After running-in, train weights were gradually increased to a maximum of 35 traditional short-wheelbase wagons or nine bogie coaches. This should be more than sufficient for most layouts and is comparable to the type of trains handled by the prototype.

A sealed, long-life motor powers the middle driving axle, assisted by a small brass flywheel. All except the leading wheels have

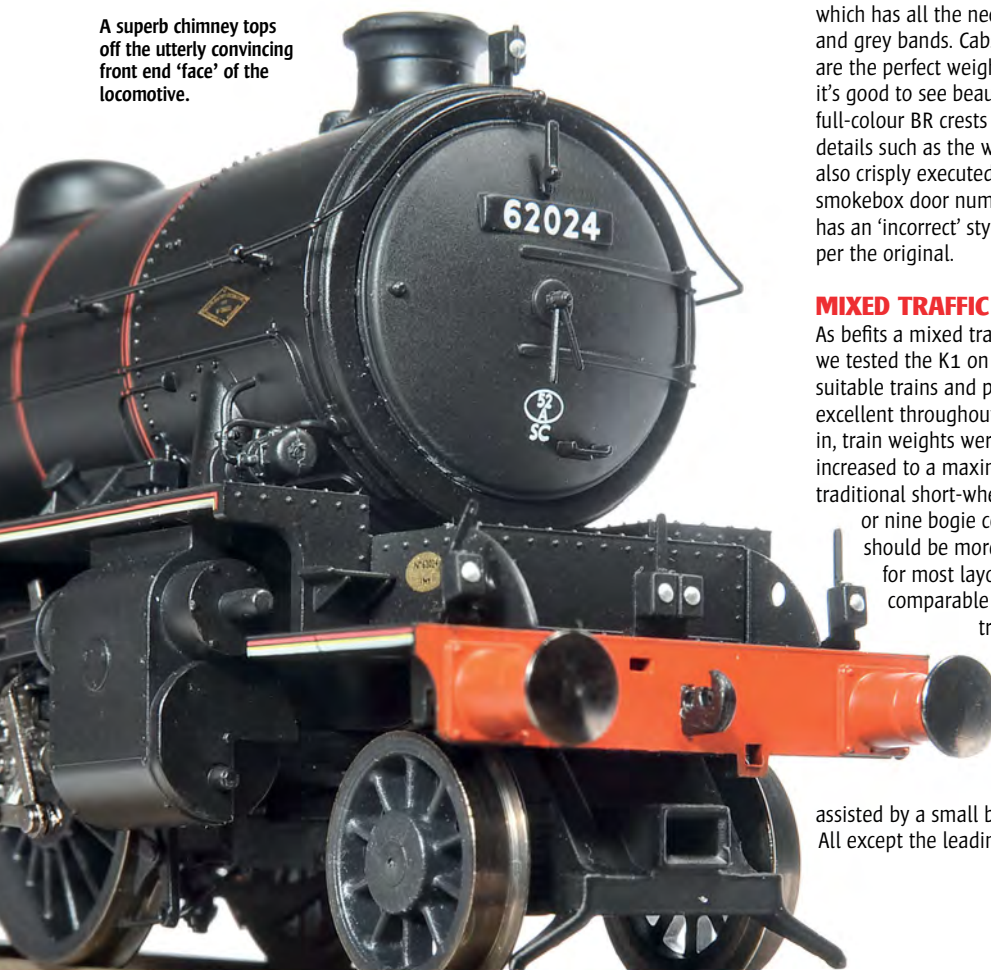
brass wiper pick-ups. The motor and eight-pin DCC decoder socket (in the tender) are linked by Hornby's standard four-wire jumper lead which is plugged in under the tender. A two-position drawbar, for use on sharp or more generous curves is a subtly executed and useful feature.

Our sample (supplied by Rails of Sheffield) was a very smooth and quiet runner on Peco Code 75 track. Anyone concerned about a repeat of the derailment issues common with the Hornby L1 2-6-4T can rest easy - the front pony truck is to a different design and worked faultlessly during our tests. Also worth noting is that the driving axles have brass inside bearings - an unpopular omission on some recent Hornby steam locomotives.

A RETURN TO FORM

Until we see a more reliable flow of quality models, it's premature to say that Hornby's problems are over, but the K1 is undoubtedly evidence of a return to form for the Margate company. The Peppercorn 'Mogul' displays all the attention to detail and quality touches we'd come to expect (or take for granted?) from this manufacturer. Our resident LNER locomotive expert, Tony Wright, considers it to be the best OO gauge locomotive released in the last 12 months, and it's hard to argue with his conclusion.

It's good to see that confidence returning and we look forward to more of the same. **BRM**



A superb chimney tops off the utterly convincing front end 'face' of the locomotive.

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HO/R9231	4-2-2 Emily Loco	£90.99	HO/R8552	Wooden Garage	£6.49
HO/R9232	4-4-0 Edward Loco	£93.25	HO/R8557	Parish Meeting Room	£14.99
HO/R9064	Cls 37 D261 Co-Co Diesel Green + Face	£62.89	HO/R8562	Derelict House	£23.44
HO/R9066	Cls 08 Bert Shunter 'Sodor Ironworks'	£46.99	HO/R8563	Springside Cottages	£25.50
HO/R9097	Cls 35 D7101 Blue Hymek + Face	£63.50	HO/R8565	Wesley Chapel	£18.75
HO/R9096	Bertie The Bus	£14.99	HO/R8568	Oast House	£27.99
HO/R110	'Annie' 4-Wheel Coach	£11.25	HO/R8569	Canal Bridge	£17.95
HO/R112	'Claribel' 4-Wheel Coach	£11.25	HO/R8575	War Memorial	£6.90
HO/R9201	Old Slow Coach (Gwr Clerestory)	£22.55	HO/R8577	Wheelie Bins (4)	£5.35
HO/R9051	James' Composite Coach	£21.99	HO/R8578	Recycling Bins (4)	£6.25
HO/R107	5 Plank Open Wagon	£7.15	HO/R8583	Platform Sections Straight #1	£9.99
HO/R109	20T Brake Van	£9.99	HO/R8584	Loading Ramp Platform Pack	£9.35
HO/R9006	Tar Wagon Black	£8.70	HO/R8585	Lamp Hut	£6.70
HO/R9053	Troublesome Truck 1	£7.15	HO/R8586	Platform Sections Straight #1	£9.99
HO/R9054	Troublesome Truck 2	£7.15	HO/R8587	Coal Stage	£10.65
HO/R9055	Sodor Fuel Tanker	£9.25			
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HO/R9091	Wagon Pack - Sodor Fuel-S.C. Ruffy-Tar Tank	£11.25			
HO/R9093	Wagon Pack - Circus Vans 1, 2 + 3	£11.45			
HO/R9200	Ex GWR Brake Van 'Toad'	£10.99			
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HO/R9204	Raspberry Syrup Tanker	£9.50			
HO/R9205	Ice Cream Van	£9.50			
HO/R9206	Cream Tanker	£9.50			
HO/R9207	Circus Van 1	£9.50			
HO/R9208	Circus Van 8	£10.50			
HO/R9209	Circus Van 12	£11.75			
HO/R9213	Circus Cattle Van 36	£11.75			
HO/R9214	Circus Flat Bed	£51.99			
HO/R9215	Circus Flat Bed 2	£8.25			
HO/R9216	Large Breakdown Crane	£9.25			
HO/R9233	Oil Tanker Black Withrd	£9.25			
HO/R9234	7 Plank Open Wagon Red	£10.99			
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HO/R9239	Vent Van Red Oxide	£10.99			
HO/R9036	Signal Box & Water Tower	£14.65			
HO/R9217	Mailwaite Station Booking Hall Resin	£16.44			
HO/R9218	Mailwaite Station Station House Resin	£15.25			
HO/R9219	Mailwaite Station Platforms Resin	£29.45			
HO/R9220	Signal Box Resin (Thomas)	£23.50			
HO/R9221	Water Tower Resin	£11.75			
HO/R9222	Double Engine Shed	£11.75			
HO/R9223	Goods Yard Crane	£12.99			
HO/R9242	Circus Tent 2	£9.50			
HO/R9243	Circus Tent 3	£9.50			
HO/R9245	Windmill (Thomas)	£27.99			
HO/R9246	Drywall Station Building	£21.25			
HO/R9250	Drywall 2 X Straight Platform & Fencing	£13.99			
HO/R9251	Drywall Platform Rear with Steps & Fencing	£11.75			
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HO/R8547	White Cliffs Cottage	£23.50	HO/R2753	Cls 31 296 BR Sub-Sector	£133.25
HO/R8548	Highfields Windmill	£35.00	HO/R2420	Cls 31 BR Ala-Ala Br Green	£133.25
HO/R8549	Brookbank House	£21.00	HO/R2423	Cls 35 D7067 Hymek BR Blue Weathered	£69.99
HO/R8552	Wooden Garage	£6.49			
HO/R8557	Parish Meeting Room	£14.99			
HO/R8562	Derelict House	£23.44			
HO/R8563	Springside Cottages	£25.50			
HO/R8565	Wesley Chapel	£18.75			
HO/R8568	Oast House	£27.99			
HO/R8569	Canal Bridge	£17.95			
HO/R8575	War Memorial	£6.90			
HO/R8577	Wheelie Bins (4)	£5.35			
HO/R8578	Recycling Bins (4)	£6.25			
HO/R8583	Platform Sections Straight #1	£9.99			
HO/R8584	Loading Ramp Platform Pack	£9.35			
HO/R8585	Lamp Hut	£6.70			
HO/R8586	Platform Sections Straight #1	£9.99			
HO/R8587	Coal Stage	£10.65			
HO/R2775	Cls 37 Regional Railways	£69.99	HO/R2775	Cls 37 Regional Railways	£69.99
HO/R2705	Cls 43 Hst Power & Dummy Grand Central	£174.25	HO/R2705	Cls 43 Hst Power & Dummy Grand Central	£174.25
HO/R2613	Cls 43 Hst BR Intercity 125 (Executive) 4 Car	£120.00	HO/R2613	Cls 43 Hst BR Intercity 125 (Executive) 4 Car	£120.00
HO/R2702	Cls 43 Hst Power & Dummy Intercity Exec.	£174.25	HO/R2702	Cls 43 Hst Power & Dummy Intercity Exec.	£174.25
HO/R2703	Cls 43 Hst Power & Dummy Gnr	£174.25	HO/R2703	Cls 43 Hst Power & Dummy Gnr	£174.25
HO/R2704	Cls 43 Hst Power & Dummy Gnr	£174.25	HO/R2704	Cls 43 Hst Power & Dummy Gnr	£174.25
HO/R2479a	Cls 47 200 Diesel Cotswold Rail 'Fosse Way'	£65.00	HO/R2479a	Cls 47 200 Diesel Cotswold Rail 'Fosse Way'	£65.00
HO/R2479b	Cls 47 316 Cotswold Grey/Blue 'Cam Peak'	£65.00	HO/R2479b	Cls 47 316 Cotswold Grey/Blue 'Cam Peak'	£65.00
HO/R2254	Cls 47 473 BR Blue Large Logo Weathered	£65.00	HO/R2254	Cls 47 473 BR Blue Large Logo Weathered	£65.00
HO/R2890	Cls 47 722 Virgin Trains 'Queen Mother'	£65.00	HO/R2890	Cls 47 722 Virgin Trains 'Queen Mother'	£65.00
HO/R2484	Cls 47 784 Diesel One Anglia Purple/Black	£65.00	HO/R2484	Cls 47 784 Diesel One Anglia Purple/Black	£65.00
HO/R289e	Cls 47 805 Virgin Trains 'Pride Of Toton'	£65.00	HO/R289e	Cls 47 805 Virgin Trains 'Pride Of Toton'	£65.00
HO/R2351	Cls 47 839 Riviera Trains Corporate Blue	£65.00	HO/R2351	Cls 47 839 Riviera Trains Corporate Blue	£65.00
HO/R2061a	Cls 47 844 Diesel Virgin Trains	£65.00	HO/R2061a	Cls 47 844 Diesel Virgin Trains	£65.00
HO/R2289g	Cls 47 854 Diesel Virgin Trains 'W.r.v.s.'	£65.00	HO/R2289g	Cls 47 854 Diesel Virgin Trains 'W.r.v.s.'	£65.00
HO/R2481	Cls 47 854 Diesel West Coast Railway	£65.00	HO/R2481	Cls 47 854 Diesel West Coast Railway	£65.00
HO/R2429	Cls 50 002 Diesel N.s.e Superb Weathered	£119.99	HO/R2429	Cls 50 002 Diesel N.s.e Superb Weathered	£119.99
HO/R2487	Cls 50 004 Large Logo Blue 'St Vincent'	£119.99	HO/R2487	Cls 50 004 Large Logo Blue 'St Vincent'	£119.99
HO/R2348	Cls 50 018 Diesel Br Early Blue 'Resolution'	£119.99	HO/R2348	Cls 50 018 Diesel Br Early Blue 'Resolution'	£119.99
HO/R2641	Cls 50 020 Revenge Br Blue Large Arrow	£119.99	HO/R2641	Cls 50 020 Revenge Br Blue Large Arrow	£119.99
HO/R2575	Cls 50 027 Lion Network South East	£119.99	HO/R2575	Cls 50 027 Lion Network South East	£119.99
HO/R2349	Cls 50 035 Diesel Br Large Logo 'Ark Royal'	£119.99	HO/R2349	Cls 50 035 Diesel Br Large Logo 'Ark Royal'	£119.99
HO/R2428	Cls 50 037 Diesel Br Blue 'Illustrious'	£119.99	HO/R2428	Cls 50 037 Diesel Br Blue 'Illustrious'	£119.99
HO/R2748	Cls 50 Br Large Arrow 'Centurion'	£119.99	HO/R2748	Cls 50 Br Large Arrow 'Centurion'	£119.99
HO/R2793	Cls 50 NSE 'Dauntless'	£119.99	HO/R2793	Cls 50 NSE 'Dauntless'	£119.99
HO/R2879	Cls 55 St Paddy Br 55001	£47.25	HO/R2879	Cls 55 St Paddy Br 55001	£47.25
HO/R2476	Cls 56 Railfreight Red Stripe	£65.00	HO/R2476	Cls 56 Railfreight Red Stripe	£65.00
HO/R2645x	Cls 56 013 BR Sub-Sector (Rumanian) Dcc.	£140.49	HO/R2645x	Cls 56 013 BR Sub-Sector (Rumanian) Dcc.	£140.49
HO/R2752	Cls 56 032 BR Sub-Sector Dcc Ready	£127.99	HO/R2752	Cls 56 032 BR Sub-Sector Dcc Ready	£127.99
HO/R2648	Cls 56 059 EWS Dcc	£127.99	HO/R2648	Cls 56 059 EWS Dcc	£127.99
HO/R2477a	Cls 56 113 Diesel Railfreight Coal Weathered	£65.00	HO/R2477a	Cls 56 113 Diesel Railfreight Coal Weathered	£65.00
HO/R2647	Cls 56 128 Br Large Arrows Dcc	£127.99	HO/R2647	Cls 56 128 Br Large Arrows Dcc	£127.99
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HO/R2336	Cls 58 002/005 Mine Power/Dum Weathered	£65.00	HO/R2336	Cls 58 002/005 Mine Power/Dum Weathered	£65.00
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HO/R2861	Cls 59 001 Harrison Co-Co Aggregate Ind	£69.00	HO/R2861	Cls 59 001 Harrison Co-Co Aggregate Ind	£69.00
HO/R2519	Cls 59 005 Ken J Painter Yeoman Blue/Silver	£69.00	HO/R2519	Cls 59 005 Ken J Painter Yeoman Blue/Silver	£69.00
HO/R2521	Cls 59 102 Arc	£69.00	HO/R2521	Cls 59 102 Arc	£69.00
HO/R2489	Cls 60 007 Diesel Loadhaul Orange/Black	£119.99	HO/R2489	Cls 60 007 Diesel Loadhaul Orange/Black	£119.99
HO/R2747	Cls 60 062 BR Sub-Sector	£119.99	HO/R2747	Cls 60 062 BR Sub-Sector	£119.99
HO/R2640	Cls 60 066 John Leslie Blue Trainload	£119.99	HO/R2640	Cls 60 066 John Leslie Blue Trainload	£119.99
HO/R2490	Cls 60 078 Diesel Mainline Blue	£119.99	HO/R2490	Cls 60 078 Diesel Mainline Blue	£119.99
HO/R2650	Cls 66 709 Joseph Arnold Davies Midite	£60.49	HO/R2650	Cls 66 709 Joseph Arnold Davies Midite	£60.49
HO/R2518	Cls 73 107 Spiffire' Fragonset	£54.99	HO/R2518	Cls 73 107 Spiffire' Fragonset	£54.99
HO/R2766	Cls 73 129 NSE	£54.99	HO/R2766	Cls 73 129 NSE	£54.99
HO/R2655	Cls 73 235 SW Trains	£64.99	HO/R2655	Cls 73 235 SW Trains	£64.99
HO/R2517	Cls 73 002 BR Green	£64.99	HO/R2517	Cls 73 002 BR Green	£64.99
HO/R2415	Cls 86 235 Intercity Swallow 'Novelty'	£64.99	HO/R2415	Cls 86 235 Intercity Swallow 'Novelty'	£64.99
HO/R2755	Cls 86 BR Blue (Preserved)	£64.99	HO/R275		



FARISH DELLNER '57'

Graham Farish has introduced a revised version of its impressive Class 57 diesel, featuring retractable Dellner couplers and a new 'DCC Ready' chassis.

In 2002-05, Virgin West Coast took delivery of 16 former Class 47s, re-engineered and modernised with General Motors engines and modern electronics. Intended for rescuing failed Class 390 Pendolino EMUs and hauling them away from electrified lines during engineering work, the locomotives were given 'Thunderbirds' themed names.

All were retro-fitted with retractable Dellner automatic couplers, allowing them to haul compatible VT units more easily.

However, it quickly became clear that VT had more '57s' than it needed and much of the fleet was first sub-leased and later dispersed to other operators, including Arriva Trains Wales, Network Rail, DRS and West Coast Railways. The locomotive featured here is 57309 Pride of Crewe, now leased to DRS and used on a variety of duties, ranging from nuclear waste trains to passenger

charters. Unlike some other '57/3s', it retains its Dellner couplers. Graham Farish is also producing Network Rail yellow 57312, one of five locomotives taken on by NR for snow train and third-rail EMU rescue duties and modified with Tightlock auto-couplers.

The intricate new cab front arrangement has been well captured, with separate injection moulded parts for the hinged support bracket and the coupler arm/head. The hydraulic rams for raising and lowering the coupler are moulded either side.

Numerous other separately fitted parts help to make this an excellent example of what can be achieved with modern N gauge diesels. The etched stainless steel radiator grilles are particularly effective. Also impressive is the application of the complex DRS livery, right down to the tiny instruction notices along the lower edge of the bodyside.

Previous Graham Farish Class 57s had a 'DCC Friendly' chassis with a printed circuit board design for easier decoder installation, but these latest

GRAHAM FARISH MR BRAKE VAN

First released in OO gauge in 2014, this Midland Railway 20t brake van is now available to N gauge modellers too. Shown here is the LMS grey version with lookout duckets either side of the van. As in OO, the model is available with or without duckets and with shallow or deep openings on the verandah ends.

It's a fine model of a prototype that saw widespread service between the 1920s and 1960s, with some surviving in departmental use into the 1970s. Although of MR origin, it was adopted by the LMS as its first standard brake van after 1923 and built in large numbers by the new company. This

model is suitable for 1920s to 1940s operation and is complemented by an LMS brown version without duckets. A BR unfitted grey vehicle without duckets is also available.

The attractive LMS grey livery has been well executed and tops off what is an excellent addition to the N gauge goods wagon fleet. Fine details include the separately fitted brake gear, stepboards and vacuum brake pipes, plus turned metal buffer heads and brake shoes in line with the wheel treads.

Whether you model the LMS/LMR or not,

this superb model will add a high-quality conclusion to your steam era goods trains.



FACT FILE

- ▶ **MANUFACTURER** Graham Farish by Bachmann
- ▶ **MODEL** 377-750 LMS grey (ex-MR) 20t goods brake van No. 2045
- ▶ **PRICE** RRP £15.95
- ▶ **SUPPLIER** Graham Farish stockists
- ▶ **WORDS** Ben Jones
- ▶ **PHOTOGRAPHS** Tony Wright



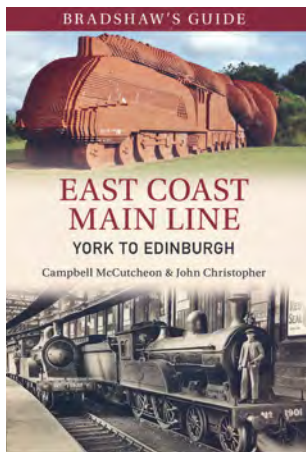
models have been upgraded with a six-pin DCC decoder socket. As before, the '57' has directional LED head and tail lights, all-wheel pick-up and drive and Rapido type couplers in NEM pockets.

With good looks, fine detail and excellent performance, plus that useful 'plug and play' DCC upgrade, this is another superb contemporary diesel locomotive for N gauge modellers. And, compared to some other recent N diesels, the RRP of just under £110 looks reasonable for what it delivers.

FACT FILE

- **MANUFACTURER** Graham Farish by Bachmann
- **MODEL** 371-657 DRS 'Compass' livery Class 57/3 diesel 57309 Pride of Crews
- **PRICE** RRP £109.95
- **SUPPLIER** Graham Farish stockists
- **WORDS** Ben Jones
- **PHOTOGRAPHS** Tony Wright

BRADSHAW'S GUIDE TO THE ECML



Michael Portillo and the BBC are behind the resurgence of interest in Bradshaw's notable publications, the last of which was published in June 1961, long after Bradshaw's death in 1853. Closure of the publisher ended its association with transport which had begun in the canal age.

The 1863 Guide has been reprinted in various forms as a result of the television series reawakening interest. This version is somewhat different from the facsimile reprints which retain the charm and innocence

of the originals.

Although it uses the original text, it appears in a modern typeface and to those who know the original layout, one column text needs some getting used to.

Where this book differs from the original is that it includes images of many of the locations described in the text. Three maps are included but the book would have benefitted from a clearer example showing the area covered with the relevant rail lines, rather than the almost impossible to read Yorkshire and Northumberland maps and the 1946 map issued by the LNER to commemorate the centenary of the North British Railway, the builders of the line north of Berwick.

FACT FILE

- **TITLE** East Coast Main Line – York to Edinburgh, Campbell McCutcheon & John Christopher
- **PRICE** £14.99
- **AVAILABILITY** All good railway bookshops and Amberley Press
- **REVIEW** Dennis Lovett

ALSO OUT NOW...

PREISER 10145 SET OF SIX FRIESIAN COWS

1:87 scale for HO/00, £12.25, from www.gaugemaster.com

Seen all over the country, these familiar black and white cows will suit any country railway or farm scene. The set includes four standing animals (one grazing), one laid down and a calf. All are very neatly observed and decorated.



FALLER 181261 PACK OF 24 CAT-TAIL REEDS

1:87 scale HO/00, £8.50, from www.gaugemaster.com
Modelling rivers and ponds means more than just water – you also need suitable vegetation to decorate the water's edge and banks. These ready-made reeds are a quick solution and range in height from 5mm upwards.

FALLER 181257 CABBAGES AND CAULIFLOWERS

1:87 scale HO/00, £8.50, from www.gaugemaster.com

If you have an allotment or vegetable garden on your layout, these highly-detailed green cabbages and cauliflowers (ten of each) are a quick way to add extra detail and realism. Not cheap, but they will save you a great deal of time over making your own.



GAUGEMASTER GM693 MODEL RAILWAY MINI-DRILL £9.95 from www.gaugemaster.com and stockists

This simple 12V DC mini-drill is ideal for all those tricky jobs where larger power tools are impractical. It can be powered from the 12V uncontrolled output of a controller, or if you need to vary the speed (up to 18,000rpm), from a controlled output. By adding a couple of crocodile clips you could also power it from your track. Suitable for any number of jobs around the layout, it's a bargain at £9.95.



HELJAN BR GUV

Back in 2010, Heljan released a range of ready-to-run Mk 1 coaches. Now, it's time for its latest vehicle – a General Utility Vehicle (GUV) to join the ranks.

The GUVs were built between 1956 and 1960 for the transport of goods, parcels and road vehicles. They usually ran in parcels trains and to a lesser extent in passenger trains and even with DMUs. And, with over 900 built they were seen nationwide.

The vehicles' design employed a similar underframe design to the Mk 1s being built at the time, but differed in having flat sides for maximum route availability. The ends of the vehicles had two doors plus a flap dropping onto the buffers to

Howard Smith looks at another good choice of rolling stock by Heljan. But, is it value for money?

form a platform between vehicles – the top two doors were hinged, opening sideways to give full end access. It was a clever concept, allowing cars or vans to be loaded at one end of the train and unloaded at the other – if the internal parcel shelves were removed – an ideal setup for Motorail services.

The last vehicles, albeit modified with roller shutter doors and plated over ends, were used by EWS on postal traffic until services ended in 2004 – a career span of over 40 years and proof of the design's success. A few vehicles remain in departmental service, although they are often heavily modified.

A VAN FOR ALL SEASONS

Kindly supplied by Tower Models for review is this BR GUV in maroon, a livery exclusive to the shop. The other liveries produced by Heljan are late-1980s Parcels red, BR blue, BR blue

with 'Express Parcels' branding and BR(S) green. The packaging is very similar to that found in the OO gauge market, merely scaled up – a plastic case with sleeve holds the vehicle firmly inside a card box.

Once out of the box, the detail on this model can be fully appreciated. GUV sides may be flat, but by no means do they have a minimalist appearance or lack detail. Quite the contrary, and Heljan has done a very good job at representing them.

The sides of this model measure up correctly and the locations of both windows and doors are spot on. I'm pleased to see the chalk panels have rivet detail – something that can only really be achieved in this scale due to size. As for the lettering, it's neat and precise, more so than the lining which on this sample vehicle suffers from the occasional minor 'wobble'. As per usual,

you will have to number these vehicles yourself, or find someone who can. Tower Models offer such a numbering service.

The doorsteps that don't protrude quite enough underneath the doors, but depending on which era you model, you may not even need these. GUVs that transported BRUTE trolleys (BR Universal Trolley Equipment) had their doorsteps removed due to the damage caused when the trolleys ran over them. In addition, the vents with fine louvres shouldn't be inset, but given the level at which they are, a set of commissioned etch overlays could resolve both this and the issue with the steps.

The superbly moulded door hinges, stops, handles and window bars are the perfect final touches and the grab handles are also very intricate and well done.

Turning to the roof, the most

FACT FILE

- ▶ **MANUFACTURER**
Heljan A/S, Denmark
- ▶ **SCALE/GAUGE** 7mm:1ft scale, 32mm gauge O
- ▶ **PRODUCT** HJ4960 BR GUV
- ▶ **PRICE** RRP £325.00
- ▶ **REVIEW** Howard Smith
- ▶ **PHOTOGRAPHY** Tony Wright

I particularly admire the drop door supports and lamp brackets, all of which are separately fitted.

The livery application on the sample vehicle (bar the odd wobble in the lining) is good, but more importantly, everything is in the correct location. All numbers and letters are neat and can be clearly read.



The lettering, hinges, handles and stops on the sides are all wonderfully moulded.

obvious area that is incorrect is its shape. GUV roofs have a distinctive compound curve - the radius of the curve reduces before it joins the sides. I think Heljan has slipped up here in giving it a constant radius roof - it's a mistake that stands out. The shell roof ventilators are correctly positioned, but the size of the rain strips and panel joints is questionable.

Luckily, the end detail of these GUVs is fantastic. Adorned with accurate sprung buffers and working screw-link couplings, they should 'buff up' with ease to any existing item of rolling stock. Heljan has even gone to the trouble of having real chain fitted to the ends, rather than choosing to mould it.

The support strapping is also correct - although a little deep in parts - but fully present nevertheless. It's nice to see such attention to detail on an RTR product. I particularly admire the drop door supports and lamp brackets, all of which are separately fitted.

The underframe shares many similar components with the previous Mk 1 coaches, so the detail is to the same standard. The dynamo has a moulded impression of a belt, by no means a requirement on any RTR model, but Heljan has gone to the trouble of fitting it. It's a nice touch.

Heljan's BR1 bogies aren't the most accurate on the market in this scale with chunky frames, axle centres too high in the boxes and overly generous quantities of tyre tread. But, they are underneath these models just as they were with the Mk 1 passenger coaches. Depending on the numerous conversions of GUVs, you could substitute these for some aftermarket Commonwealth or B4 bogies if you so wish.

VERDICT

So, has Heljan succeeded in making a good model? The short answer is yes, but I don't believe this is going to be the definitive GUV in this scale. Personally, I'd want a correct roof profile given the price - it's quite a big thorn in the side of this model. That said, for £250

(via Tower Models) or £240 each for four or more, it's still the only way to get your hands on an RTR model of this prototype in O gauge. And, if you compare this price tag with that of buying a kit and having it built, painted and lined, it puts this new proposition from the Danes into perspective. Not bad. **BRM**



The underframe of the model. A little daylight can be seen between the trussing and chassis. The battery boxes hang a little too low, but not enough to offend the eye.

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37-659Z	Benzole set of Three	£29.95
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37-711Y	Pack of 3 GWR Cattle wagons	£27.20
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37-730Z	GWR Vent Vans Weathered Set of Three	£25.45

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R3010X	N15 SR	£133.95
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R3228	Austerity NCB	£65.75

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R3245TTS	A1 Tornado	£135.75
R3188	N2 BR Late	£74.95
R3114A	B1 BR Late	£118.95
R2634	Patriot Class	£74.95
R2679	A1/A1X Terrier GWR	£40.00
R2744	Schools Blundells BR	£84.95
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R2917X	CL2800 BR	£106.45
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R3016A	Standard 4MT BR Black	£109.00
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R3100	NRM Flying Scotsman Black	£111.99
R3025	J94 LNOR	£55.45
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R2508A	CL121	£47.95
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R2646X	CL56 BR Grey	£83.95
R2647	CL56 BR Grey	£72.95
R2650	CL66	£51.95
R2652	CL66	£51.95
R2755	CL86 BR Les Ross	£43.95
R2803XS	CL31 BR	£163.99
R2900XS	CL31 Railfreight	£179.45
R2977XS	CL08 BR	£158.50
R3038	CL67 DB Schenker	£95.99
R3052	CL56 Richard Trevithick	£98.45
R3141	CL60 Tata Steel	£117.45
R3136	Network Rail Class 73	£53.45
R3135	GBRF Class 92	£61.25
R3177	BR 2Bill SR Green	£123.99
R3178	NCB Sentinel	£44.95
R3180	Tarmac Sentinel	£44.95
R3183	Class 67 Arriva	£107.45
R3283	Bagwall Shunter	£25.75

HORNBY TRACK

R070	Turntable	£57.95
R083	Buffer Stop	£1.35
R207	Track Fixing Pins	£2.50
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R600	Straight	£1.30
R601	Double Straight	£1.95
R604	Curve 1st Rad.	£1.75
R605	Double Curve 1st Rad.	£2.05
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R189	Single Brick Bridge	£6.30
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R636	Double Level Crossing	£14.50
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R660	Elevated Track Side Walls	£16.45
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HORNBY CONTROL EQUIPMENT

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31-001	Robinson BR Late Crest	£94.99
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31-003	Robinson LNOR	£94.99
31-086	GWR 3200 Class BR Black	£98.50
31-087	DC Earl Class GWR	£110.95
31-117DC	4MT BR Black	£79.45
31-118	4MT BR Green Late	£69.20
31-127	CL3000 BR ROD	£118.45
31-128	BR ROD Weathered	£105.45
31-135	Lady of the Lake	£100.25
31-136DC	D11/2	£115.90
31-213DS	Patriot BR Late	£201.45
32-261	WD Austerity	£110.40
31-284	Royal Scot Ranger	£56.95
31-319	J11 BR Early	£76.45
31-350	Class A2 Sugar Palm	£107.99
32-559	A1 Great Eastern	£91.45
31-462	C Class BR Black	£68.95
31-476A	G2A BR Early	£72.95
31-479	G2A BR Black	£80.95
31-526	A2 Bachelors Button	£101.99
31-527	A2 Tudor Minstrel A/Green	£96.45
31-550B	V2 Green Arrow	£85.70
31-564	V2 Durham School	£85.70
31-565	V2 BR Green	£85.70
31-626A	Class 3F BR	£71.25
31-627A	Class 3F LMS	£71.25
31-628DC	Class 3F BR weathered	£93.20
31-931	LMS Compound	£112.90
31-933	BR Compound Late Crest	£112.88
31-932DC	BR Compound	£127.75
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32-130	Class 45xx BR Green Late	£59.75
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32-209	Pannier BR	£53.45
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32-260DC	WD Austerity	£125.29
32-500	5MT Class BR - 73068	£70.99
32-550A	A1 Tornado Apple Green	£109.45
32-550B	Tornado BR Green	£127.95
32-509	BR 5MT Early Crest	£104.55
32-954	4MT BR Early	£87.50
32-955	4MT BR Late	£87.50
32-203A	Class 8750 BR Black	£68.65
31-463	C Class SECR	£96.00
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31-266	MLV Green with yellow panel	£62.45
31-267	MLV Blue/Grey	£62.45
31-268	MLV NSE	£83.26
31-269	MLV Jaffa	£83.26
31-325DC	CL105 BR Blue Yellow Ends	£92.05
31-326A	CL105 BR Green	£80.50
31-327	CL105 BR Green	£79.45
31-342	Class 04 Green L/C	£48.20
31-375	CL416 BR Blue	£83.99
31-377	CL416 2EPB	£85.99
31-425A	CL411 Green	£103.99
31-426	CL411 BR Green	£103.99
31-535	CL105 BR Blue Power Twin	£84.45
31-536	CL105 Speed Wiskers	£84.45
31-537	CL105 Small Yellow Panel	£84.45

31-575	Windhoff MPV NWR	£104.00
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31-577	Windhoff Railtrack	£104.00
31-653	CL47 ScotRail	£86.35
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32-481	Class 40 Green	£81.55
32-515A	Derby Lightweight	£93.97
32-531DC	CL55 BR Blue	£89.95
32-616A	Derby Lightweight	£93.97
32-652DS	CL44 BR Blue	£152.95
32-750	DC - CL57 FL - 57008	£52.95
32-781A	Class 37/0 BR Blue	£83.89
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The Festival of British Railway Modelling will be held in 2015 on February 7 & 8 at Doncaster Racecourse. For more details on this show, see page 22.

EXHIBITIONS

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: 1000 - 1700 **Sunday:** 1000 - 1700
Prices: £3.00 adult, £1.00 child **Tel:** 01438
717 323 **Web:** www.bnhmrs.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:** 1000 -
18.00 **Sunday:** 1000 - 1700, **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:** 1000 -
1700 **Sunday:** 1000 - 1700 **Prices:** £3.50
adult, £1.50 child **Tel:** 07733 461 477
Email: odmrsinfo@btinternet.com
Web: www.orpingtonmodelrail.org.uk

SATURDAY JANUARY 17

Bridport & District Model Railway Exhibition
Beaminster Public Hall, Fleet Street, Beaminster,
Dorset DT8 3EF **Saturday:** 1000 - 1600
Prices: £3.00 adult, £1.00 child **Contact:** Bob
Ahrens **Tel:** 01308 861 754
Email: robert@rahrens.wanadoo.co.uk

SATURDAY JANUARY 17 TO SUNDAY JANUARY 18

**Kilmarnock & District 33rd Model Railway
Exhibition**, Volunteer Rooms, 19 High Street,
Irvine KA12 0BA Scotland **Saturday:** 1000 -
1700 **Sunday:** 1200 - 1600 **Prices:** £4.00
adult, £3.00 concessions, £12.00 family (2 + 2)
Web: www.kilmarnockmrc.com

SATURDAY FEBRUARY 21

**Tonbridge Model Railway Club's 34th
Annual Exhibition**, The Angel Centre, Angel
Lane, Tonbridge, Kent TN4 0SU **Saturday:**
1000 - 1700 **Prices:** £6.00 adult, £1.00 child
(10 - 16yrs) **Contact:** Roy Prentice **Tel:** 01892
527 199 **Email:** royprentice@live.co.uk
Web: www.tonbridgemrc.com

SUNDAY JANUARY 18

**SNCF Society Model Rail Show & Winter
Rendezvous Sunday:** 1000 - 1700 **Prices:**
£4.00 adult, £1.50 child **Contact:** Roger Allen

Email: roger.allen1@btinternet.com
Web: www.snrcfsociety.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:**
1000 - 1700 **Sunday:** 1000 - 1600
Prices: £7.00 adult, £3.00 child, £6.00
concessions, £18.00 family (2 + 2)
Web: www.erithmrs.modelshops.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:** 1000 - 1700
Sunday: 1000 - 1630 **Prices:** £5.00 adult
Web: www.nprms.org.uk

SATURDAY JANUARY 24 TO SUNDAY JANUARY 25

**Southampton MRS Southampton Model
Railway Exhibition** Barton Peveril College,
Chestnut Avenue, Eastleigh, Hampshire SO50
5ZA **Saturday:** 1000 - 1700 **Sunday:** 1000
- 1630 **Prices:** £7.00 adult, £3.00 child,
£6.00 OAP, £17.00 family (2 + 2) **Web:** www.southamptonmodelrailwaysociety.wordpress.com



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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. **PO22 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 MODEL BONANZA, 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 Ex Eggar School, Alton, Hants, **GU34 4EQ** Sat/Sun 10-5.
Feb 14 - NEWBURY Model Railway Show, St. Bartholomew's School, Buckingham Road, Newbury, Berks. **RG14 6JP** 10 - 4.30
Feb 15 - MANCHESTER ALSRM Northern Show, Woodhouse Park Lifestyle Centre, Portway, Wythenshawe, Manchester, **M22 1QW** Sunday 10 - 4pm *New Venue - Free Parking - 16 O Gauge 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. Coming to Glasgow - why not try Saturday or Sunday?? The show is less busy and a lot easier to get to our stand!!
Feb 20/21/22 - BRIGHTON MODELWORLD 2015 Brighton Centre, Kings Road, Brighton, East Sussex. **BN1 2GR** 10 - 5
Feb 28 - ABINGDON ABRAIL 2015 M Railway Exhibition, White Horse Leisure & Tennis Centre, Audlett Drive, Abingdon, Oxon, **OX14 3PJ**. 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 8 - SHUTTLEWORTH Scale Model Exhibition Day The Shuttleworth Collection, Shuttleworth (Old Warden) Aerodrome, Nr. Biggleswade, Bedfordshire **SG18 9EP** Sun 9.30 - 4pm
Mar 14/15 - BASINGSTOKE Model Railway Exhibition, Aldworth 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 Ex Hadden Park High School, Harvey Rd, 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 4 - 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 Ex, Helleston 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**.
April 25/26 - SUTTON COLDFIELD Model Railway Ex, Bishop Walsh School, Wyde 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. **PO22 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, Turnsteads 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 Ex, 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 Ex, North Bridge Leisure Centre, Halifax, **HX1 1XH**. Sat/ Sun 10 - 5.
Oct 3/4 PORTSMOUTH Fareham & District Model Railway Exhibition, 1000 North Harbour, Portsmouth, **PO6 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 Railx 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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Exhibition Invitations always welcomed.**



The London Festival of Railway Modelling is set to take place at Alexandra Palace on March 28 & 29. For details on how to pre-book, see below.

SUNDAY JANUARY 25

Bristol O Gauge Group Exhibition UWE Bristol Exhibition Centre Filton Road, Bristol, Avon BS34 8QZ **Sunday:** 1000 - 1600 **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:** 1100 - 1600 **Prices:** £2.50 adult, £1.00 child **Contact:** Roger Allen **Email:** roger.allen1@btinternet.com **Web:** www.gscalesociety.co.uk

SATURDAY JANUARY 31

Sodbury Vale MRC 31st Exhibition St Mary's Church & Church Hall, Church Road, Yate, Gloucestershire BS37 5BG **Saturday:** 1000 to 1630 **Prices:** £5.00 adult, Children free (under 16yrs), £4.00 OAP, £4.00 concessions **Contact:** Tim Crookford **Tel:** 01454 327 627 **Email:** secretary@sodburyvalemrc.co.uk **Web:** www.sodburyvalemrc.co.uk

SATURDAY JANUARY 31 TO

SUNDAY FEBRUARY 1

Stafford Railway Circle Exhibition, Stafford County Showground, Weston Road, Stafford, Staffordshire ST18 0BD **Saturday:** 1000 - 1700 **Sunday:** 1000 - 1630 **Prices:** £9.00 adult **Contact:** Colin **Email:** colin@vipha.freemove.com **Web:** www.staffordrailwaycircle.org.uk

OPEN DAYS

SATURDAY JANUARY 17

Ipswich Railway Modellers's Association (IRMA) 40a Norfolk Road, Ipswich, Suffolk IP4 2HB **Saturday:** 1000 - 13.00 **Web:** www.irma.org.uk

SATURDAY FEBRUARY 7 TO

SUNDAY FEBRUARY 8

Bournemouth Model Railway Exhibition The Hamworthy Club, Magna Road, Wimborne, Dorset BH21 3AP **Saturday:** 1000 - 1700 **Sunday:** 1000 - 1600 **Prices:** £5.00 adult **Web:** www.bmre.org.uk

SATURDAY FEBRUARY 7 TO

SUNDAY FEBRUARY 8

The Festival of British Railway Modelling Doncaster Exhibition Centre, The Racecourse, Doncaster, DN2 6BB **Saturday:** 1000 - 1700 **Sunday:** 1000 - 1630 **Prices:** £9.00 adult, £4.50 child, £27.00 family **Tel:** 01778 391 123 **Web:** www.model-railways-live.co.uk/Exhibitions

FRIDAY FEBRUARY 13 TO

SATURDAY FEBRUARY 14

The Salvation Army South Shields Warn Street, South Shields, Tyne and Wear NE33 4EB **Friday:** 1300 - 2000 **Saturday:** 1000 - 1700 **Prices:** £3.00 adult, £1.50 child, £7.00 family **Contact:** Stephen Slade **Tel:** 01914 553 710

SATURDAY FEBRUARY 14

East Beds Model Railway Society Exhibition Stratton School, Eagle Farm Road, Biggleswade, Bedfordshire SG18 8JB **Saturday:** 1030 - 1700 **Prices:** £5.00 adult, £3.00 child, £4.00 concessions, £13.00 family (2 + 2) **Contact:** Dick Sulch **Tel:** 01626 864 942 **Web:** www.ebmrs.org.uk

SATURDAY FEBRUARY 14

G Scale Society, West Midlands Group, Model Railway Exhibition, St. Marys Church Hall, Hobs Meadow, Solihull B92 8PN **Saturday:** 1000 - 1600 **Prices:** £3.00 adult, £1.00 child **Contact:** Mel **Tel:** 01299 403 548

SATURDAY FEBRUARY 14

Newbury Model Railway Club Exhibition St Bartholomew's School Andover Road, Newbury, Berkshire RG14 6JP **Saturday:** 1000 - 1630 **Prices:** £5.00 adult, £2.50 child, £4.40 concessions, £10.00 family **Web:** www.newburymrc.co.uk

SATURDAY FEBRUARY 14

Warminster Model Railway and Transport Exhibition, Warminster Leisure Centre Woodcock Road, Warminster, Wiltshire BA12 9DQ **Saturday:** 1000 - 1700 **Prices:** £5.00 adult, £2.00 child (-14's yrs), £4.00 OAP, £12.00 family (2+2) **Contact:** Reg Tudgay (Secretary) **Tel:** 01985 213 458

SUNDAY FEBRUARY 15

Bertha James Model Railway Exhibition Bertha James Day Centre Mason's Hill, Bromley, Kent BR2 9HJ **Sunday:** 1000 - 1700 **Prices:** £4.00 adult, £1.00 child **Contact:** Peter Clark **Tel:** 02084 640 696 **Web:** www.berthajamesmodelrailwayexhibition.weebly.com

SATURDAY FEBRUARY 21

Risborough and District MRC RISEX 2015 Model Railway Exhibition Community Centre, Wades Park, Princes Risborough, Buckinghamshire HP27 9AX **Saturday:** 1000 - 1700 **Prices:** £3.00 adult, £2.00 child **Tel:** 01296 415 107 **Email:** risexmanager@rdmrc.org.uk **Web:** www.rdmrc.org.uk

SWAPMEETS

SATURDAY FEBRUARY 21

Mickleover Model Railway Group **St John's Mickleover Model Railway Group Swapmeet** Mickleover Community Centre Uttometer Road, Mickleover, Derbyshire DE3 0DA **Saturday:** 1030 - 1430 **Prices:** £2.00 adult **Contact:** John Kelsey **Tel:** 01332 512 580 / 07786 260 523 **Web:** www.mmr.org.uk

SATURDAY FEBRUARY 21

Saffron Walden Model Railway Club 2015 Exhibition, United Reformed and Salvation Army Halls, Abbey Lane, Saffron Walden, Essex CB10 1AG **Saturday:** 1000 - 1630 **Prices:** £3.00 adult, £1.00 child, £2.50 OAP **Contact:** Julian Nettle **Tel:** 01799 521 029 **Email:** julian.nettle@btopenworld.com

SATURDAY FEBRUARY 21

Tonbridge Model Railway Club The Angel Centre, Vale Road, Tonbridge, Kent TN9 1SF **Saturday:** **Prices:** £6.00 adult, £1.00 child **Web:** www.tonbridgelmrc.com

SATURDAY FEBRUARY 21 TO

SUNDAY FEBRUARY 22

(EGRM) Ebor Group of Railway Modellers (York) Exhibition, The Memorial Hall, Melrosegate, Heworth YO31 0RL **Saturday:** 1000 - 1700 **Sunday:** 1000 - 1600 **Prices:** £3.00 adult, £1.00 child **Contact:** Jim Whitehead **Tel:** 07919 288 825 **Email:** saltyseadog2984u@hotmail.com

SATURDAY FEBRUARY 21 TO

SUNDAY FEBRUARY 22

New Mills & District Railway Modellers Exhibition Chapel-en-le-Frith High School, Long Lane, Chapel-en-le-Frith, High Peak, Derbyshire SK23 0TQ **Saturday:** 1000 - 1700 **Sunday:** 1000 - 1630 **Prices:** £5.00 adult, £4.00 concessions, £12.00 family (2 + 2) **Web:** www.nmdrm.co.uk

SUNDAY FEBRUARY 22

Ilkeston (Woodside) Model Railway Club Exhibition, Trowell Parish Hall, Stapleford Road, Trowell, Nottinghamshire NG9 3QA **Sunday:** 1000 - 1630 **Prices:** £3.00 adult **Contact:** Pete Abbott **Tel:** 01773 712 648

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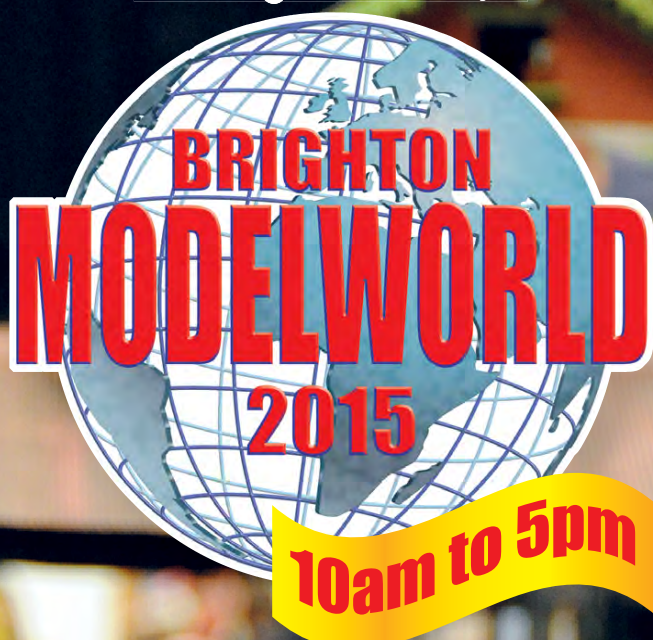
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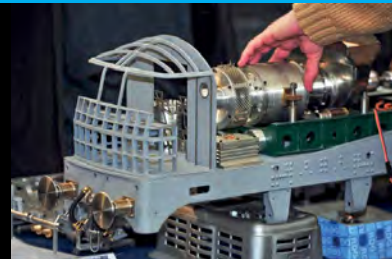
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All information subject to change, correct at time of printing.



SATURDAY FEBRUARY 28

Dereham Model Railway Exhibition

Dereham Memorial Hall, Norwich Street, Dereham, Norfolk NR19 1AD **Saturday:** 1000 - 1600 **Prices:** £5.00 adult **Tel:** 01362 697 628

SATURDAY FEBRUARY 28 TO SUNDAY MARCH 1

Lincoln & District MRC Exhibition Lincoln Showground, Grange-de-Lings, Lincoln LN2 2NA **Saturday** 1000 - 1600 **Sunday** 1000 - 1600 **Prices:** £6.00 adult £3 child £15 family (2+3) **Web:** ladmrc.wix.com/ladmrc

SATURDAY MARCH 14 TO SUNDAY MARCH 15

East Anglian Model Railway Exhibition The Britten Arena, Wood Green Animal Charity Centre, Huntingdon PE29 2NH **Saturday** 1000 - 1700 **Sunday** 1000 - 1600 **Prices:** £7.00 adult £4 child **Web:** www.stneotsmrc.com

SATURDAY MARCH 28 TO SUNDAY MARCH 29

London Festival of Railway Modelling Alexandra Palace, London, N22 7AY **Saturday:** 1000 - 1700 **Sunday:** 1000 - 16.30 **Prices:** £12 Adult, £6 Child (5-16) **Tel:** 01778 391 123 **Web:** www.model-railways-live.co.uk

TRAIN & TOY FAIRS

SUNDAY JANUARY 11

SRP Toy Fairs - Brighton The Grandstand & Paddock Hall Brighton Racecourse, Fresh-Field Road, Brighton, East Sussex BN2 9XZ **Sunday:** 1000 - 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:** 1630 - 2030 **Prices:** £2.00 family **Contact:** Malcolm **Tel:** 07951 072 790 **Email:** malctow@hotmail.co.uk **Web:** www.tttf.co.uk

SUNDAY JANUARY 18

Barry Stockton Train & Toy Collectors Fair - Holmes Chapel (1 mile M6 Jun 18) Selkirk Drive, Holmes Chapel CW4 7DZ **Sunday:** 1030 to 1500 **Prices:** £2.00 adult, 50p child **Contact:** Barry Stockton **Tel:** 01513 343 362 **Web:** www.barrystocktonfairs.co.uk

SUNDAY JANUARY 18

Ashfield Toy & Train Fair, Festival Hall Hodgkinson Road, Kirby-in-Ashfield, Nottinghamshire NG17 7DJ **Sunday:** 1000 -

MEETINGS & TALKS

THURSDAY JANUARY 8

Lutterworth Railway Society - Metropolitan 150 United Reformed Church George Street, Lutterworth LE17 4EF **Thursday:** 1930 **Contact:** Dave Hanger **Tel:** 01455 203 307 **Web:** www.lutterworthrailwaysociety.webplus.net

FRIDAY JANUARY 16

Purbeck Railway Circle - Railway to Portland 1865 - 2015 Harman's Cross Village Hall **Friday:** 19.00 for 19.30 **Contact:** Bob Taylor **Email:** gensec@purbeckrailwaycircle.org.uk **Web:** www.swanagerailway.co.uk

THURSDAY JANUARY 22

Lutterworth Railway Society - Gauge 'O' Guild Films United Reformed Church, George Street, Lutterworth LE17 4EF **Thursday:** 1930 **Contact:** Dave Hanger **Tel:** 01455 203 307 **Web:** www.lutterworthrailwaysociety.webplus.net

FRIDAY JANUARY 23

North rail model expo NLRHS - A Very Railway Political Railway Keen House, 4 Calshot Street, London N1 9DA **Friday:** 1900 **Prices:** £3.00 adult **Contact:** Chris Turner **Tel:** 01235 511 044

1500 **Prices:** £2.00 adult **Contact:** Malc **Tel:** 07951 072 790 / 01623 722 115 **Email:** malctow@hotmail.co.uk **Web:** www.tttf.co.uk

SUNDAY JANUARY 18

Newton Abbot Toy and Train Fair Newton Abbot Racecourse, Newton Abbot, Devon TQ12 3AF **Sunday:** 1000 - 15.00 **Prices:** £2.00 adult **Contact:** Ray Heard **Tel:** 01823 480 097 / 07717 278 420 **Email:** rayheard66@btinternet.com

SUNDAY JANUARY 18 TO

SRP Toy Fairs - Orpington Crofton Halls, Station Road, Orpington, Kent BR6 8PR **Sunday:** 1000 - 1400 **Prices:** £2.00 adult **Tel:** 07739 998 012 / 01322 662 729 **Email:** srptoys1@hotmail.co.uk **Web:** www.srptoysfairs1.co.uk

WEDNESDAY JANUARY 21

Hoddesdon Toy Fair Sheredes School, Cock Lane, Hoddesdon, Herts EN11 8JY **Wednesday:** 1900 - 2100 **Prices:** £1.00 adult **Tel:** 07866 641 215 **Email:** joseph.lock105@btinternet.com

SATURDAY JANUARY 24

Tony Oakes Fairs - Worcester Perdisswell Leisure Centre, Bilford Road, Worcester, Worcestershire WR13 8DX **Saturday:** 1000 - 1400 **Prices:** £1.50 adult **Contact:** Tony Oakes **Tel:** 01270 652 773

MONDAY JANUARY 26

Nantwich & Market Drayton Railway Society - Hixon Railway Disaster 1968 King's Head Inn, Shrewsbury Road, Market Drayton TF9 3EH **Monday:** 2000 **Contact:** John Slyn **Email:** johnslyn147@virginmedia.com **Web:** www.the-gingerbread-line.co.uk

SUNDAY FEBRUARY 1

Rusper Model Railway Club - Operating Meeting. Rusper Model Railway Club, Pickhurst, Nr Bromley, Kent **Contact:** Tom Crumplim **Web:** www.ruspermrc.co.uk

MONDAY FEBRUARY 2

Mirfield Railway Enthusiasts Society - Ravensthorpe. The Story of a Station. The Navigation Tavern, Station Road, Mirfield, West Yorkshire WF14 8LG **Monday:** 1930 **Contact:** Pete Whitworth **Tel:** 01924 498 451

TUESDAY FEBRUARY 3

Southern Electric Group - South Hampshire Branch. 2 Romsey Rd, Eastleigh, Hampshire SO50 9FE **Tuesday:** 1930 **Prices:** £3.00 adult **Contact:** John Goodrich **Tel:** 02380 670 028

SUNDAY JANUARY 25

SRP Toy Fairs - Rayleigh Swayne Park School, Sir Walter Raleigh Drive, Rayleigh, Essex SS6 9BZ **Sunday:** 1000 - 1400 **Prices:** £2.00 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:** 1000 - 1400 **Prices:** £2.00 adult **Contact:** Malc **Tel:** 07951 072 790 / 01623 722 115 **Email:** malctow@hotmail.co.uk **Web:** www.tttf.co.uk

SATURDAY JANUARY 31

Exeter Toy & Train Fair, The Matford Centre Matford Park Road, Exeter, Devon EX2 8FD **Saturday:** 1000 - 1500 **Prices:** £2.00 adult **Contact:** Ray Heard **Tel:** 01823 480 097 / 07717 278 420 **Email:** rayheard66@btinternet.com

SATURDAY JANUARY 31

Tony Oakes Fairs - Stoke-on-Trent Fenton Community Centre Manor Street, Fenton, Stoke on Trent ST4 2PT **Saturday:** 1030 - 1400 **Prices:** £1.00 adult **Contact:** Tony Oakes **Tel:** 01270 652 773

SUNDAY FEBRUARY 1

SRP Toy Fairs - Herne Bay The Kings Hall, Beacon Hill, Herne Bay, Kent CT6 5BA **Sunday:** 1000 - 1400 **Prices:** £2.00 adult **Contact:** Gerald Widdowson **Tel:** 07739 992 012 / 01322 662 729 **Email:** srptoys1@hotmail.co.uk **Web:** www.srptoysfairs1.co.uk

THURSDAY FEBRUARY 5

Theydon Bois Toy & Train Fair, Theydon Bois Village Hall, Coppice Row (B172), Theydon Bois, Essex CM16 7ER **Thursday:** 1900 - 2100 **Prices:** £1.00 adult **Contact:** Joe Lock **Tel:** 07866 641 215

TUESDAY FEBRUARY 3

The Enfield Transport Circle - North Wales Railways First Floor Meeting Room, The Drill Hall Sports Club, Old Park Avenue, Enfield, Middlesex EN2 6PJ **Tuesday:** 2000 - 2230 **Prices:** £3.00 adult **Contact:** Roger Elkin **Tel:** 02083 630 697 **Email:** rogerelkin@btinternet.com

FRIDAY FEBRUARY 13

Purbeck Railway Circle - Steam in the Hills Village Hall, Haycraft's Lane, Harman's Cross, Dorset BH19 3EH **Friday:** 1900 for 1930 **Contact:** Bob Taylor **Email:** gensec@purbeckrailwaycircle.org.uk **Web:** www.swanagerailway.co.uk

THURSDAY FEBRUARY 19

Irish Railway Record Society IRRS - The (Curious) North Kerry Lane The Exmouth Arms, 1 Starcross Street, London NW1 2HR **Thursday:** 1900 **Email:** info@irrs.ie **Web:** www.irrs.ie

MONDAY FEBRUARY 23

Nantwich & Market Drayton Railway Society King's Head Inn, Shrewsbury Road, Market Drayton TF9 3EH **Monday:** 2000 **Contact:** John Slyn **Web:** www.the-gingerbread-line.co.uk

SATURDAY FEBRUARY 7

Tony Oakes Fairs - Chester Northgate Arena, Victoria Road, Chester, Cheshire CH2 2AU **Saturday:** 1000 - 1500 **Prices:** £2.50 adult **Contact:** Tony Oakes **Tel:** 01270 652 773

SATURDAY FEBRUARY 7

Gateshead Toy and Train Fair Gateshead Stadium, Neilson Rd NE10 0EF **Saturday:** 1000 - 1500 **Prices:** £3 adult **Contact:** jim **Tel:** 07504 035 955

SUNDAY FEBRUARY 8

SRP Toy Fairs Worthing Charmandean Centre, Forest Road, Worthing BN14 9HS **Sunday:** **Prices:** £2.00 adult **Contact:** Gerald Widdowson **Tel:** 07739 998 012 / 01322 662 729 **Email:** srptoys1@hotmail.co.uk **Web:** www.srptoysfairs1.co.uk

SUNDAY FEBRUARY 15

Barry Stockton Train & Toy Collectors Fair - Haydock Park Racecourse, Haydock Park Racecourse, Exhibition Centre, Haydock Park, Merseyside WA12 0HQ **Sunday:** 1030 - 1500 **Prices:** £2.00 adult, £0.50 child **Contact:** Barry Stockton **Tel:** 01513 343 362 **Web:** www.barrystocktonfairs.co.uk

SUNDAY FEBRUARY 15

Tony Oakes Fairs - Kidderminster Gilt Edge Leisure Centre Zortech Avenue, Kidderminster, Worcestershire DY11 7DY **Sunday:** 1030 - 1400 **Prices:** £1.50 adult **Contact:** Tony Oakes **Tel:** 01270 652 773

SATURDAY FEBRUARY 28

SRP Toy Fairs Crowborough Crowborough Community Centre, Pine Grove, Crowborough, East Sussex TN6 1FE **Saturday** 1000 - 1400 **Prices:** £2.00 adult **Contact:** Gerald Widdowson **Tel:** 07739 998 012 / 01322 662 729 **Email:** srptoys1@hotmail.co.uk **Web:** www.srptoysfairs1.co.uk



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JANUARY

25th

Saturday

10.00 am to 5.00 pm

26th

Sunday

10.00 am to 4.30 pm

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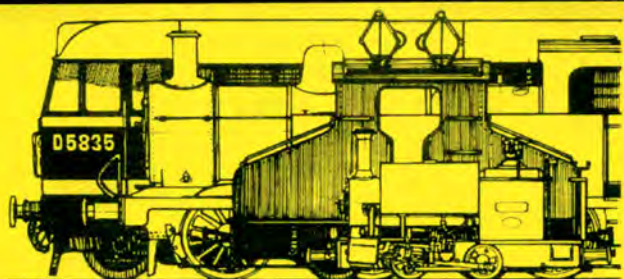
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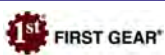
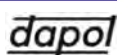
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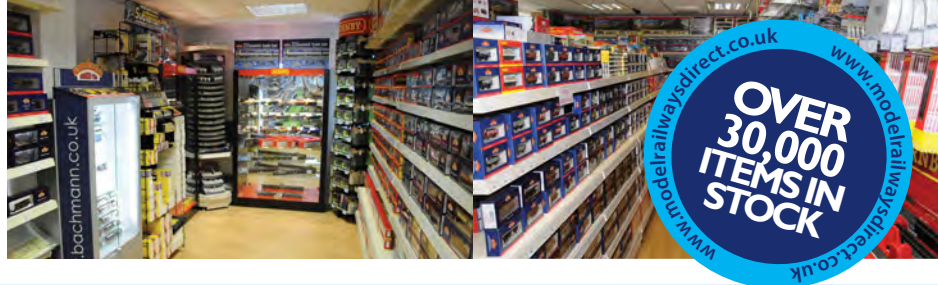
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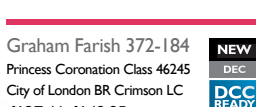
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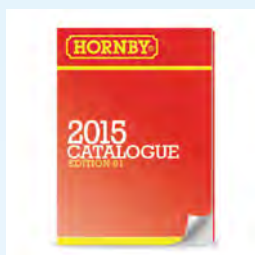
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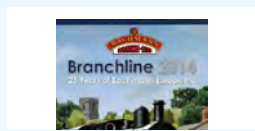
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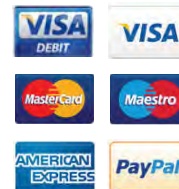
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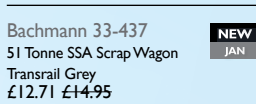
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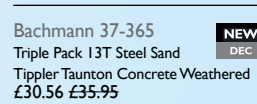
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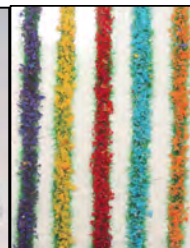


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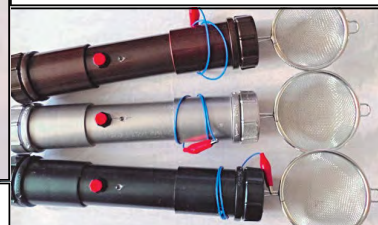
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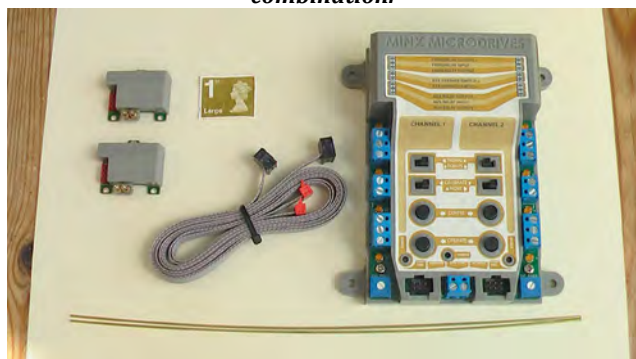
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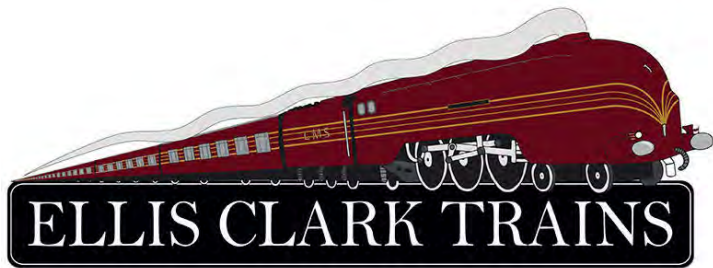


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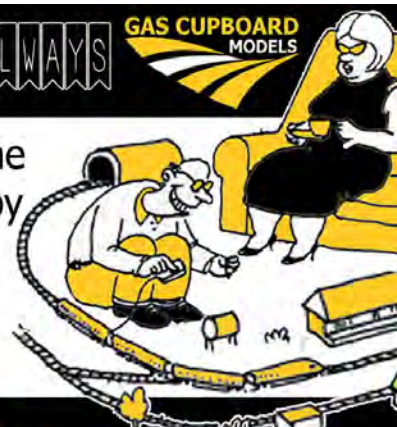
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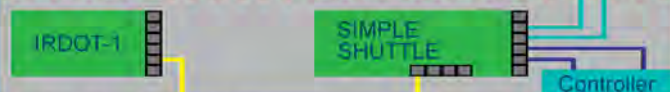
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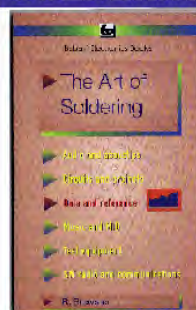
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Quality Backscenes

Owners Geoff Beckett and Neil Buchan

Quality Backscenes the company, was conceived when Neil, a model railway enthusiast and collector was considering different options for backdrops to his various model railway layouts. Above all, they needed to be interchangeable and be in the region of four metres long, able to be curved at corners and on a weight of paper that, with guides at top and bottom, could be, effectively, free-standing.

He discussed the challenges with his friend, Geoff, with whom he had collaborated in web-design projects over a number of years, this being Neil's 'proper job'. Geoff has developed a reputation as an accomplished artist, mainly specialising in technical subjects, including trains but, notably, in historic aviation in which the highly detailed backgrounds play an important part in the story being presented, and he was keen to try his hand at something a bit different.

It was clear that if each backscene were an original painting, it would be very susceptible to damage when being changed. Furthermore, even the largest canvas available would mean that each completed backscene would consist of several separate paintings, leading to a need to disguise a number of joins.

Replaceable printed versions offered a much more satisfactory solution and so Geoff set about painting carefully matched sections, approximately one metre in length, in quick-drying oils. Neil then scanned each painting and 'stitched them together' using image-manipulation software, ready to be printed.

This proved to be a great success for Neil's layouts, but early research had shown that backscenes of this style and quality were not available elsewhere and the decision was taken to move the range forward commercially.

The company is now well established and ships the backscenes across the UK as well as to the US, Europe, the Far East and even Australia and New Zealand. They are sold predominantly through the Quality Backscenes website (www.qualitybackscenes.co.uk) as well as via direct enquiry and from eBay.

And Geoff and Neil do offer a number of bespoke services, including for those wanting something unique, and - as they point out - the backscenes make wonderful friezes for a playroom ... whatever the age of the child!



(See our review on page 71, July 14 issue)

TAIL LAMP



The world of model railways is changing. This has not happened overnight, although it may seem like that. Changes have steadily been taking place over the last four or five years - the signs were there if you knew where to look. Hornby was having increasing supply problems while the other main supplier, Bachmann was promising new models, but its backlog was beginning to grow. Enter independent retailers such as Kernow and Hatton's who became frustrated with the fact that they were not obtaining the special editions they were asking for. Understandably, they began to look beyond UK suppliers and turned their gaze to China, the land of the locomotive!

Going independent was not a new thing; several Chinese factories had been dealing with such entrepreneurs for years, but those customers had been mainly in the Southern Hemisphere; Australia to be exact. With some vigour they had commissioned models of homegrown locomotives such as the Eureka Models Beyer-Garratt, but for UK retailers this was new territory. Then, as now, companies such as Dapol, Heljan and Bachmann were ready to provide expertise and, more importantly, the factories to produce such commissions.

In a relatively short time others began to join this rather select group of 'Newbies' including even one or two prominent model railway magazines. And so, while Hornby continued to battle against rising prices, non-existent and delayed products and Bachmann staved off price rises and struggled against a backlog, the 'new wave' of independents was able to start releasing models.

Not that the independents found it easy; even they discovered that it was not all plain sailing. There were all manner of niggling problems but they had got the taste and wanted more. Some continued and still do work with Dapol, Heljan and of course Bachmann, organising unique commissions but some of these independents are more adventurous and are now trying to work directly with Chinese manufacturers.

Now, one thing you need to know when dealing with Chinese manufacturers is that they do not understand the word 'No!' This is not a criticism, but a fact. Whatever question you ask, they will always say 'yes'. Now imagine that you show them

a drawing of a wagon you want produced; you ask if they understand what they are looking at, they will, without hesitation, say 'yes'. Ask the same question again, but phrase it differently and they will still say 'yes' but you would note, if you are sharp enough, a hesitation in their reply.

Now, that little hesitation will tell you that they do not understand, therefore explaining the same point several times over is time well spent. Also, when dealing with any manufacturer it is best to be a little sceptical. There was one specific instance when a modeller commissioned the production

of a wagon. When the whole process started he was given a set price and a delivery period of one year. Four years later he is still waiting, despite having paid out at each stage of development. He was assured that the model would appear, but the supplier would then add that, unfortunately, each year there was an unavoidable annual price increase. He is still waiting for his wagons and still unsure of a delivery date. The only thing he knows is that the longer he waits the more expensive the wagon will be!

With such stories abounding within the trade, what any self-respecting commissioner of models requires is someone to take away the worries of design, development and production. All many want to do is come up with the idea and leave the rest to one person, which is where DJ Models came in.

David Jones, formerly of Dapol, pushed, shoved and cajoled himself into the world of model railway manufacturing and went solo around 18 months ago (see page 60). He has picked up numerous commissions for models over the last year and more will probably join this band of entrepreneurs. It will be interesting to see how the models are received by modellers when they start to appear later this year.

So 'the times they are a-changing' but is it for the better or will it all end in tears? It is being said that there are too many models being promised and none delivered, but are the new independents encountering the same problems endured by Bachmann, Hornby, Dapol *et al*? Maybe manufacturing in China is not as simple as some thought four or five years ago; we shall have to wait and see! **BRM**

A new monthly column from our 'industry insider', offering an alternative, informed view of the British model railway scene.



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'N' releases in January

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- 2F-045-004** - IOA Network Rail Ballast Wagon 70 5992 026-2

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- 2S-009-004** - 28xx Class GWR Green GWR 3803
- 2S-009-004D** - 28xx Class GWR Green GWR 3803 DCC

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- 2P-012-001/002** - Maunsell Coach 1st Class Lined Green
- 2P-012-051/052** - Maunsell Coach Brake 3rd Class Lined Green
- 2P-012-100/101** - Maunsell Coach 3rd Class Lined Green
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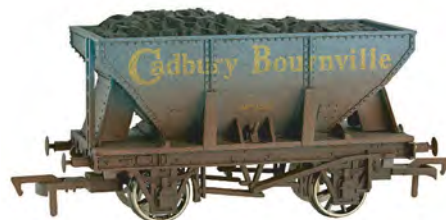
- 2F-010-001** - JNA Falcon Network Rail Wagon 29008
- 2F-010-002** - JNA Falcon Network Rail Wagon 29126
- 2F-010-003** - JNA Falcon Network Rail Wagon 29232
- 2F-010-004** - JNA Falcon Network Rail Wagon 29269
- 2P-000-002** - Collett Coach BR Maroon Composite W7021
- 2P-003-001** - B Set Coach Twin pack BR
- 2F-031-006** - 6 Wheel Milk Tanker - West Park Dairy
- 2F-031-007** - 6 Wheel Milk Tanker - MMB
- 2F-031-008** - 6 Wheel Milk Tanker - Express Dairy Silver
- 2F-031-009** - 6 Wheel Milk Tanker - CWS Green
- 2F-038-017** - 20T Steel Mineral - BR B315783
- 2F-038-018** - 20T Steel Mineral - BR B315783 Weathered

'OO' releases in January



Also released this month include;

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- 4F-013-018** - Gunpowder Van - SR Weathered
- 4P-010-036** - 57 FT Stanier Corridor Brake
- BR Carmine & Cream M5566M



- 4F-031-015** - 6 Wheel Milk Tanker - IMS 36
- 4F-031-016** - 6 Wheel Milk Tanker - IMS 36 Weathered

- 4F-033-100** - 24T Hopper - Cadbury
- 4F-033-101** - 24T Hopper - Cadbury Weathered

'O' releases in January



- 7F-071-022** - 7 Plank - Black Park Ruabon
- 7F-071-022W** - 7 Plank - Black Park Ruabon Weathered

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