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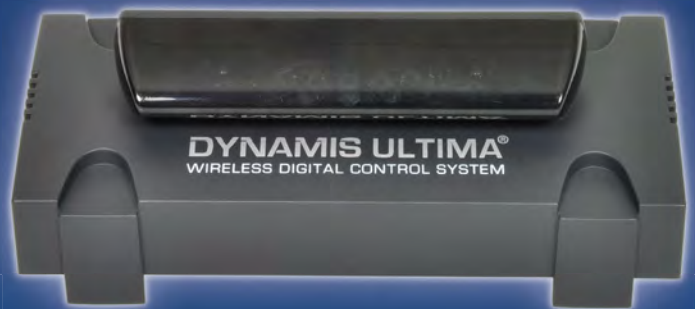
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Introducing 'Pendolino' Plan B

Despite a glorious effort, the Kickstarter crowdfunding campaign to finance an **N Gauge Class 390 'Pendolino'** was just a few thousand pounds short of its goal. Happily, this amazing level of support has not been in vain as **Rapido Trains Inc.** and **NGaugePendolino.com** are excited to announce the **'Pendolino' Plan B** offer.

The model **will** go ahead, and the good news is that anyone who missed the Kickstarter campaign can still pre-order until we're ready to finalise the total number produced. If you sign up soon at www.revolutiontrains.com you could still have a say in the choice of numbers offered - although one set we're definitely including is the commemorative 'Poppylino' (No. 390101 *Virgin Hero* with WW1 centenary Poppy brandings) and for every model sold a donation will be made to the Royal British Legion.

We're offering full and accurate 9-car and 11-car sets, along with a shorter 5-car formation for those on a budget, and a 50% deposit secures your choice.

The **N Gauge 'Pendolino'** is being produced with the full support of Virgin Trains. To ensure maximum fidelity we have laser scanned the prototype, and the model will feature full interior detail, directional headlights & tail lights, illuminated table lamps, finely-crafted pantographs, and the option for amazing factory-fitted DCC with sound specially recorded from the real train - a first for British N. The project is on schedule and delivery is expected early in 2016.

International customers can still order directly from Rapido at RapidoUK.com

And Rapido's next British model is...

00
GAUGE



Work is progressing well on our forthcoming 4mm scale/00 gauge model of the gas turbine-powered APT-E so it is time to provide the first hint towards our next British outline release in this scale.

Our 3D laser scanning team has been busy in the first weeks of 2015. As well as the 'Pendolino', they have visited an undisclosed location in the British Isles to capture the data for this exciting new powered model.

More information and images will be provided over the coming months and we will have the first pre-production samples of this much requested train at the NEC Warley show in November.



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PLEASE NOTE: The train in the image above may be of the type used by "The Knights who 'til recently said Ni" to cut down trees.



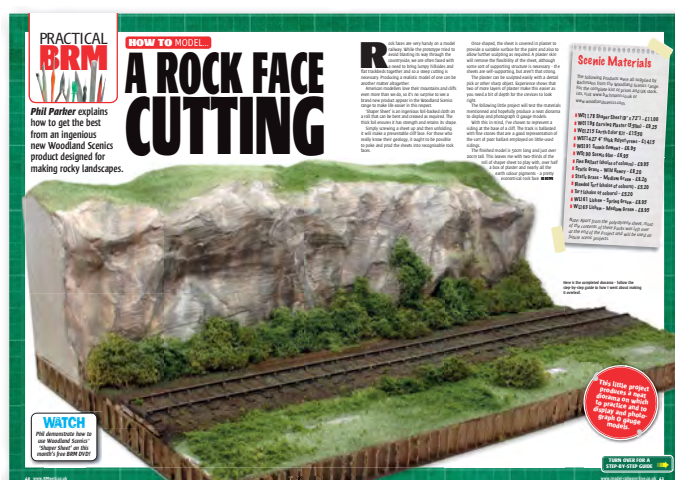
24

Steve Ridgway of Leamington & Warwick MRS found a good reason to bring back the colour and variety of Edwardian railways with this outstanding P4 model.



36

Andy York freely admits that he's no DCC expert. So, how user-friendly is Roco's new Z21 system and does it tick all the boxes?



40

Phil Parker explains how to get the best from an ingenious new product from Woodland Scenics, designed to create uneven terrain and rocky landscapes.



44

Well-researched rolling stock, stations and surroundings help to bring back the atmosphere of your chosen period as **Andrew Donnelly** explains.

98

24 LAYOUT: CLARENDON
Leamington & Warwick MRS found good reason to bring back the colour and variety of Edwardian railways with this outstanding P4 model.

36 ON TEST: ROCO Z21
Roco's Z21 DCC system promises a lot of innovative features. **Andy York** is 'on the case' to investigate what they are.

40 PRACTICAL BRM: MODEL A ROCK FACE CUTTING
Phil Parker is challenged with transforming a new scenery product into a photographic diorama. Find out how he gets on.

44 LAYOUT: AIRTREY PARK
A look at **Andrew Donnelly's** superb recreation of mid-1980s Scotland. Proof that plenty of research helps to produce a quality model.

56 PRACTICAL BRM: MODEL THE NEW-BUILD LNER P2
Howard Smith embarks on a modelling project to raise funds for the new-build P2 class locomotive that all readers of **BRM** can get involved with.

60 PROTOTYPE INSPIRATION: LNER P2 2-8-2s
William Ascoug of the LNER Study Circle chronicles the short life of these magnificent Gresley 'Mikados'.

64 PROTOTYPE INSPIRATION: ESSENTIALLY MODERN
The modern railway bristles with lineside equipment. Network Rail engineer **Simon Paley** explains what to look out for and what it all does.

70 LAYOUT: THE END OF THE LINE
Combining imaginative, well-engineered features with a superb eye for detail, **Giles Favell's** layout depicts a decaying corner of the 1960s railway.

80 PRACTICAL BRM: WEATHERED HEAVY OIL TANKS
Getting your wagons to look suitably grubby isn't so difficult. **Andy York** demonstrates some simple techniques to enhance worn looks and encourage realism.

86 PRACTICAL BRM: KIT-BUILD WITH CONFIDENCE PART 3
In the final part of his introduction to locomotive building, **Phil Parker** tackles an SECR P Class 0-6-0T kit and assembles a simple etched chassis.



86
80
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64 56 36

56

Howard Smith embarks on a modelling project to raise funds for the new-build P2 class locomotive. Time to man the cutting knives!



Andy York demonstrates a few simple techniques to make oil tanks look more realistic. Here's how he does it.

80



70

Combining imaginative, well-engineered features with a superb eye for detail is **Giles Favell's** depiction of a decaying corner of the 1960s railway.



In this third and final part of his introduction to building locomotives, **Phil Parker** assembles a simple etched chassis and tackles a kit of a small Edwardian 0-6-0T.

86

92 READERS' LAYOUTS

A chance to see your home layout in print. Here are some that you've submitted recently.

94 WHAT'S NEW?

A new British DCC manufacturer releases its first products, Connors re-launches in 4mm and we take a look at some forthcoming Bachmann wagon releases.

98 REVIEWS

Bachmann's GWR 64XX and the Midland 4F from Graham Farish lead this month's selection.

106 TRIED & TESTED: PAINT MIXING TOOLS

Phil Parker tests a trio of products designed to help you achieve a better finish by mixing paint more effectively.

108 TRIED & TESTED: BUSCH/AUHAGEN PRODUCTS

Ben Jones tests a collection of new scenic products and kits from German suppliers in a bid to make a scenic diorama. Here's how he got on.

114 DIARY DATES

All the major shows and model railway events that are just around the corner.

120 NEXT MONTH

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

162 TAIL LAMP

Our new 'industry insider' questions Hornby's current attitudes towards its retailers and Service Dealers.

FARISH 4F
See page 102

DON'T MISS OUT

April 2015 issue of

BRM
BRITISH RAILWAY MODELLING

is published on
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TURN TO
PAGE 120
FOR MORE
DETAILS
ABOUT THE
NEXT
ISSUE

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BRM TV

A great selection of content awaits on this month's DVD. **Giles Favell** gives a tour of his O gauge micro-layout, **Phil Parker** demonstrates scenic modelling and **Howard Smith** and **Ben Jones** visit the P2 steam locomotive trust to find about the P2 project.

WHAT'S ON THE DVD



Giles Favell's amazing
'O' gauge layout

'END OF THE LINE'



BRM
BEHIND THE SCENES

A look at what's
happening inside
the A1 Trust's
locomotive works.



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Phil Parker's guide
to white-metal
soldering.



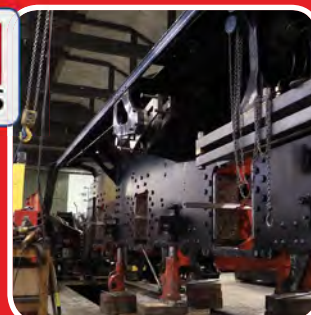
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build P2 project
ahead of modifying
his Hornby model.



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Decoders are all too often designed by engineers to suit engineers... Lots of features that are never used, dozens of light options and functions that are just not needed, too many wires, just too big to fit easily...

The list goes on and on - and it became very clear to us as we talked to modellers around the world that some issues were ignored and that is a problem because all model trains are not the same at all.

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.

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WELCOME



With all the talk about ready-to-run models over recent months, you'd be forgiven for thinking that they were the only option for railway modellers. While

there's no question that kit-building has been in decline for some time, and for various reasons, it still has a major role to play in our hobby.

However saturated the RTR locomotive market gets, there will always be gaps in the fleet; classes and sub-classes for which mass production can't be justified due to low demand; obscure prototypes and one-offs or in-service modifications overlooked by the 'big boys'. Blessed as we are with superb locomotives and rolling stock in 2015, if you're looking to model prototypical trains from any era or region, it's likely that there will be certain vehicles you can't obtain.

While there aren't many diesel classes left untouched by RTR suppliers nowadays, there are literally hundreds of steam locomotives, multiple units, coaches and wagons that haven't been tackled. In many cases, the only way to obtain them is by building kits or, if that's not possible, by scratchbuilding.

Good as the RTR stuff often is, it's always more satisfying to have something unique and personal running on your layout, whether it be a kit-built locomotive, a rebuilt coach or even a simple wagon kit. As you'll have seen in last month's **BRM**, our challenge this year is to encourage as many readers as possible to build, modify or convert a locomotive during 2015. Every month, our modelmakers will tackle different types of kit, conversion projects, a range of materials and common techniques to help you add an extra dimension to your modelling. If you're already an experienced kit-builder, show us what you're working on and maybe share a few tips to help your fellow modellers.

Over the coming months, you'll be able to post photographs and blogs of your construction and

conversion projects in the new 'Locomotive Challenge 2015' area on **RMweb** and towards the end of the year, you'll be able to vote for your favourites in each category, which will then be featured in a special edition of **BRM**.

To get you started, we've got the first instalment of Howard Smith's fascinating conversion of the Hornby LNER P2 into new-build No. 2007 *Prince of Wales* this month and, at the opposite end of the scale, Phil Parker's tiny South Eastern & Chatham Railway 'P' Class 0-6-0T. Look out next month for Tony Wright deploying

all his years of brass kit-building experience to build a long-forgotten Welsh saddle tank in EM gauge (pictured below). We've

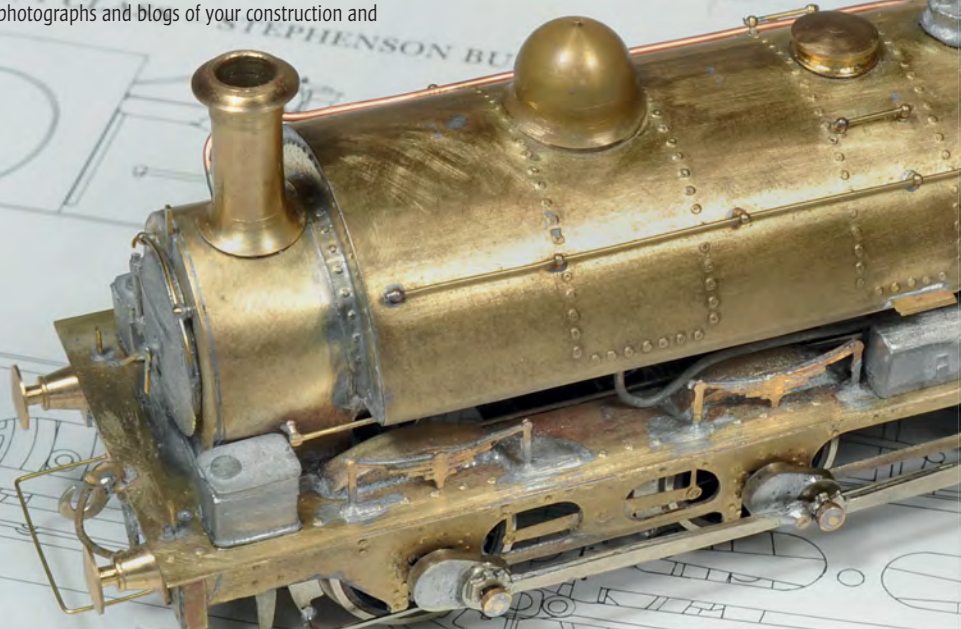
also got a wide range of conversions planned, altering RTR models to create versions not available straight from the box, kit-bashing projects and much more.

Although I've built a few small locomotive kits over the years, I have to admit that my skills aren't great. However, I'll still be getting stuck in by attempting a Judith Edge Kits Western Region PWM diesel in OO. We hope you'll get involved too.

PS: If you've been inspired to have a go at some 'hands on' modelling by any of this month's articles, you'll need some tools. Subscribers will notice that this month's package includes a free 128-page Expo Tools catalogue, which contains everything you need for a modellers' toolkit. Non-subscribers can also take up this free catalogue offer by visiting www.expotools.com or by telephoning 01834 845 150 **BRM**

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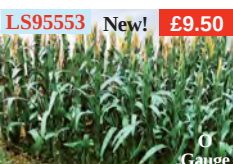
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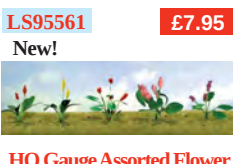
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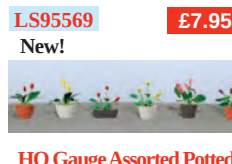
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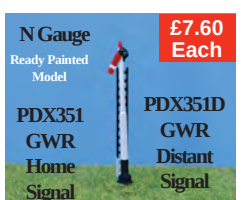
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Single Track Engine Shed

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

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

RAILWAY



Stone Wayside Station

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

00 / PO238 / £16.99
N / PN138 / £9.50

RAILWAY



Wayside Station Shelter

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

RAILWAY



GWR Signal Box

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

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.

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



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RAILWAY

NEW!



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

00 Codes PO244 Brick - PO245 Stone £11.99



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

One of our nicest designs, the kit includes intricate laser cut windows and other fine cut components.

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

Ultra Fine Glue Applicators

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

MT907 / £3.50



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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.

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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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The Online Home of The Engine Shed

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(Image courtesy of Ben Brooksbank)

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39-103C RU restaurant car maroon
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H1409 14xx 1470 in BR lined black early emblem
H1410 58xx 5819 in BR unlined black early emblem
H1413 14xx 1444 in BR lined green early emblem
H1414 14xx 1450 BR lined green late crest
H1416 14xx 1409 BR unlined green late crest

Lightly Weathered

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

Heavily Weathered

H1412 14xx 1474 in BR unlined black early emblem
H1415 14xx 1432 BR lined green late crest

Due Q4 2015 - Q1 2016
www.ehattons.com/j94

Austeritys & J94 Limited Editions of 200 Pre-order for £99



Pristine

J9401 "Robert" in NCB Bold Colliery lined green
J9402 71515 in Mech Navvies maroon
J9407 4 in NCB Backworth Colliery lined black
J9408 98 "Royal Engineer" in Army green
J9410 15 in Wemyss Private Railway lined brown
Lightly Weathered
J9403 J94 68012 in BR black late crest
J9405 "Hurricane" in NCB Bickershaw Colliery lined green
IJ9409 7 in NCB Littleton Colliery lined blue
Very Heavily Weathered



J9404 1763 NCB Peckfield Colliery lined maroon with chevrons
J9406 8 in NCB Mountain Ash Colliery lined green

Due Q1 2015
www.ehattons.com/14xx

Class 6000 King Pre-order for £169



HK01 6000 "King George V" in GWR lined green with roundel
HK02 6019 "King Henry V" in GWR lined green with shield
HK03 6021 "King Richard II" in GWR lined green with shirtbutton
HK04 6029 "King Edward VIII" in GWR unlined wartime green
HK05 6018 "King Henry VI" in GWR lined green
HK06 6025 "King Henry III" in BR ultramarine blue
HK07 6027 "King Richard I" in BR/GWR lined green
HK08 6028 "King George VI" in BR lined blue with early crest



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

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HK01DCC - HK15DCC
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31-128A 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
R3006X Class 3800 2-8-0 3864 BR weathered black early emblem. DCC Fitted (Hor) £120



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



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 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



31-188 Class 5XP Jubilee 4-6-0 45565 'Victoria' in BR lined green late crest - weathered (Bac) £118.96



31-189 Class 5XP Jubilee 4-6-0 45606 'Falkland Islands' in BR green early emblem - weathered (Bac) £118.96



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 in BR black late crest & Deeley tender (Bac) £110.46



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



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



R3114A Class B1 Thompson 4-6-0 61267 in BR black late crest (Hor) £120



R2922X Class B17/6 Sandringham 4-6-0 61650 "Grimsby Town" in BR late crest DCC Fitted (Hor) £125



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" BR black early emblem (Bac) £106.21



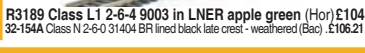
31-137 Class D11/2 4-4-0 6385 "Luckie Mucklebackit" in LNER black (Bac) £106.21



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



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



R3189 Class L1 2-6-4 9003 in LNER apple green (Hor) £104
32-154A Class N 2-6-0 31404 BR lined black late crest - weathered (Bac) £106.21



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



31-005 Class O4 2-8-0 Robinson ROD 3547 in LNER black (Bac) £118



R3108 Class T9 Greyhound 4-4-0 708 in SR black sunshine lettering (Hor) £111.20
R3208 Class V Schools 4-4-0 30915 "Brighton" BR black early emblem & tender (Hor) £134



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



32-954 Standard class 4MT 2-6-0 76058 in BR lined black early emblem (Bac) £93.46



32-955 Standard class 4MT 2-6-0 76109 in BR lined black late crest (Bac) £93.46



32-508 Standard Class 5MT 73049 in 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



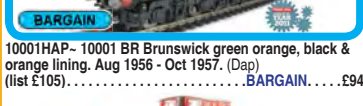
32-260DC WD Austerity 2-8-0 90448 in BR black with late crest. DCC On Board (Bac) £125.29



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



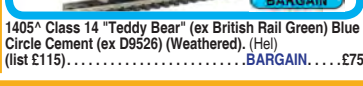
R2669 Class 08 diesel shunter in BR red, 2 x open wagons and 1 x box van (Hor) £42.50
R2670 Class 101 0-4-0 steam loco GWR green open wagon, closed van & brake van (Hor) £42



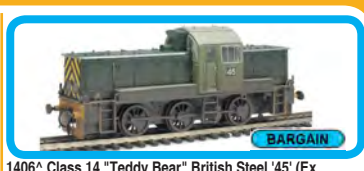
10001HAP- 10001 BR Brunswick green orange, black & orange lining. Aug 1956 - Oct 1957. (Dap) (list £105) BARGAIN £94



R3283 Bagnall shunter in red - Railroad range (Hor) £27.80



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



1406A 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 D8400 BR green grey roof. Ltd Ed of 750 pcs (Hel) £107



1601 Class 16 North British diesel D8401 BR green small yellow warning panels. Ltd Ed of 750 (general release). (Hel) £107
1605 Class 16 North British diesel D8405 BR green small yellow warning panels. Weathered. Ltd Ed of 750 (general release). (Hel) £115
MM0208 Class 201 no 208 "River Lagan" NIR blue (Mur) £129



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



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



4D-012-001 Class 22 B-B Diesel Hydraulic D6316 in BR Green. Small yellow panels and disc headcode box (Dap) £103
4D-012-002 Class 22 B-B Diesel Hydraulic D6327 in BR Green. Amended yellow panels and disc headcode box (Dap) £103



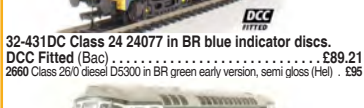
2320 Class 23 Baby Deltic D5900 green headcode discs and frost grilles - gloss (Hel) (list £129.95) BARGAIN £69



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



2308A 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



2660 Class 26/0 diesel D5300 in BR green early version. semi gloss (Hel) £95



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



2662 Class 26/0 diesel D5309 in BR green early version (Hel) £95

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www.ehattons.com/brm13,000+ items available
with live stock information2723 Class 27 BRCW Sulzer diesel D5361 in BR green 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** £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** £57
3431 Class 33/0 diesel 6544 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) £94



3518 Class 35 Hymek D7062 in BR green small yellow panels (Hel) £94



3519 Class 35 Hymek D7064 in BR blue small yellow warning panels (Hel) £94



3520 Class 35 Hymek D7070 in BR blue full yellow ends (Hel) £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

R3282 Class 42 Warship D653 'Thruster' in BR maroon small yellow panels - Railroad range (Hor) £50.90



31-656DC Class 47/0 D1677 'Thor' in BR green full yellow ends. DCC On Board (Bac) £106.21

32-616 Class 47/0 47365 Diamond Jubilee BR Railfreight Distribution (Bac) £93.46
32-817 Class 47/0 47745 Royal London Society For The Blind RES red & grey (Bac) £93.46

32-815 Class 47/8 47834 'Fire Fly' BR Intercity Swallow (Bac) £93.46



4D-003-004 Class 52 D1058 'Western Nobleman' BR blue full yellow panel (Dap) £109



4D-003-007 Class 52 diesel D1012 'Western Firebrand' in BR maroon small yellow panels (Dap) £119



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



4D-003-010 Class 52 diesel loco D1010 'Western Campaigner' 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



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
5827 Class 58 58016 EW&S Livery. (Hel) £1255824 Class 58 58030 in EWS Livery (Hel) £125
5823 Class 58 58036 Railfreight Redstripe Livery Orange Central Stripe. (Hel) £1255825 Class 58 58038 Mainline Blue Livery (Hel) £125
5821 Class 58 58045 Railfreight Coal Livery (Hel) £125

R3141 Class 60 diesel DB Schenker 'Tata Steel' (Hor) £120



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



31-995 Class D/16 LMS 10000 in BR Brunswick green lined orange & black (Bac) £99



31-996 Class D/16 LMS 10000 in BR Brunswick green part eggshell blue waistband (Bac) £99

4010~ 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** £70

Electric locos

31-678 Class 85 (AL5) Bo-Bo Electric 85026 in BR Blue single pantograph (Bac) (list £112.45) **BARGAIN** £86

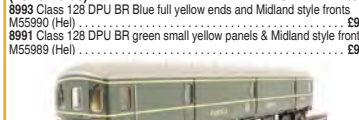
DMUs

32-287 Class 101 2 Car DMU BR blue & grey 'Cambridge/Norwich' (Bac) £127.46
32-286 Class 101 2 Car DMU in BR green small yellow warning panel 'Shrewsbury/Abenystwyth' (Bac) £127.46

32-285 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/Hexham' (Bac) £127.46

32-905~ Class 108 2-car DMU in BR blue & grey full yellow ends (Bac) (list £139.95) **BARGAIN** £1088920 Class 128 DPU 55991 in BR blue yellow ends 'Parcels Service' (Hel) £94
8923 Class 128 DPU 55991 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** £69

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



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



8990 Class 128 DPU in BR green speed whiskers and Midland style fronts M55987 (Hel) £94

8941 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

32-928 Class 150/1 2-car DMU 150150 in BR Regional Railways Sprinter - weathered. (Bac) £135.95



32-937 Class 150/2 2 car DMU 150202 in Centro blue stripe (Bac) £127.46



32-938 Class 150/2 2 car DMU 150204 in Northern Rail (Bac) £127.46

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

32-516A Derby Lightweight 2 Car DMU in BR green speed whiskers (Bac) £123.21

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

EMUs



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



Prices valid until 12/03/15

Orders received after this date for products that have increased in price will be given a refund



R3290A Class 2-HAL 2 car EMU in BR green small yellow panels (Hor). £120.70



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



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



31-032 Class 350/1 Desiro 4-Car EMU 350 102 in London Midland (Bac). £149
31-031 Class 350/2 Desiro 4 Car EMU 350 238 in London Midland (Bac). £149



R3257 Class 401 2-BIL 2 car EMU in BR green yellow ends (Hor). £120.70
R3162AX Class 401 2-BIL 2-car EMU 2142 in BR green DCC Fitted (Hor). £114
31-266 Class 418 Motor Luggage Van (MLV) in BR Southern Region green yellow panel (Bac). £83.26

Track Maintenance vehicles



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



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap). £56



36-165A Plasser Tamper track maintenance machine (motorised) (Bac). £59.46
31-575 Windhoff MPV Multi-Purpose master and slave units 'Network Rail' (Bac). £126.61

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



30-170 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 shirbutton green and GWR Toad brake van & shutters truck in GWR gr (Bac). £84.96

Train sets - DCC



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



R1172 e-Link Majestic train set A1 Pacific Peppercorn Class in Experimental blue & BR Class 47 (Hor). £340



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



4P-010-036 57ft Stanier corridor brake BR Carmine & Cream M5566M (Dap). £15



R4635 Arriva Trains Wales MK3 TSO second class (Hor). £26.40
R4635A Arriva Trains Wales MK3 TSO second class (Hor). £26.40
R4635B Arriva Trains Wales MK3 TSO second class (Hor). £26.40
R4637 BR (Ex LNER) 61'6" Corridor 1st Class (Hor). £38
R4348B BR Blood and Custard Maunsell Brake Composite (High Window) B (Hor) (list £40.25). BARGAIN
R4344A BR Blood and Custard Maunsell Corridor 1st Class (High Window) A (Hor). £32



R4633 BR blue & grey MK3 TF first class lights (Hor). £32.90
R4633A BR blue & grey MK3 TF first class lights (Hor). £32.90
R4615 BR blue & grey MK2E BSO brake second open (Hor). £23.10



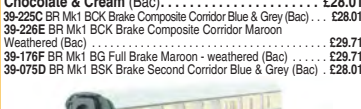
R4611 BR blue & grey MK2E FO first open lights (Hor). £27.80
R4606 BR blue Ex-LMS 50' full brake (Hor). £33.30



R4607 BR green Mk1 CK composite corridor lights (Hor). £33.80
R408A BR Hawksworth (Pre 1953) Brake 3rd. (Hor) (list £40.25). BARGAIN
R4634 BR InterCity blue & grey MK3 TS second class lights (Hor). £32.90
R4634A BR InterCity blue & grey MK3 TS second class lights (Hor). £32.90
R4634C BR InterCity blue & grey MK3 TS second class lights (Hor). £32.90
R4643 BR maroon Mk1 SO second open (Hor). £23.10
R4627 BR maroon Mk1 SO second open - Railroad range (Hor). £18.50



39-229C BR Mk1 BCK Brake Composite Corridor (WR) Chocolate & Cream (Bac). £28.01



39-176F BR Mk1 BG Full Brake Maroon - weathered (Bac). £29.71
39-075D BR Mk1 BSK Brake Second Corridor Blue & Grey (Bac). £28.01



R4604 BR Mk1 BSK in holiday camping coach green and cream (Hor). £22.70
39-125D BR Mk1 CK Composite Corridor Blue & Grey (Bac). £28.01



39-126G BR Mk1 CK Composite Corridor Maroon Weathered (Bac). £29.71
39-263 BR Mk1 RM5 miniature buffet car in (BR)WR chocolate/cream (Bac). £23
39-501 BR Mk1 SLF Sleeper Car in blue & grey (Bac). £33.11
39-503 BR Mk1 SLSTP Sleeper Car in blue & grey 'Inter-City' (Bac). £33
39-503 Pack of 4 (Bac) (list £155.80). BARGAIN
39-502 BR Mk1 SLSTP Sleeper Car in maroon (Bac). £33
39-502 Pack of 4 (Bac) (list £155.80). BARGAIN
39-504C BR Mk1 SO Second Open (WR) Chocolate & Cream (Bac). £28.01



R4522B Gresley (Non Vestibuled) suburban 3rd class brake in BR Crimson (Hor). £37.30
R4518A Gresley (Non Vestibuled) suburban 3rd class brake LNER teal (Hor). £39



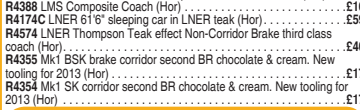
R4521B Gresley (Non Vestibuled) suburban composite in BR Crimson (Hor). £37.30
R4592 InterCity 125 Executive MK3 buffet (Hor). £26.40
R4593 InterCity 125 Executive MK3 TGS (Hor). £26.40
R4631 InterCity 125 Executive MK3 TF first class (Hor). £26.40
R4632 InterCity 125 Executive MK3 TS second class (Hor). £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



R4617 intercity MK2E FO first open (Hor). £23.10
39-455 LMS 57 ft Porthole Corridor 1st in BR crimson & cream (Bac). £33.96



39-450 Pack of 4 LMS 57 ft Porthole Corridor 3rd in BR crimson & cream (Bac) (list £159.80). BARGAIN
39-450 Single (Bac). £33.96
39-470 LMS 60 ft Porthole Corridor Brake 1st BR Crimson & Cream (Bac). £33.96
39-465 LMS 60 ft Porthole Corridor Composite BR crimson & cream (Bac). £33.96
R4388 LMS Composite Coach (Hor). £16
R4174C LNER 61'6" sleeping car in LNER teal (Hor). £59
R4574 LNER Thompson Teak effect Non-Corridor Brake third class coach (Hor). £40
R4355 Mk1 BSK brake corridor second BR chocolate & cream. New tooling for 2013 (Hor). £17
R4354 Mk1 SK corridor second BR chocolate & cream. New tooling for 2013 (Hor). £17



R4463C Mk2d TSO open standard in Intercity Swallow (Hor). £24



R4463B Mk2d TSO open standard in Intercity Swallow (Hor). £24



34-326A Period III 50ft parcels van in BR crimson & cream (Bac). £21.21
34-330 Period III 50ft parcels van BR departmental black 'Electrification' (Bac). £21.21
34-331 Period III 50ft. Ex-LMS PIII BG Van Tartan Arrow (Bac). £21.21



37-628B Megapack of 8 102 Tonne GLW Thrall BRA steel strip carrier in EWS - weathered (Bac) (list £231.60). BARGAIN
37-628B Single (Bac). £24.81
37-628B Pack of 4 (Bac) (list £115.80). BARGAIN
38-476 12 ton non-ventilated van with corrugated ends BR bauxite (late) (Bac). £11.86
38-476 Pack of 4 (Bac) (list £55.80). BARGAIN
38-476 Megapack of 8 (Bac) (list £111.60). BARGAIN



R4481 Pullman 3rd Class Kitchen 'Car No. 60' - Matchboard type (Hor) (list £49.99). BARGAIN
R4427 Pullman 3rd Class Pantry Car No 66 - steel sided (Hor). £40
4P-010-009 RTR 60t Stanier corridor composite in BR lined maroon (Dap). £14
R296 Track cleaning coach (Hor). £22

Wagons



38-071B 24 Tonne glw MFA open box mineral wagon EWS (ex-Loadhaul) (Bac). £12.71
38-011B Pack of 4 (Bac) (list £59.80). BARGAIN
38-011B Megapack of 8 (Bac) (list £119.60). BARGAIN



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
37-275F 27 ton steel tippler wagon in BR grey 'Iron Ore' (Bac). £10.16
37-90C 3 plank wagon in BR bauxite BD container in BR crimson (Bac). £11.01
37-931 3 plank wagon in BR Departmental olive green (Bac). £9.31
37-932 3 plank wagon in LMS bauxite (Bac). £9.31
37-933 3 plank wagon in LMS grey (Bac). £9.31



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 plank ventilated van in Departmental olive green (Bac). £11.86
38-170C 12 Ton plywood ventilated van in BR Bauxite (early) (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 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



38-376^ Megapack of 8 12 Ton ventilated van planked ends in BR bauxite (early) (Bac) (list £111.60). BARGAIN
38-376^ Single (Bac) (list £13.95). BARGAIN
38-376^ Pack of 4 (Bac) (list £55.80). BARGAIN



38-325^ Pack of 4 13 Ton high sided steel open wagon chain pockets in BR bauxite (early) (Bac) (list £58). BARGAIN
38-325^ Single (Bac) (list £14.50). BARGAIN
38-325^ Megapack of 8 (Bac) (list £116). BARGAIN



38-327^ Megapack of 8 13 Ton high sided steel open wagon smooth sides in BR bauxite (early) (Bac) (list £116). BARGAIN
38-327^ Single (Bac) (list £14.50). BARGAIN
38-327^ Pack of 4 (Bac) (list £58). BARGAIN
37-356 13 ton steel sand tippler wagon in Departmental olive green (Bac). £10.16
37-378 16 ton pressed end door steel mineral wagon in BR grey (Bac). £10.16
37-255 16 ton steel mineral wagon without top flap doors in Departmental olive green (Bac). £10.16



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



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



38-270A Pack of 4 22 ton Presflo in Blue Circle Railfreight brown (Bac). £80
38-270A Single (Bac). £22



38-272 22 ton Presflo in Rugby Cement (Bac). £22
38-011B 24 Tonne glw MFA open box mineral wagon EWS (ex-Loadhaul) (Bac). £12.71
38-011B Pack of 4 (Bac) (list £59.80). BARGAIN
38-011B Megapack of 8 (Bac) (list £119.60). BARGAIN



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
37-275F 27 ton steel tippler wagon in BR grey 'Iron Ore' (Bac). £10.16
37-90C 3 plank wagon in BR bauxite BD container in BR crimson (Bac). £11.01
37-931 3 plank wagon in BR Departmental olive green (Bac). £9.31
37-932 3 plank wagon in LMS bauxite (Bac). £9.31
37-933 3 plank wagon in LMS grey (Bac). £9.31



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



33-928B 30 Ton bogie bolster in BR grey grey steel girders (Bac) £12.71
33-928B 30 Ton Bogie Bolster in BR grey Steel Pipes (Bac) £12.71



38-041B Megapack of 8 31 Tonne OBA open wagon in Railfreight (Bac) £116
38-041B Single (Bac) £16.53
38-041B Pack of 4 (Bac) (list £77.80) BARGAIN £60



38-120B Megapack of 8 35 Ton VAA box van sliding door in Railfreight red & grey - weathered (Bac) (list £191.60) BARGAIN £136
38-120B Single (Bac) £20.36
38-120B Pack of 4 (Bac) (list £95.80) BARGAIN £72



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
37-578A 45 ton TTA tank in ICI Methanol (Bac) £13.56
37-582C 45 ton TTA tank in Shell black (Bac) £13.56



38-063A 45 tonne glw MEA open box wagon in Coal sector (Bac) £12.71
38-064 45 tonne glw MEA open box wagon in EWS - weathered (Bac) £13.56



37-603A Megapack of 8 46 Tonne glw VGA sliding wall van in EWS - weathered (Bac) (list £168) BARGAIN £122
37-603A Single (Bac) £17.85
37-603A Pack of 4 (Bac) (list £84) BARGAIN £64
B500MULTI 5 x Cattle Wagon Multipack (Dap) £36
37-713 8 ton ale wagon in BR bauxite (Bac) £13.56



38-350A BZA steel carrier steel coils in EWS (Bac) £22.06



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
R6366 Fuel wagon pack with Shell, Texaco & Total tankers (Hor) £12
37-313 Intermodal bogie wagon 2 x 45ft containers in Maersk (Bac) £42.46
37-314 Intermodal bogie wagon 2 x 45ft containers in Salfmarine (Bac) £42.46



BHSPEC856~ IOA Network Rail bogie ballast wagon. 70 5992 033-3. Hatton's Limited edition of 500. Pristine (Dap) (list £19.95) BARGAIN £12



BHSPEC856~ 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 Pack of 4 IPA twin double deck car transporter in 'STVA' red (Bac) (list £199.80) BARGAIN £140
38-250 Single (Bac) £37
BHSPEC779~ KTA Intermodal pocket wagon in debranded ex-Tiphook (weathered) 97706. (Dap) (list £26.95) BARGAIN £22



38-240~ Megapack of 8 MBA Megabox high-sided bogie box wagon in EWS (with buffers) (Bac) (list £201.60) BARGAIN £119
38-240~ Single (Bac) (list £25.20) BARGAIN £16
38-240~ Pack of 4 (Bac) (list £100.80) BARGAIN £62



38-300 Pack of 4 OTA (ex-VDA) timber carrier lumber load in BR Railfreight (Bac) (list £99.80) BARGAIN £77



38-300 Single (Bac) £20
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



38-287 Pack of 3 22 ton Presflos in BR bauxite - weathered (Bac) £66.73
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



R6371 Pack of 6 Petrol tanker wagon in Shell black (Hor) (list £37.50) BARGAIN £33
R6371 Single (Hor) £6

Containers & Loads

Analogue controllers



36-560 Plug in 0.7 Amp transformer separate speed controller, track connector wires & power clip (Bac) £25.54
R8250 Standard Train Controller (an alternative to R965). Use R964 or P9200 transformer (Hor) £21

DCC decoders



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



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



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
X9659 4-pin decoder for some train set locos and Sentinels (Hor) £10
DCC27 8 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 23 x 27 x 10mm) (Gau) £16



R8249 Box of 6 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) £76
R8249 Single (Hor) £14
DCR-8PIN-Direct 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) £13
DCR-8PIN-Direct Box of 5 (Hat) £59
DCR-8PIN-Direct Box of 10 (Hat) £105
DCR-Z218 ZEN 218 21 & 8-pin 4-function 1.1A Decoder Stay Alive (22x16x4mm) (DCC) £25
DCD-Z218-5 ZEN 218 21 & 8-pin 4-function 1.1A Decoder Stay Alive (22x16x4mm) (5 Pack) (DCC) £100
DCD-Z380 ZEN 380 8-pin Direct 4-function 1.1A Decoder Stay Alive (14.2x12.5x3.5mm) (DCC) £25
DCD-ZN8D ZEN Nano 8-pin Direct 4-function 1.1A Decoder Stay Alive (15x7x5mm) (DCC) £25
DCD-ZN8D-5 ZEN Nano 8-pin Direct 4-function 1.1A Decoder Stay Alive (15x7x5mm) (5 Pack) (DCC) £113



DCD-ZN8H-5 ZEN Nano 8-pin Wired 4-function 1.1A Decoder Stay Alive (15x7x2.7mm) (5 Pack) (DCC) £113
DCD-ZN8D ZEN Nano 8-pin Wired 4-function 1.1A Decoder Stay Alive (15x7x2.7mm) (DCC) £28

DCC accessory decoders



R8247 DCC accessory decoder (for points and motors) (Hor) £32



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



R8232 DCC Electro point clips (20 in a pack - 2 used per point) (Hor) £34

R8238 DCC reverse loop control module (Hor) £34

Point motors

R8015 Adaptor Base & Housing for R8014 (Hor) £4
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

Switches & Levers



R044 Passing contact lever frame switch (for point motors) (Hor) £9

Electronic components

DCF-PS2.0 Pickup springs 2mm axle for OO x 48 (DCC) £22.95
DCC40 Reverse loop control module (Gau) £32

Lighting equipment

DML-MBS Buffer stop lamps x 2 (DCC) £22.95
R8952 Bulbs for Skale Lighting system (x 4) (Hor) £5
TSV202 Double ladder bar light 12V (x 4) (Tra) £9.50
GM56 OO Buffer lights x 2 (Gau) £10
DML-MLD5 Pack of 5 modern double-head station lamps. 2 CCTV (DCC) £45

CL2 Standard Coach Lighting Strips - Warm White (Tra) £17

Accessories

SFX20 Diesel loco sound capsule (with built in battery, speaker & motion detector) (Tra) £37
SFX10 Steam loco sound capsule (with built in battery, speaker & motion detector) (Tra) £37

Cables & Wires



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

Spares

36-026 10 x Mk2 Couplings mini type - long (Bac) £4.68
SL-111 Finescale insulated rail joiners/fishplates (Code 70, 75 & 83) for OO & HO gauge - Pack of 12 (Pec) £2.30



SL-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
36-030 Mk2 Couplings NEM shaft (straight) pocket x 10 (Bac) £6



19KADEE NEM-362 Long Coupler - 10.61 mm (27/64") (w/o Draft Gear Boxes) (2 pair) (Kad) £3.50
GM50 OO/HO gauge loco wheel cleaner (Gau) £24

Wheel sets



R8218 14.1 mm coach wheels (pack of 10) (Hor) £5
R8254 14.1mm 2 hole coach wheels (pack of 10) (Hor) £5
R8096 Metal disc wheels on axles (10 axles) (Hor) £5.50
R8098 Metal spoked wheels on axles (10 axles) (Hor) £5

Buildings - railways



44-0001 2-road brick engine shed (184 x 144 x 135mm) (Bac) £42.46
44-086~ Ash Plant (based on Carnforth, Lancashire) (Bac) (list £79.95) BARGAIN £47
R8000 Country station. (Hor) £32
R8006 Diesel maintenance depot (Hor) £22



44-141 Double track 1970's & 80's diesel depot (Bac) (list £79.95) BARGAIN £49
44-187 Great Central Signal Box (145 x 80 x 105mm) (Bac) £46.71
LK-56 Loco inspection pit for normal code 100 track (Pec) £6
P0230 Mainline Station (Met) £11
44-0016 Narrow gauge station (Bac) £50.96
P0234 Pair of island station buildings (Card Kit) (Met) £8
P0340 Platform canopy (Met) £13
P0216 Platform kit in red brick - Makes up to 8ft (Card Kit) (Met) £9
44-0019 Post-war system-built station (205 x 85 x 57mm) (Bac) £50.96
44-164 Shillingstone Station Building (265 x 120 x 105mm) (Bac) £59.46
P0233 Signal box inside hut & fuel store shed (Card Kit) (Met) £7
R590 Station Halt (Hor) £20



44-178 Traction Servicing Depot (320 x 142 x 100mm) (Bac) £73.91

Man-made scenic structure - railway-related



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 Box of 6 Buffer Stop (Hor) £8
R083 Single (Hor) £1.40
R636 Double track level crossing (Hor) £18

Visit

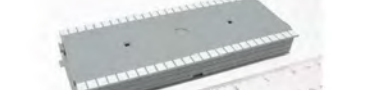
www.ehattons.com/new

for new releases



Track - Code 100 Streamline

- SL-43 Loco Lift and storage unit (Pec) £11
OOCAT1 Overhead Mk3 High Speed Catenary Single Mast (Pack of 10) - 5 long arm and 5 short arm easy-fix mounting system (Dap) £8
LK-62 Platform Edging, Concrete Type (Height 20mm) (Pec) £4.60
SL-40 Rail built buffer stop (Pec) £1.40
R645 Single track level crossing (Hor) £11



- R460 Straight Platform (Hor) £3.50
Signals
R406 Colour Light Signal (Hor) £19



- SC1 Dual 2 Aspect Signal controller (Tra) £16
R171 Home signal (Hor) £8
DS1 One Touch DCC Signal Home (R/G) (Tra) £22



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

Buildings - general

- EM6008 3 house terrace (Pec) £15
44-239 Low Relief 3/4 View Church (140 x 80 x 125mm) (Bac) £33.96
44-216 Low Relief High Street Store (200 x 37 x 100mm) (Bac) £25.46
44-205 Low Relief Industrial Unit (272 x 56 x 127mm) (Bac) (list £32.50) **BARGAIN** £19
44-241 Low relief local bank (97 x 38 x 103mm) (Bac) £18.66
44-232 Low Relief Pub (86 x 20 x 122mm) (Bac) £16.96
44-227 Low Relief Pear of Victorian Tenements (204 x 56 x 160mm) (Bac) **£42.46**
44-219 Low Relief Stone Factory (256 x 26 x 140mm) (Bac) £33.96
PO276 Low relief terrace house backs - red brick (Met) £10



- 44-246 Low relief terraces (120 x 19 x 104mm) (Bac) **£22.91**
44-237 Low relief Victorian school (249 x 39 x 32mm) (Bac) £33.96
44-159 Pendon Little Chapel Cottage (137 x 70 x 96mm) (Bac) £28.01
R8621 Terrace house (left hand) - Skaledale (Hor) £12
44-006 Wooden village hall (160 x 96 x 70mm) (Bac) £38.21

Man-made scenic structure - non-railway



- LK-45 Flexible field fencing, Approx 1066mm (42in), 5 pieces (Pec) £2.50
R9762 Holiday Coach Access Steps (Hor) £9.80
436 Security Fencing (Rat) £10
GM370 Tarmac road 80mm wide (1m) (Gau) £6.95

Bridges, Tunnels & Walls

- SS80 3 arch viaduct plastic kit (W/I) £19
44-0017 Double-track overroad bridge (Bac) £42.46
R600 Elevated sidwells (320mm length) (Hor) £19
R076 Foot Bridge (Hor) £8
PO236 Footbridge (Met) £8
44-152 Railway Road Over Bridge (102 x 184 x 86mm) (Bac) £38.21
537 Retaining Walls x 2 (350mm long) (Rat) £7

People - civil



- 36-407 1950s Train Crew 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-230 Setrack No.3 radius standard curve (Pec) £1.75
ST-235 Setrack No.4 radius Standard Curve. No "double" version produced - use 16 to form a circle (Pec) £2
ST-204 Setrack Quad Straight (Pec) £68
ST-204 Box of 24 (Pec) £68
ST-203 Setrack special short straight (Pec) £1



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



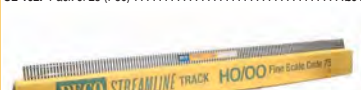
- SL-90 Double slip insulfrog (Pec) **£28**
SL-E98 Large Y point electrofrog (Pec) £10
SL-87 Left hand curved point (Pec) £10.50



- SL-E87 Left hand curved point electrofrog (Pec) £11
SL-E89 Left hand large point electrofrog (Pec) £10
SL-E99 Left hand large point insulfrog (Pec) £10
SL-92 Left hand small point (Pec) £8
SL-94 Long crossing insulfrog (Pec) £8.50
SL-86 Right hand curved point (Pec) £10.50
SL-E86 Right hand curved point electrofrog (Pec) £11
SL-E88 Right hand large point electrofrog (Pec) £10
SL-E88 Right hand large point insulfrog (Pec) £10
SL-91 Right hand small point (Pec) £8
SL-80 Single slip insulfrog (Pec) £27
SL-E97 Small Y point electrofrog (Pec) £8.50

Track - Code 75 FineScale Streamline

- SL-102F 1 yard (91.5cm) length of finescale Nickel Silver concrete-sleeper flexible track (Pec) £3
SL-102F Pack of 25 (Pec) **£64**



- 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-E1096 Code 75 Medium Radius Concrete sleeper turnout LH (Pec) £11
SL-E198 Finescale large Y point electrofrog (Pec) £11
SL-E189 Finescale left hand large point electrofrog (Pec) £10.50
SL-E196 Finescale left hand medium point electrofrog (Pec) £9.50
SL-E192 Finescale left hand small point electrofrog (Pec) £10
SL-E194 Finescale long crossing 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-E195 Finescale right hand medium point electrofrog (Pec) £11
ST-E191 Finescale right hand small point electrofrog (Pec) £10
SL-E180 Finescale single slip electrofrog (code 75 rail) (Pec) £29

Track & Points



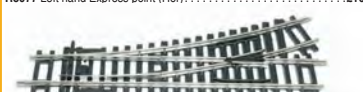
- R8090 Pack of 24 1 single yard length of Semi-Flexible Track (Hor) £79
R8090 Single (Hor) £3.50
R605 1st radius double curve (8 make a circle) (Hor) £2.50
R605 Circle of 8 (Hor) £15
R606 2nd radius curve (Hor) £2.25
R607 2nd radius double curve track (8 make a circle) (Hor) £2.25
R607 Circle of 8 (Hor) £18
R609 3rd radius double curve track (8 make a circle) (Hor) £23
R609 Circle of 8 (Hor) £22
ST-2035 4th radius Standard Curve Track (ST-235 x 8) (Pec) £17
R8262 Double 4th radius curve (8 make a circle) (Hor) £3



- R601 Box of 24 Double Straight (Hor) £49
R601 Single (Hor) £2.25
R8222 Extension Pack B. Contains 1 x R8073, 2 x R600, 4 x R607, 1 x R606, 1 x R803 (Hor) £21



- R8223 Extension Pack C. Contains 1 x R8073, 2 x R600, 4 x R607, 1 x R606 (Hor) £21
R8224 Extension Pack D. 1 x R8072, 3 x R605, 1 x R608, 1 x R636, 1 x R603 (Hor) £32
R8226 Extension Pack F. Contains 1 x R8072, 1 x R8073, 2 x R600, 2 x R606, 1 x R803 (Hor) £22
R910 Fishplates/rail joiners x 12 (Hor) £2
R8074 Left hand curved point (Hor) £14.40
R614 Left hand diamond crossing (Hor) £10
R8077 Left hand Express point (Hor) £16



- R8072 Left Hand Standard Point (Hor) £9
36-877 Left-Hand Point (same as Hornby R8077) (Bac) £11.65
36-872 Left-hand standard point (Bac) £7.52
SL-104F Length of steel-sleeper flexible track (Pec) £3.60
SL-104F Box of 25 (Pec) £56
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
DCX-PBVP PowerBase OO Gauge Value Pack - use to setup PowerBase on 16ft (5 metres) of track and run 3 locos - 12 magnets (DCC) £24
DCX-PBB PowerBase Track Plates for OO Gauge (5m) Pack of 50 (DCC) £14
R620 Realler/uncoupler (Hor) £4.50
R8075 Right hand curved point (Hor) £14.40
36-875 Right Hand Curved Point Radii 438mm Arms 22.5 & 33.75 (same as Hornby R8075) (Bac) £11.65



- R8073 Right Hand Standard Point (Hor) £9
36-878 Right-Hand Point (same as Hornby R8078) (Bac) £11.65
36-873 Right-Hand Standard Point (Bac) £7.52
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) £9
R638 Roll of track foam underlay Approx: 4880mm (16ft) (Hor) £9

Buses



- UK6034 ADL Enviro400H Hybrid Stagecoach Oxford (Nor) £48



- 30715EFE AEC Renown - "North Western" (EFE) £27



- 23324 AEC RF coach "London Transport" (EFE) £24



- 34207 AEC RLH Weymann d/deck bus "Midland General" (EFE) £24
27704EFE AEC STL Bus (No Roof Box) Green Country "London Transport" (EFE) **NEW** £26.50
B1088 Bristol Lodexka LD1 Open Platform Short Radiator "Bristol Omnibus Co." 233 to Chippenham (circa 1957-1973) (Bas) £21
B1118 Bristol Lodexka SR Closed Door Crosville (C84) (Bas) £21



- 32308EFE Bristol RELH Coach - "West Yorkshire" (EFE) £26



- 38115 Bristol VRT "Western S.M.T." (EFE) £26
38116EFE Bristol VRT 2 "Crosville N.B.C." (EFE) **NEW** £28.50



- OM41609B Crossley DD42 Stockport, 16 Stockport Stepping Hill (Cor) £30
OM41609A Crossley DD42 Stockport, 47 Stockport Crossley Rd (Cor) **£30**



- 31306EFE Daimler B20 "London Driver Training Bus" (EFE) **NEW** £28.50
29012EFE GM standard Fleetline "Grey Green" (EFE) **NEW** £26.50



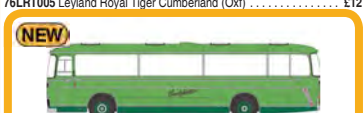
- AN1-25 Leyland Atlantean (NBC) "Yorkshire Rider Leeds" (Br) (list £33.99) **BARGAIN** £8
26807 Leyland Duple Coach "Barton Transport" (EFE) £23
17510EFE Leyland National MK11 Long "Kelvin Cumberland" (EFE) **NEW** £26.50



- 14902 Leyland National MK11 Short - "Ribble NBC" (EFE) £26
14410 Leyland National Short 1 Door "Greater Glasgow PTE" (EFE) £26



- 76LRT004 Leyland Royal Tiger "Maidstone & District" (Oxf) £12
76LRT005 Leyland Royal Tiger Cumberland (Oxf) £12



- 76PAN001 Plaxton Panorama I Southdown (Oxf) **NEW** £13
31708 RMC Routemaster Coach - Green Line (EFE) £26
UK9008 Scania OmniCity London United RATP Group. Production run of 600 (Nor) £48
UK9010 Scania OmniCity Stagecoach London special Scania 100 Years branding (Nor) £48



- 36709 SLF Dart Series 2 One Door - "First Southampton" (EFE) £26



- 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) £32
OM46502B Wright Eclipse Gemini 2 "Brighton and Hove, 7 Hove George Street" **NEW TOOLING** (Cor) £32
OM46501B Wright Eclipse Gemini 2 "Metro Line, 52 Victoria" **NEW TOOLING** (Cor) £32
OM46505B Wright Eclipse Gemini2, Go Ahead Northern Angel of the North, 21 Durham (Cor) £32



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

Cars

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



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

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

NEW



76XK003 Jaguar XK Convertible Ultimate Black (Oxf) **NEW** £4.75

NEW



76XKR003 Jaguar XKR-S 2 Door Coupe Polaris White (Oxf) **NEW** £4.75

NEW



76LAN1109008 Land Rover Series 1 109 Open Ferguson Tractors (Oxf) **NEW** £4.95
 76BSA006 Motorbike/Sidecar Police (Please note, some outer sleeves incorrectly refer to item as N Gauge) (Oxf) £3.95

NEW



76RR003 Range Rover Evoque 2 Door Coupe Baltic Blue (Oxf) **NEW** £4.75

Commercial vehicles

37602 AEC Ergomatic 2 axle flatbed 'London Brick Co. - Phorpres' (EFE) £22
 76ATKL002 Atkinson 8 Wheel Flatbed 'Chivers' (Oxf) £12
 76BD012 Bedford OX Queen Mary Trailer Wymms (Oxf) £13
 D-86 Bristol HA artic Flatbed - 'PHILBLACK' (BRS) (Bas) (list £6.99) **BARGAIN** £3



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** £6

NEW



76DBT006 David Brown Tractor RAF Blue/Grey (Oxf) **NEW** £4.95



76LV001 ERF LV Flatbed in red (Oxf) £13

NEW



76FT016 Ford Transit SWB Low Roof AA (Oxf) **NEW** £4.75
 76FCR001 Fowler B6 Crane Marston's Duke of York (Dorset) (Oxf) £13
 76FCW003 Fowler B6 Locomotive WW1 France (Oxf) £12
 DAB3 Kerner Bantam Artic Dropside 'British Railways' (circa 1953-1963) (Bas) £9.99
 76RS003 Konecranes 'Eddie Stobart'. Fully possible (Oxf) £20
 M6C-01 - Leyland Mouth Organ' box van in cream (Bas) (list £5) **BARGAIN** £2
 D-23 - Leyland Beaver Flatbed 'British Railways' Yellow (Bas) (list £6) **BARGAIN** £3

NEW



76LTE003 Lotus Elite Sunburst Yellow/Silver (Oxf) **NEW** £4.45
 76S94001 Scania 94 6 Wheel Curtainside TNT (Oxf) £12
 76WHSACAB Scania cab - plain white (no operator) (Oxf) £8

NEW



76SHL02WF Scania Highline Walking Floor Eddie Stobart (Oxf) **NEW** £19



76DBU001 Scania Topline Drawbar Unit 'Eddie Stobart' (Oxf) £22
 76VOL01BL Volvo FH Box Lorry in white (Oxf) £12
 76VOL01WF Volvo FH Walking Floor 'Alex Anderson' (Oxf) **NEW** £18

Military ground vehicles

76CMP005 CMP LAA Tractor Desert 2nd NZ 41 Battery (Oxf) £8.95
 76COM001 Commer Commando 1 1/2 decker bus RAF blue (Oxf) £12
 76COM002 Commer Commando BOAC (Oxf) £13

Public Service vehicles

NEW



76AM005 AEC Mercury TL Derbyshire Fire Service (Oxf) **NEW** £17
 C104- Austin A40 Farina in 'Birmingham Police' (Bas) (list £4) **BARGAIN** £13.90

NEW



76DL4005 Dennis Light Four New World NFS (Oxf) **NEW** £10
 76SCA02HB Scania 380 Horsebox Police (Oxf) £14

N Gauge

Steam locos



372-626 Class 2MT Ivatt 2-6-0 46440 in 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

NEW



2S-009-005 Class 3800 2-8-0 3819 in GWR green GWR lettering (Dap) **NEW** £105

NEW



2S-009-007 Class 3800 2-8-0 3822 in BR black late crest (Dap) **NEW** £105

NEW



2S-009-006 Class 3800 2-8-0 3846 in BR black early emblem (Dap) **NEW** £105

2S-014-004 Class 45xx 2-6-2 4566 in GWR green - weathered (Dap) £57
 2S-014-003 Class 45xx 2-6-2 4571 BR black 'British Railways' lettering (Dap) £53
 2S-010-002 Class 49xx Hall steam loco 4914 'Cranmore Hall' in BR lined green late crest (Dap) £95

372-751 Class 4MT Fairburn 2-6-4 tank 42096 in BR black early emblem (Gra) £89.21
 2S-007-008 Class 57xx Pannier #5764 GWR green 'Great Western' lettering (Dap) £61
 2S-007-012 Class 57xx Pannier 0-6-0 5764 Great Western green - DCC Fitted (Dap) £82

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-001-001 Class 7800 Manor 4-6-0 7801 'Anthony Manor' in GWR green shirtbutton emblem (Dap) £100



2S-001-000 Class 7800 Manor 4-6-0 7810 'Draycott Manor' in BR lined green late crest. DCC fitted (Dap) £119



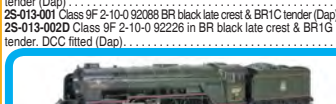
372-181 Class 8P Duchess 4-6-2 46229 'Duchess of Hamilton' BR green early emblem (Gra) £127.46



372-182 Class 8P Duchess 4-6-2 46235 'City of Birmingham' BR green late crest (Gra) £127.46



372-183 Class 8P Duchess 4-6-2 46240 'City of Coventry' BR crimson late crest (Gra) £127.46
 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
 372-800A Class A1 4-6-2 60163 'Tomado' BR lined Brunswick green (Gra) £133.75



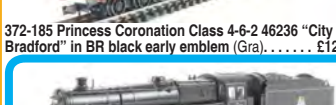
ND129G Class A3 steam loco 2744 'Grand Parade' LNER apple green (Dap) £99
 ND128D Class A4 steam loco #22 'Mallard' in LNER Garter blue (Dap) £105
 372-400 Class J39 0-6-0 1856 LNER Lined Black flat sided tender (Gra) £80.71
 ND207C Class Q1 0-6-0 C1 in SR black (Dap) £90
 ND207D Class Q1 0-6-0 C7 steam loco in SR black (Dap) £83
 372-426 Class WD Austery 2-8-0 90566 in BR black late crest (Gra) £116.96



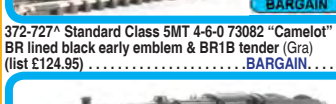
372-186 Princess Coronation Class 4-6-2 46226 'Duchess of Norfolk' in BR Express Passenger blue early emblem (Gra) £127.46



372-185 Princess Coronation Class 4-6-2 46236 'City of Bradford' in BR black early emblem (Gra) £127.46



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-012-002 Class 22 diesel loco in BR blue & 6 milk tankers - weathered (Dap) £142



2D-007-001 Class 66 diesel in 'Malcolm' 6 Megafret wagons & 45' containers (Dap) £140



2D-010-003 Class 67 diesel loco in Arriva Trains Wales blue 2x Mk3 coaches and Mk3 DVT to match (Dap) £131

Diesel locos

371-019 Class 08 diesel 08897 in EWS - weathered (Gra) £76.46
 372-952 Class 14 diesel 14029 in BR blue (Gra) £62



371-032 Class 20 diesel 20063 in BR blue indicator discs - weathered (Gra) £93.46



371-031 Class 20 diesel 20192 in BR blue indicator box (Gra) £84.96
 2D-012-000^ Class 22 diesel loco 6326 in BR blue full yellow ends (Dap) (list £136.89) **BARGAIN** £99



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



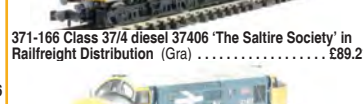
371-088 Class 25/2 diesel 25231 in BR blue, weathered (Gra) £93.46



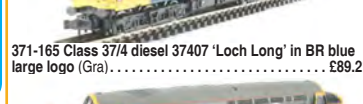
371-087 Class 25/2 diesel 25245 in BR blue (Gra) £84.96



ND145G Class 26 diesel 26040 BR blue discs, snowploughs & stag emblem (Dap) £85



ND145J Class 26 diesel loco D5326 BR green (not blue as previously announced) (Dap) £85



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



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



371-167 Class 37/5 diesel 37514 in Railfreight Metal Sector (Gra) £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-003-010 Class 52 diesel loco D1062 'Western Courier' in BR blue full yellow ends - weathered (Dap) £94
 2D-003-005 Class 52 diesel loco D1072 'Western Glory' BR blue full yellow ends (Dap) £91

Want it DCC fitted?

www.ehattons.com/dccfitting

for more details



371-287 Class 55 diesel 'Deltic' 55005 'The Prince of Wales' Own Regiment of Yorkshire in BR blue (Gra) £93.46
371-286 Class 55 diesel 'Deltic' D9002 'The King's Own Yorkshire Light Infantry' in BR green half yellow ends (Gra) £93.46
371-285 Class 55 diesel 'Deltic' D9007 'Pinza' in BR green (Gra) £93.46



2D-004-006 Class 56 diesel 56070 in BR blue (Doncaster built) (Dap) £101
2D-004-007 Class 56 diesel 56090 BR blue large logo (Doncaster built) (Dap) £101



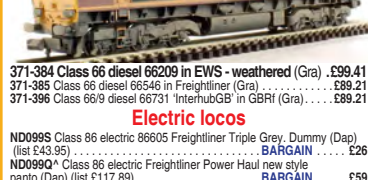
371-657 Class 57 diesel 57309 'Pride of Crewe' in DRS Compass (Gra) £93.46



371-656 Class 57 diesel 57312 in Network Rail yellow (Gra) £93.46
ND103h Class 58 diesel 58044 Triple Grey Unbranded (Dap) £99



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

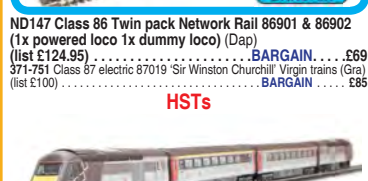


371-384 Class 66 diesel 66209 in EWS - weathered (Gra) £99.41
371-385 Class 66 diesel 66546 in Freightliner (Gra) £89.21
371-396 Class 66/9 diesel 66731 'InterhubGB' in GBRr (Gra) £89.21

Electric locos



ND099S Class 86 electric 86605 Freightliner Triple Grey, Dummy (Dap) (list £43.95) BARGAIN £26
ND099Q Class 86 electric Freightliner Power Haul new style panto (Dap) (list £117.89) BARGAIN £59



ND147 Class 86 Twin pack Network Rail 86901 & 86902 (1x powered loco 1x dummy loco) (Dap) (list £124.95) BARGAIN £69
371-751 Class 86 electric 87019 'Sir Winston Churchill' Virgin trains (Gra) (list £100) BARGAIN £85

HSTs



ND122G Class 43 HST Book Set in Cross Country Trains (Dap) £134
ND122L Class 43 HST Book Set in East Midlands Trains (Dap) £134
ND122e Class 43 HST Book Set in Grand Central Livery (new version one dummy power car) (Dap) £140
ND122L Class 43 HST Book Set in Virgin Trains 43094 & 43104 (Dap) £135

DMUs



371-503 Class 101 2-car DMU BR blue & grey 'Express Parcels' (motor in each car) (Gra) (list £119.95) BARGAIN £98



371-511 Class 101 3-car DMU in BR blue & grey (Gra) £118.96
ND128B Class 156 2-car DMU 156416 Regional Railways (Dap) £94
371-558 Class 156 2-car DMU 156871 ScotRail (Gra) £103.66
371-433 Class 170/4 3-car DMU 170434 in First ScotRail (Gra) £110.46



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 in Nanking blue full yellow ends (Gra) (list £269.95) BARGAIN £171

EMUs



371-702 Class 350/1 Desiro 4 Car EMU 350 101 in London Midland (Gra) (list £159.20) BARGAIN £122
372-677 Class 411 4-CEP 4-car EMU in BR blue & grey (Gra) £137.02

Train sets - analogue



370-180 Seaside Excursion Class 4F 40444 in BR black late crest and BR Mk1 BCK & SO coaches in maroon (Gra) £110.46

Train sets - DCC



370-070 Cornish Riviera Class 42 D829 in BR green and BR Mk1 BCK & SO coaches in chocolate & cream (Gra) £157.21

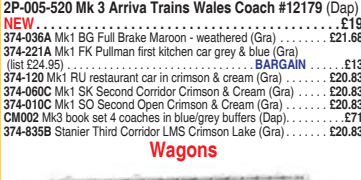


370-080 Countryside Coal Digital Set Class 3F Jinty No.23 in SDJR blue, Midland brake van, 7-plank wagon & 5-plank wagon (Gra) £140.21

Coaches



374-430 Bulleid 631st Second Brake Corridor Open BR (SR) green (Gra) £20.83
374-440 Bulleid 631st Second Corridor BR (SR) green (Gra) £20.83
374-450 Bulleid 631st Second Open in SR green (Gra) £20.83



2P-005-520 Mk 3 Arriva Trains Wales Coach #12179 (Dap) £19
374-006A Mk1 B6 Full Brake Maroon - weathered (Gra) £21.68
374-221A Mk1 FK Pullman first kitchen car grey & blue (Gra) (list £24.95) BARGAIN £13
374-120 Mk1 RU restaurant car in crimson & cream (Gra) £20.83
374-060C Mk1 SK Second Corridor Crimson & Cream (Gra) £20.83
374-010C Mk1 SO Second Corridor Crimson & Cream (Gra) £20.83
CM002 Mk3 book set 4 coaches in blue/grey buffers (Dap) £71
374-835B Stanier Third Corridor LMS Crimson Lake (Gra) £20.83

Wagons



377-675A 100 Tonne JPA Cement Wagon 'VTG Lafarge Cement' Silver (Gra) £20.36
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
377-901C 46 Tonne glw HAA Hopper EWS - weathered (Gra) £11.01



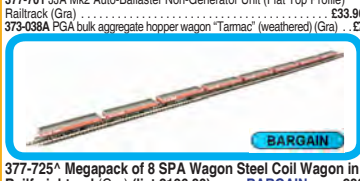
373-509 46 Tonne glw HEA Hopper Wagon BR Bauxite - Weathered (Gra) £97.8



373-506B 46 Tonne glw HEA Hopper Wagon BR Coal Sector Grey (Gra) £89.93
377-603 80 Ton GLW Brill YAA Bogie Bolster Wagon Departmental yellow (Gra) £19.51
374-787 BR 4 Wheel COT Van BR Blue (Gra) £16.96



374-785 BR 4 Wheel CCT Van BR Lined Maroon (Gra) £16.96
374-788 BR 4 Wheel CCT Van Express Parcels Red Star (Gra) £16.96
374-786 BR 4 Wheel CCT Van Tartan Arrow (Gra) £16.96
373-236 Bulk grain bogie hopper wagon 'Polybulk' (Gra) £33.96



373-235 Bulk grain bogie hopper wagon 'Traffic Services' - weathered (Gra) £36.51
377-766 Covered Hopper Wagon 'Soda Ash' Light Grey (Gra) £15.26
377-355 Intermodal Bogie Wagons With Two 43t Containers 'DHL' (Gra) £30
377-701 JJA Mk2 Auto-Ballaster Non-Generator Unit (Flat Top Profile) Railtrack (Gra) £33.96
373-038A PGA bulk aggregate hopper wagon 'Tarmac' (weathered) (Gra) £7



377-725* Megapack of 8 SPA Wagon Steel Coil Wagon in Railfreight red (Gra) (list £126.80) BARGAIN £80
377-725* Single (Gra) (list £15.85) BARGAIN £11
377-725* Pack of 4 (Gra) (list £63.40) BARGAIN £42
373-666 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

DCC accessory decoders

DCD-ADS2 Solenoid accessory decoder (2-way) (DCC) £14

Point motors

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

Electronic components

DCC40 Reverse loop control module (Gau) £32

Lighting equipment

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

Cables & Wires

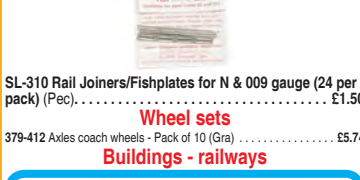
PL-82 Power feed joiners - Code 55/80 (x4 pairs) (Pec) £6

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) £1.50

Wheel sets

379-412 Axles coach wheels - Pack of 10 (Gra) £5.74

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

Man-made scenic structure - railway-related

379-200 4 x Platform sections (red brick) (Gra) £9
SL-340 Buffer Stop Rail Built Type (Pec) £140
NB-55 Turntable Kit, well type, deck length 151mm (Pec) £12

Signals

2L-001-001 Signal - Motorised, GWR home lower quadrant (ex-NSIGN1) (Dap) £22
2L-002-001 Signal - Motorised, LMS home upper quadrant (ex-NSIGN5) (Dap) £22

Track - Code 80 Setrack

ST-19 N Setrack No. 4 radius double curve (Pec) £2
ST-17 N Setrack No.3 radius double curve (8 form a circle). 238.5mm/11.75" radius (Pec) £1.75
ST-12 No.1 radius double curve (Pec) £1.20
ST-3 No.1 radius single curve (Pec) £1
ST-15 No.2 radius double curve (Pec) £1.25
ST-50 Right hand crossing (Pec) £8
ST-1 Standard straight track (Pec) £1



ST-300 Starter Track Set (Pec) £42

Track - Code 80 Streamline

SL-302 1 yard (91.5cm) length of Concrete Sleeper Nickel Silver Flexible track (Pec) £2.70
SL-302 Pack of 25 (Pec) £53



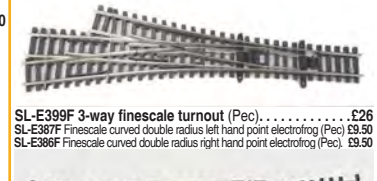
SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) £52
SL-300 Single (Pec) £2.60
SL-E387 Left hand curved point electrofrog (Pec) £9
SL-E388 Left hand large point electrofrog (Pec) £9
SL-389 Left hand large point insulfrog (Pec) £9
SL-E396 Left hand medium point electrofrog (Pec) £8



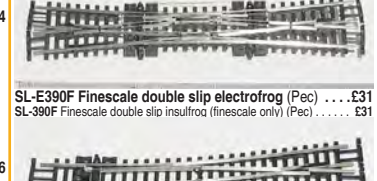
SL-396 Left hand medium point insulfrog (Pec) £8
SL-386 Right hand curved point insulfrog (Pec) £9
SL-388 Right hand large point insulfrog (Pec) £9
SL-E395 Right hand medium point electrofrog (Pec) £8

Track - Code 55 Finescale Streamline

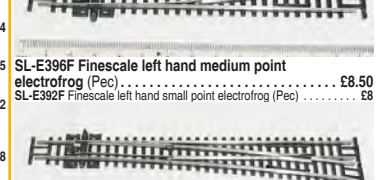
SL-300F 1 yard (91.5cm) length of Finescale Nickel Silver flexible track (Pec) £2.90
SL-300F Pack of 30 (Pec) £68
SL-302F 1 Yard of Nickel Silver Flexible Track Concrete Sleepers (Pec) £3
SL-302F Pack of 30 (Pec) £78



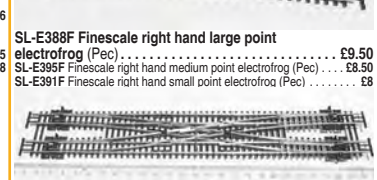
SL-E399F 3-way finescale turnout (Pec) £26
SL-E387F Finescale curved double radius left hand point electrofrog (Pec) £9.50
SL-E386F Finescale curved double radius right hand point electrofrog (Pec) £9.50



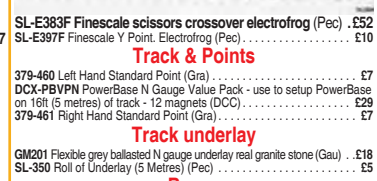
SL-E390F Finescale double slip electrofrog (Pec) £31
SL-390F Finescale double slip insulfrog (finescale only) (Pec) £31



SL-E396F Finescale left hand medium point electrofrog (Pec) £8.50
SL-E392F Finescale left hand small point electrofrog (Pec) £8



SL-E388F Finescale right hand large point electrofrog (Pec) £9.50
SL-E395F Finescale right hand medium point electrofrog (Pec) £8.50
SL-E391F Finescale right hand small point electrofrog (Pec) £8



SL-E383F Finescale scissors crossover electrofrog (Pec) £52
SL-E397F Finescale Y Point, Electrofrog (Pec) £10

Track & Points

379-460 Left Hand Standard Point (Gra) £7
DCX-PBVPN PowerBase N Gauge Value Pack - use to setup PowerBase on 16ft (5 metres) of track - 12 magnets (DCC) £29
379-461 Right Hand Standard Point (Gra) £7

Track underlay

GM201 Flexible grey ballasted N gauge underlay real granite stone (Gau) £18
SL-350 Roll of Underlay (5 Metres) (Pec) £5

Buses

NAN001 Leyland Atlantean Park Royal 'Southdown NBC' (1975 - 1990) (Bas) £8.99

Commercial vehicles

N032 AEC Monarch flatbed & drawbar trailer 'Wynns Heavy Haulage' (circa 1946-1956) (Bas) £8
N040 Foden DG & Drawbar Low Loader 'British Railways' (Circa 1949 - 1957) (Bas) £7.99
NSCA004 Scania Curtainside Knights of Old (Oxf) £11
NSCA003 Scania Highline Tipper 'Ian S Roger - The Forge Norseman' (Oxf) £11

O Gauge (1:43 Scale)

Coaches

4952 Mk1 BG full brake in BR blue and grey (Hel) NEW £250
4955 Mk1 BG full brake in BR blue Newspapers branding (Hel) NEW £250
4953 Mk1 BG full brake in BR chocolate and cream (Hel) NEW £250
4954 Mk1 BG full brake in BR southern region green (Hel) NEW £250
4950 Mk1 BG full brake in carmine and cream (Hel) NEW £250
4956 Mk1 BG full brake in Royal Mail red (Hel) NEW £250
4992 Mk1 GUV full brake in BR blue Express Parcels branding (Hel) NEW £250
4993 Mk1 GUV full brake in BR blue Newspapers branding (Hel) NEW £250
4990 Mk1 GUV full brake in Parcels red (Hel) NEW £250
4994 Mk1 GUV full brake in Southern Region Green (Hel) NEW £250

Looking for past products?

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Wagons

1041 200xx VAA sliding door van in BR bauxite - late (Hat) **NEW** . . . £63

7F-031-001 6-wheel milk tanker in 'Express Dairies' (Dap) .£62

NEW

7F-071-023 7 Plank black park chirk (Dap) **NEW** . . . £34
 7F-071-023W 7 Plank black park chirk - Weathered (Dap) . . . £34
 7F-071-022 7 Plank Open Wagon 'Osman Trevor Powell' (Dap) **NEW** . . . £34
 7F-071-022W 7 Plank Open Wagon 'Osman Trevor Powell' WEATHERED (Dap) **NEW** . . . £34
 7F-080-012 8-plank wagon 'Rose, Smith' (Dap) . . . £33

Point motors

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

Track - action 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
 ST-700 Setrack Bullhead straight 400mm (15.5") (Pec) . . . £6



SL-E797BH Y Point bullhead rail & electrofrog (Pec) . . £36

Cars

43AP007 Austin Princess Late Black (Oxf) **NEW** . . . £18

43ASV002 Austin Seven RN Van AA (Oxf) . . . £13
 VA09517 Ford Escort Mk1 RS2000, Vista Orange (Cor) . . . £19
 VA11702 Ford Sierra RS Cosworth- Moonstone Blue (Cor) . . . £15

NEWVA13602B VW Golf Mk2 1.3C Nevada Beige LHD (Deutschland) (Cor) **NEW** . . . £19

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VA13503 Mini 1275GT 1979 Tricentral British Saloon Car Championship, Overall and Class A Winner, Richard Longman (Cor) . . . £21

G Scale

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91401 Thomas the Tank Engine (with moving eyes) (Thomas the Tank range) (Bac) . . . £160

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90069 Percy and the Troublesome trucks train set (Thomas the Tank range) (Bac) . . . £199

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

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Analogue controllers



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 DF Double/Twin power unit feedback (Gau) . . . £79



D Double/Twin track power controller (Gau) . . . £69



Q Quadruple 4 circuit power controller (Gau) . . . £130
 W Walkabout circuit controller (Gau) . . . £29

Analogue power supplies



M1 Transformer Output 2 x 16v AC 1A (Gau) . . . £37
 T1 Uncased 2 x 16V AC Transformer (Gau) . . . £18

Analogue point control



CDU Capacitor Discharge Unit (Gau) . . . £11
 PL-35 Capacitor Discharge Unit Mk2 (Pec) . . . £12



PCU1 Electronic points control unit (Gau) . . . £90

DCC decoders



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
 36-552 8-pin 2-function 1A decoder (ideal for smaller OO and a small number of N gauge locos) (Bac) . . . £13.60



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36-561 EZ Command Dynamis 4-output point decoder (similar to Hornby R8247) (Bac) . . . £38.55

DCC controllers

36-520 EZ Command 5 amp booster transformer (Bac) . . . £190

36-507 EZ Command Dynamis system - Additional handset (Bac) . £64.13



DCC02 Prodigy "Advance 2" starter DCC controller package (Gau) . . . £215



DCC03 Prodigy "Advance 2" Wireless starter DCC controller package (Gau) . . . £369
 DCC49 Prodigy 6 Amp booster unit (Gau) . . . £144



DCC14 Prodigy Advance 2 Backlit Walkaround controller (Gau) . . . £99



DCC01 Prodigy Express Package. Can be extended the DCC13 Walkaround or DCC51 Wireless (Gau) . . . £124
 DCC51 Prodigy Wireless Conversion Set (Gau) . . . £200

DCC accessories



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Point motors



PL-9 5 Mounting Plates for use PL-10E (Pec) . . . £2.25
 DCP-CB12IP COBALT ip Slow Action Analogue Point Motor (12 Pack) (DCC) . . . £146



DCP-CB6IP COBALT ip Slow Action Analogue Point Motor (6 Pack) (DCC) . . . £82
 DCP-CB1IP COBALT ip Slow Action Analogue Point Motor (Single) (DCC) . £14



PL-10W High performance turnout point motor (Pec) . £6



PL-10WE High performance turnout point motor extended pin (Pec) . . . £6



PL-10 Bag of 6 Point Motor (Switch Machine) (Pec) . . £26

PL-10 Single (Pec) . . . £450



PL-10E Bag of 6 Point Motor Extended Pin (use PL-9) (Pec) . . . £25

PL-10E Single (Pec) . . . £450



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PM-1 Seep point motor accessory switch (Gau) . . . £4



PL-11 Side mounted point motor (Pec) . . . £7

PL-50 Turnout switch module (makes wiring points easy) (Pec) . . £14



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PL-13 Accessory Switch for fitting to turnout motor PL10 (Pec) . . . £2.50



DCP-CBS12 Cobalt S - Lever all accessories - unpainted x 12 (DCC) . . . £165



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DCM-RR46 Rolling Road - Active Set - 6 Way - For OO, N, HO, TT Gauge - See Description (ex DCP101) (DCC) . . £61

HO Gauge (1:87 Scale)

DCC accessory decoders

DCD-ADS2 Solenoid accessory decoder (2-way) (DCC) . . . £14

Point motors

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

Electronic components

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LAYOUT OF THE MONTH

FACT FILE

- **Layout Name** Clarendon
- **Scale/Gauge** 4mm:1ft scale, 18.83mm gauge P4
- **Size** 'L' shape, Clarendon 17' x 13', or with Scrubbs Lane, 17' x 26'
- **Era/Region** 1908, West London
- **Location** Portable club layout
- **Layout Type** Fiddle yard to terminus
- **Words** Steve Ridgway
- **Photography** Andy York

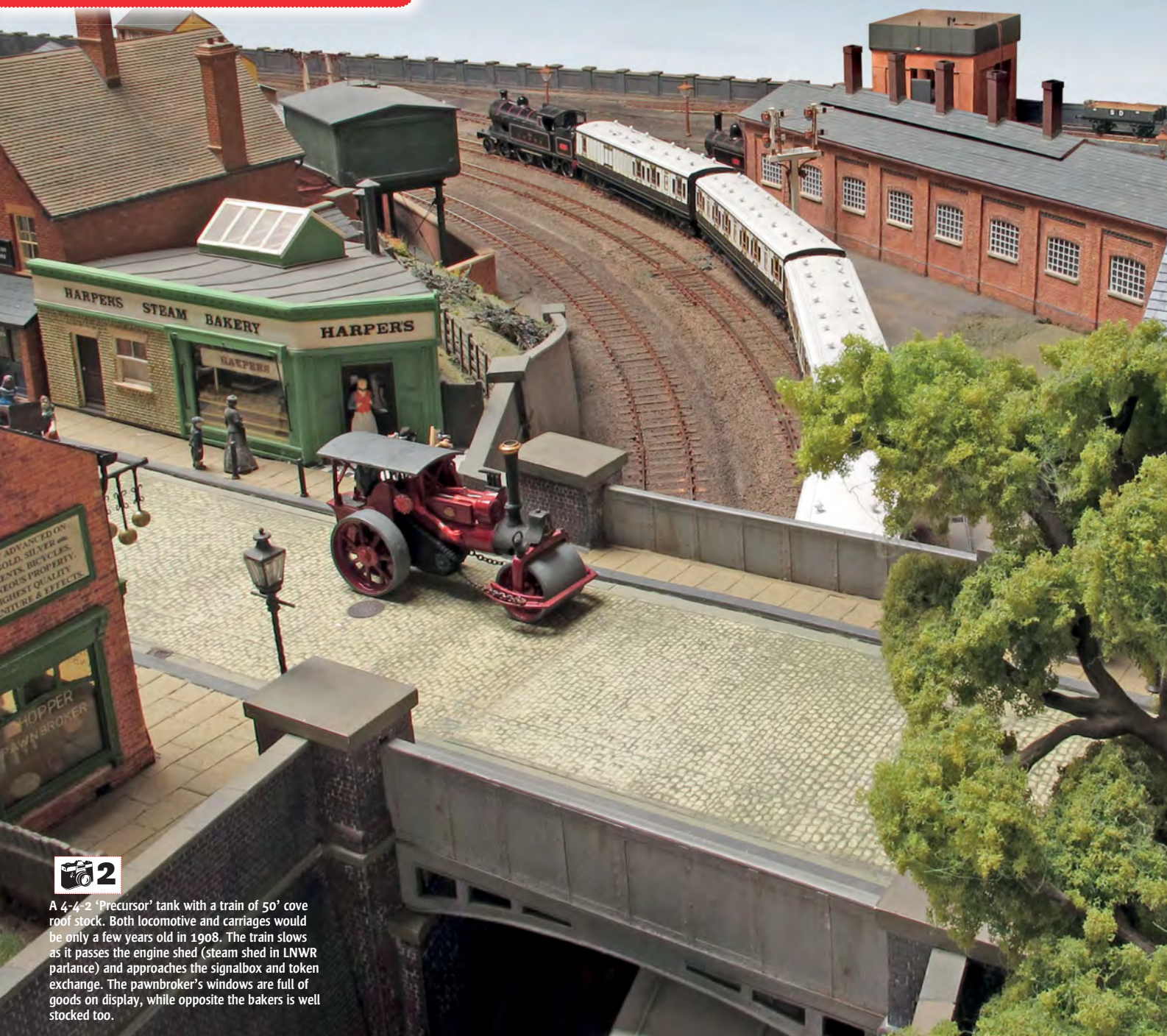


London & South Western Railway 02 No. 207 waits for departure time with a matching rake of LSWR four and six-wheeled coaches. All locomotives and rolling stock are kit- or scratchbuilt - RTR models for this period are very scarce.

CLARENDON

Leamington & Warwick MRS found good reasons to revive the colour and variety of Edwardian railways with an outstanding P4 model of a fictional West London terminus, as **Steve Ridgway** explains.





A 4-4-2 'Precursor' tank with a train of 50' cove roof stock. Both locomotive and carriages would be only a few years old in 1908. The train slows as it passes the engine shed (steam shed in LNWR parlance) and approaches the signalbox and token exchange. The pawnbroker's windows are full of goods on display, while opposite the bakers is well stocked too.

As the exhibition career of 'Walford Town' drew to a close our group decided that we would like to move on to something new. We had come together to produce the first layout completed to exhibition standards by our club, the Leamington & Warwick Model Railway Society. The L&WMRS had produced several fine layouts before, but they were privately owned by club members. We had some class acts to follow, but felt that we had to keep to the standards already set judging by the

number of invitations to exhibit and awards received over the years.

As a group we had formed good friendships from working together and going to shows. The strength and success of the group was put down to having similar aspirations with regard to what constituted a satisfying layout to build and operate. Because we had had so much fun in this endeavour there was enthusiasm to continue and build another layout together.

'Walford Town' was EM Gauge, with 18.2 mm gauge - as opposed to the original EM standard of

18.0 mm. Several of us were already P4 modellers, so we decided the new layout would be to those standards. Many discussions took place as to what, where and when should be the new project.

Walford was a diesel layout and when started represented the contemporary mid- to late-1980s scene on the ex-Great Eastern in London. This had worked well in that it was neither the area nor the era of anyone in the group. Individual interests varied from the Great Western to London Brighton & South Coast Railway, London & South Western

We decided to enhance our experience by operating like a real railway with a dedicated signaller. He sets the route, switches the sections to a driver, and then operates the signals.



A view under the station canopy looking towards the main station building and goods shed. All buildings are scratchbuilt. The canopy columns are handbuilt and made from various sections of brass tube.

Railway to the London & North Western Railway with a bit of Lancashire & Yorkshire thrown in.

Eras varied from late-19th century to the 1960s and beyond. We wrestled with how to make best use of the interests and expertise of the various members when someone pointed out that Addison Road on the West London line saw trains from the LNWR, LSWR, GWR and LBSCR. If we picked 1908 then there was quite a lot of stock already available from group members. Others, whose interests lay

elsewhere, would be happy to build stock as a diversion from building for their own layouts.

However, Addison Road (Kensington Olympia as it became) was far too large to contemplate. At that time the club rooms were in a basement with limited scope for such a large undertaking. Also, we knew that it would take far too long to build working at a pace commensurate with the standards to which we aspired. The solution was to develop a feasible branch off the West London Line to a small but busy terminus not far from Wormwood Scrubs. The local topography was suitable, so 'Clarendon' was invented. Another important feature of the layout was that it would be a testbed for various techniques and components which would be useful for individuals' own projects. For example we have used four types of drive mechanism for the signals.

EDWARDIAN LONDON

Setting the time period as Edwardian meant that some very interesting research had to be undertaken. We try to portray the scene which existed as best we can, from peoples' dress and road transport to the type of railway working that would have been seen.

Some long-distance through workings, such as the famous 'Sunny South Express', would involve replacing a locomotive with one from different company. The carriages were LNWR for the whole journey but the locomotive was changed in London so that the appropriate traction would work over its own route. This is the precedent for making locomotive changes at Clarendon, for trains having taken a short diversion down the branch from the triangular junction with the West London Line.

At the time many railway vehicles had only wooden brake blocks, and some did not have a continuous vacuum brake (such as our station pilot). Consequently trains would move at walking pace into platforms. Unfortunately, this occasionally provokes critical comment from show visitors, but we do try to educate and enlighten with our portrayal of the period scene.

Another feature of train working at the time was the re-marshalling of passenger trains, complete with passengers, part way through the journey.



KEY DETAILS EDWARDIAN ATMOSPHERE

As far as possible we have tried to depict an Edwardian scene. Almost all road transport relied on horse power at the time, and following helpful information from an exhibition visitor we modified the reins to be more representative of real tack. It will be noticed that virtually all people are wearing hats. Straw boaters made from waste plastic sprue and thin discs are much in evidence.



An LNWR 'Special' tank shunts the factory reception sidings. Most of these locomotives retained open cabs until around 1912. Despite having no vacuum brake they were often used as station pilots. Such moves had to be undertaken with great care with only the locomotive handbrakes to rely on.



The pawnbroker's shop is based on a Howard Scenics building with the shop interior completely detailed. All buildings have extra details and etched windows.

Luggage vans and through coaches would be swapped between trains, as would carriage trucks and their accompanying horseboxes. Horseboxes are marshalled at the head of the train, when occupied, for the safety and comfort of the horse.

Another point of interest and relevance to the era is the large shed in the goods yard. As most goods were moved by rail there was a lot of movement between companies so the building acted as a transshipment shed. The single line - a short-sighted lack of investment - would have been worked by staff (Webb-Thompson) so we slow the passenger trains to allow for token exchange near the signalbox. Goods trains have to stop.

The turntable is a 42' hand-operated example, typical of the era. LNWR locomotives did not work tender first, so most are turned here. Longer locomotives such as the GWR 2-8-0 have to use the triangular junction 'off-scene' at the supposed junction with the main line.

BUILDING FROM SCRATCH

Many items on the layout have been kit or scratch-built, partly by necessity and partly because of the pleasure and satisfaction of building something which is unique. In recent years, locomotives of a suitable vintage have begun to appear and so it might be possible to see a converted RTR model in the future. Buildings are a mixture of scratchbuilt with some proprietary fittings and kits such as the excellent Howard Scenics card offerings suitably upgraded.

As the build of 'Clarendon' was nearing completion (we still have to add telegraph poles and a few locomotive shed staff), thoughts turned to a development of the line back towards the



A scene in front of the station entrance. All paving slabs are individually laid and the cobbles in the station yard were cast in resin as we could not find any suitable commercial ones. Note the stone stump to protect the gate posts from wagon wheels.

fiddle yard/main line. With all the re-marshalling of trains, there was a need for carriage sidings. An added benefit was that all those carefully built and lined models wouldn't spend so much of their time hidden in the fiddle yard!

We also wanted a gasworks (off-stage) and accompanying exchange sidings to provide more varied goods workings. A goods loop was also a desirable feature, especially on this busy line, and

would provide more interest. Thus 'Scrubbs Lane' was devised as our current project.

Four additional boards have been built to allow the three long carriage sidings, along with the other sidings. A road overbridge hides the entrance to a fiddleyard (cassette deck) and flies over the carriage sidings. Thus the far end of the sidings and goods loop are off-stage. This means that some moves, and the far end of some carriage rakes are off-stage

PROTOTYPE INSPIRATION

The prototype station at Addison Road (now Kensington Olympia) would have been an ideal location. It had trains visiting from the LNWR, LSWR, GWR and LBSCR, which covered specific interests, or the already available stock of several members of the group. However, Addison Road was considered far too large from the point of view of how long it would take us to build it, the space and cost required. It did however start us thinking that the West London line could have had a short branch to an area near Wormwood Scrubs, which we named Clarendon.



too, keeping the fiddle yard operator busy.

So that we can operate effectively, some signals within the Scrubbs Lane 'box control area are merely repeaters displayed on the main panel, where the drivers can observe the (imaginary) arm settings. All this means that the operating sequence has to be carefully developed. The fiddleyard operator now has to operate the yard, Scrubbs Lane 'box and drive some of the trains including



8

The Precursor tank pulls into Platform 1. The station building and stationmaster's house are copies of those that existed at Canonbury on the North London Line in Islington. The canopies are based on those at Addison Road.



69

GWR 4-4-0 *The Lizard* pulling GWR coaches and horseboxes slows as it passes the signalbox to allow for token exchange. The signal indicates entry to Platform 2. Note the horseboxes are always positioned next to the locomotive. All signals and points have the correct signal pulleys and rodding made from Brassmasters components. The ground signals are heavily modified MSE kits operated by memory wire.





10

The goods shed acted as a trans-shipment shed. Individual consignments would have been unloaded, checked and sorted ready for onward dispatch. The goods shed and reception buildings are based on typical LNWR structures. The goods shed interior is based on actual LNWR practice but most of the detail cannot normally be seen by the viewing public at exhibitions.

KEY DETAILS LOCOMOTIVES AND STOCK

The layout was started several years ago, before the current range of excellent RTR models became available, certainly before ones of the correct period. Consequently the stock is either kit-built, such as this LBSCR Gladstone 0-4-2, or in some cases scratchbuilt. Although a few suitable items are becoming available, some of us would miss the sense of achievement and the enjoyment of actually building our own models. However, never say never!



11

Adams 02 (Alan Gibson kit) pulling a LSWR 4½ coach set (Roxey) passes the shed, based on the one at Aylesbury. Outside which sits a LNWR radial 2-4-2T. Many of this class saw service in London with several fitted with condensing gear for the Mansion House service. Note the rings on the signal behind the LSWR tank, these denote the slow line, in our case the goods loop.



KEY DETAILS BUILDINGS

The signalbox is made from two London Road kits with a scratchbuilt base. Inside are a full set of levers which match our diagram, and through the locking room windows can be seen a facsimile locking arrangement. The coaling stage is based on a typical LNWR structure taken from Jack Nelson's book, *LNWR Portrayed*.



the private owner trips from the gasworks. His work has to be dovetailed with that of other operators to avoid operational delays.

AUTHENTIC CONTROL

Traditional cab control had been used for 'Walford Town', with all sections switchable to either of the two controllers. The two drivers were responsible for setting their own route including the signals. The fiddleyard operator could set his area to be driven by either driver or by himself, and controlled the advance starter to advise train entry speeds.

For 'Clarendon' we decided to enhance our experience by operating more like a real railway with a dedicated signalman. The signalman sets the

route, switches the sections to a driver, and then operates the signals. Drivers must obey signals, and the only form of safety protection is the provision of catch points to protect passenger lines.

The signalman has the complete sequence, and each driver a sub-set for his own moves. The only points and section power switches controlled by the drivers are the goods sidings which are set by the equivalent of ground frames. We also have a shedmaster-cum-foreman who has complete control of the locomotive shed, and is allowed by the signalman onto the main running lines as required. Incidentally, the shed operator, being stationed at the front of the layout has an additional duty; answering questions and conversing with visitors.

Building and operating 'Clarendon' has been a very rewarding and enjoyable experience for the group, which is still firmly together despite several members having moved away from the immediate area. Certain members disappear off with measurements only to reappear weeks or months later with new items to put on train cassettes or attach to baseboards! **BRM**

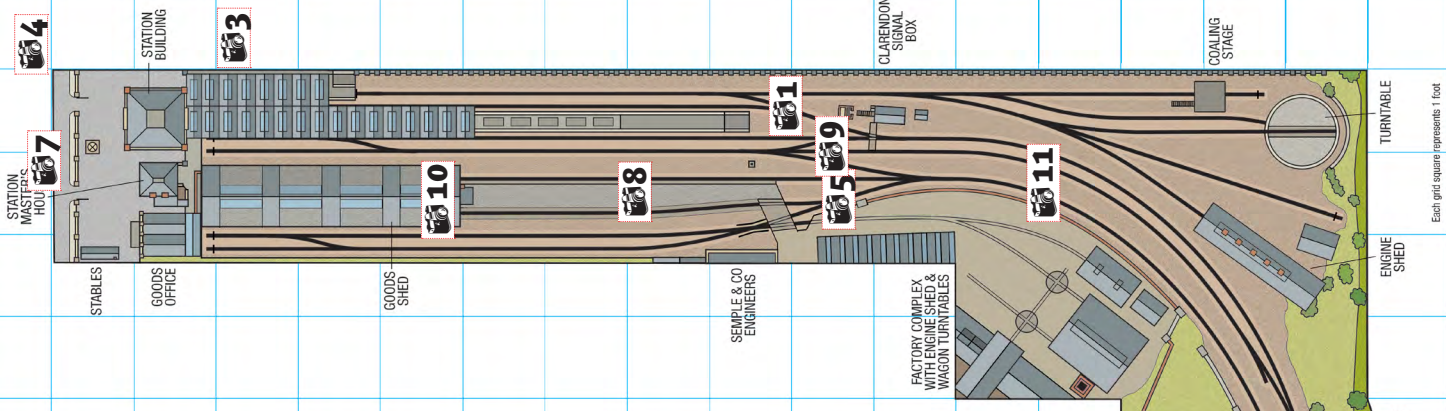
● If you'd like to see more of 'Clarendon', it will be appearing at Leamington & Warwick Model Railway Society's 40th anniversary exhibition on 7th/8th March. The event is being held at Stoneleigh Park Exhibition Centre, near Coventry, Warwickshire CV8 2LZ. Visit www.lwmrs.co.uk for more information.



P4
GAUGE

LAYOUT OF THE MONTH

CLARENDON



FACT FILE

The group, which had formed within the Leamington & Warwick Model Railway Society to take on the build of (what was then the contemporary scene) 'Walford Town', decided to continue and build something new together. Although Walford was EM gauge, several of the group were already P4 modellers, so we decided to go the finer standards for the next project. Most were more interested in steam railways, and several already had pre-Grouping stock suitable for 1908.

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ROCO Z21

DCC CONTROLLER

Andy York freely admits that he's not a DCC expert. So how user-friendly is Roco's Z21 system?

The choice of DCC systems on the market might seem bewildering, but the Roco Z21 system is something different with advantages, especially for anyone considering a new system. It's user-friendliness is an important factor. Here's how I got on with it.

WHAT'S IN THE BOX?

Roco's simple and stylish system box houses all of the DCC-related electronics in a compact 210mm x 150mm case, so it can be easily sited near your layout. The main purpose of the unit is to control your railway with a smartphone or tablet, but there are two X-BUS sockets to the front so you can plug-in an existing Roco multiMAUS or Lokmaus controller and use the system without a WiFi router. There's another X-BUS socket on the rear of the system box in addition to interfaces for LAN (local area network), locomotive feedback, LocoNet, CAN and Booster Bus.

The Z21 system can control 9,999 locomotive decoders and 2,048 accessory decoders and supports 'programming on the main' or on a programming track through use of a separate socket on the rear of the system. The system supports locomotive detection and feedback via the RailCom system.

Z21 is supplied with a TP Link 300Mbps Wireless N Router allowing the user to create a



WiFi network to control the layout. It's a similar sort of router used for home broadband, but provides a separate network from your home's data connection. This means that multiple smartphones or tablets can be connected allowing several controllers, which is great for a club or group project where more than one operator needs to have control.

Power adaptors and leads for the Z21 and the router are supplied but come with continental

The Z21 out of the box - smartphone not included!



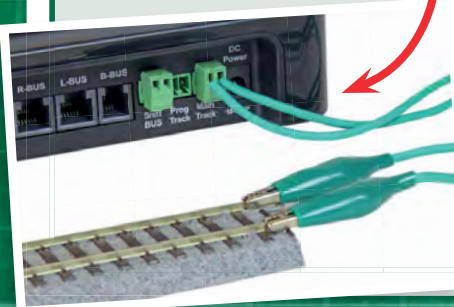
two-pin plugs, so you'll need to source two 3-pin adapters. A 1m network cable is supplied in the box too, so you can connect the LAN socket of the Z21 to the router and separate the two items. This usually gives you better coverage from the router's aerials if you have a larger layout. **BRM**

SETTING UP THE Z21

Setting up Roco's system is really simple. There's a power lead to the Z21 box and one for the router; the router and the Z21 are then joined by the network cable and that's the hardware bit done.

The Z21 is then connected to your layout's track supply by connecting the legendary two-wires to the plug inserted into the main track socket. Assuming that you've not plugged in a handset to the X-BUS you will need to set up the WiFi to use your smartphone or tablet as a handset. Once the Z21 and router are powered up it will create a network that you can connect your 'phone or tablet to. The Z21's network will be named Z21_WXYZ where WXYZ is the final four digits of the serial number shown underneath the router. The PIN can also be found under the router when your phone asks for it. It may be worth printing this information out on a card as your friends will certainly want to join in when they call round!

You'll need to download the Z21 App for your smartphone and free downloads are available for Android and iPhones/iPads. As Android now accounts for 84% of all devices sold, most will head for the Google Play store - just search for Roco Z21 and install the App.



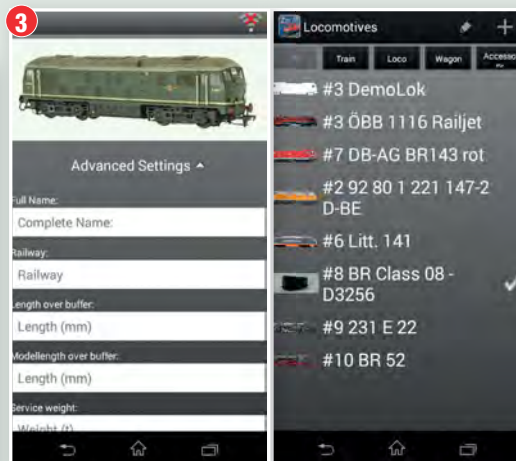
GETTING STARTED ON A 'PHONE



▲ Once the App is launched, head for the 'Control Panel' button that will take you to the basic controls. A few locomotives are pre-installed on the App to give you an idea of what things should look like.



▲ If you had a locomotive set-up which shared one of the addresses of a pre-installed model all you need to do is choose it from the row of images shown at the bottom of the screen and use the touch slider control.



The chances are that you'll have to set up your own locomotive and that's where the Z21 shines in presentation terms above other DCC systems.

The graphic interface just makes everything so much easier to use. You don't necessarily need to remember locomotive decoder numbers any more, something that large fleet owners will rejoice at.

From starting the app, to taking a photograph of a locomotive and assigning it all the details, it was all carried out in a few minutes, and it only needs doing once.

► Once you've set up your locomotive the on-screen functionality is brilliant! The speed-step slider is intuitive and a joy to use and it's far easier having a graphic representation of the functions of the decoder to control lights and sounds if installed on your model.

◀ In the 'Locomotive Settings' menu you can start to build up your own library, giving descriptions of your own locomotive stable including using your own images from your 'phone or tablet's camera. You can really go to town on giving descriptive information. If you use more than one device or have fellow operators you can export the settings to them.



WHERE TO BUY?

Gaugemaster

A Gaugemaster House, Ford Road, Arundel, West Sussex BN18 0BN

T 01903 884 488 **RRP** £349.95

Gaugemaster have published support pages for the Z21 system at www.z21.co.uk

WHAT ELSE WILL THE Z21 DO?

The Z21 won't quite make tea, but it will do everything else you're likely to need from a good DCC system. You can read CV values when the programming track is plugged in and re-program them accordingly. You can program 'on the main' too but you don't get any validation responses. If you install the App on a tablet you can even control two locomotives and their functions at the same time.

If you take overhead images of your layout you can overlay graphic interpretations of points and accessory decoders. These can then be changed with a simple tap of the screen. And, if you're using a tablet you can control the model on one side and the accessory decoders on the other. Don't worry if you don't have a tablet; a simple swipe to the side lets you toggle between loco and accessory screens in the blink of an eye.

Roco have prepared graphic interpretations of several European locomotives that can be downloaded and you can tap the controls on the screen to use the functions.

REAL TIME VIEW OF YOUR RAILWAY

Roco produces locomotives with a camera discreetly installed in the cab which gives a drivers-eye view of the railway. When combined with the cab control layout it gives an immersive experience quite unlike anything we've seen before.



THE Z21 IN BRIEF

Some of the Z21 content may seem gimmicky to the purist but if the system can captivate returnees or newcomers to the hobby then that's a good thing. You don't need all those bells and whistles. The Z21 can operate a layout within a few seconds, and, you'll find it more difficult to keep your friends away from the layout as they can join in too.

Whilst a 'newbie' will take to the system faster than the endless button pressing on a conventional system, an experienced DCC user

moving up from an earlier system will find the programming in particular a joy. If you don't have a smartphone it's worth getting a cheap handset for this alone!

I love the wireless aspect, it's genuinely the most enjoyable control system I've ever used and a stand-out innovation of the last year.

The price tag may put some off, but it's not much more than a decent alternative package, even if the difference means you buy one less locomotive next year - it will be worth it!

STOKESAY

PART 4: TIMETABLE CONSTRUCTION AND RUNNING

Ollie Reading explains how Telford Railway Modellers plan to entertain exhibition visitors with busy and authentic operations.

MOVE	TRAIN	PANEL Station Panel	FIDDLE YARD SWITCHES	Description and operator actions	signals
101	BALLAST	DOWN 3 rotary 4 push 5 pull 6 pull 9 pull 12 pull G3, G4, G5 pull G3, G4, G5 centre after departure	28A pull 28B pull 30A pull 30B pull 31 pull Pull isolation switch	BALLAST TRAIN FROM DOWN LOOP 2 TO FIDDLE ROAD 1 VIA CENTRAL WALES LINE isolate in fiddle yard	
101A	MIXED GOODS	UP 3 rotary 7 pull 13 pull 18 rotary G11 pull	21A pull 21B pull 20A push 20B push Pull bottom isolation switches	UP GOODS FROM FIDDLE ROAD 7 ON CENTRAL WALES LINE VIA THROUGH ROAD AND BACK TO FIDDLE ROAD 7 SLOWLY PLEASE isolate in fiddle yard	

It may seem odd that we are writing an operational timetable at this early stage of the layout's development. Almost to a man in TRMG we believe that if an exhibition visitor has paid hard-earned cash then the exhibitor has a duty to give value for money. We have been disappointed that too many layouts on the circuit have little or no movement on the front of the baseboard.

We understand to a certain extent, if the sole aim is to convey the atmosphere of a backwater prototype where little or nothing happens. One of the main attractions of the 'Stokesay' prototype was the number and variety of train movements.

Additionally this is an inherited layout with a very specific approach to the control of trains. The construction of the timetable has given us an

invaluable insight to understand the complexity - and subtlety - of the circuitry.

The challenges of constructing the first timetable have been a) to use as many of the 16 through roads and two dead end sidings as possible but b) not to make it so complicated that teams of operators find it difficult to implement. Another immediate challenge has been to find sufficient relevant stock to operate the timetable in a meaningful way. We are grateful to club members who have spent many hours on **RMWeb** and eBay trying to locate such stock. Full credit also to sellers that the majority of stock acquired in this way has been of a very high standard. In most cases a bit of wheel cleaning and gauge adjustment have been all that was required for the stock to work reliably.

The job of constructing the timetable was undertaken (willingly) by Gordon Roden who has spent many hundreds of exhibition hours working both 'Adavoyle' and 'Wellington' EM gauge layouts to complex timetables.

He started the process with strips of paper to represent the trains, and used them to position all the trains that will be running. The trains and train formations were determined through research and personal memories.

Moving strips of paper around may seem old-fashioned - but it works. There does not appear to be a computer programme that replicates this method with the same ease and simplicity of use. By moving paper instead of trains, any conflicting movements were avoided without the inevitable crashes. Having a proper timetable ensures that all the trains end up in their original starting positions. It makes it easier at the start of exhibitions and extra moves can be inserted into the running programme, so long as the extra train is returned to its starting position.

The control panels were defined by painting the baseboard edges. Blue = UP; red = DOWN; green = MAIN. These can be seen in the timetable (left).

SEQUENCE START AND FINISH OF TRAIN LOCATIONS			MOVE 1	MOVE 2
1	EMPTY	FOR CL37 + BALLAST	101	121A
2	CL20 + CEMENT TANKS	OK	104A	104C
3	2 X CL 25 + 40 T OIL TANKS	OK	122	127
4	DOWN STEAM SPECIAL	OK	113	115A
SWANSEA				
Spur	CL 101 DMU 3 CAR	OK	107	107A
5	CL25 SWANSEA-HEREFORDLOCAL 5 COACH TRAIN	NO MOVE		
6	CL25 SWANSEA-HEREFORDLOCAL 5 COACH TRAIN	OK	112	125B
7	CL 40 + MIXED FREIGHT	OK	101A	
8	CL 47 + PARCELS - MANCHESTER TO BRISTOL	OK	104B	
9	CL40 + FREIGHT	OK	105A	
10	CL 25 + CARDIFF-CREWE LOCAL 5 COACH TRAIN	OK	111	117
11	CL47 + MANCHESTER EXPRESS 7 COACHES	OK	102	125A
12	CL56 EWS +100T OIL TANKS	OK	109	
SHREWSBURY				
Spur	FOR CLASS 122		103	114
SHREWSBURY				
Spur	OK		107A	126
13	CL25 + CREWE - CARDIFF LOCAL 5 COACH	OK	116	
14	CL56 LOADHAUL+ SPEEDLINK FREIGHT TRAIN	OK	108	
15	CL37 + STEEL COILS	OK	110	120
16	UP STEAM SPECIAL	OK	106	
CL37 + BALLAST				
DOWN LOOP 2				

Almost to a man, we believe that if an exhibition visitor has paid hard-earned cash then the exhibitor has a duty to give value for money.

COMPROMISES

One drawback of choosing a location before having total knowledge of the layout was that the storage provision is equally divided between the two. In the case of the Central Wales Line and the Welsh Marches line this was never going to be the case. Over time, as there is scope to add more trains, this imbalance will become less noticeable. The other major compromise, particularly to those who know the line is that the original chosen directions of travel - Up and Down - are opposite to that of the prototype.

The first decision was to designate the spur sidings; that between roads 4 and 5 was named 'Swansea', which is the ultimate destination of the Central Wales Line. The other, between roads 12 and 13, is now known as 'Shrewsbury' (although it also doubles as 'Wenlock'). This latter has in-built isolation so that two trains can be accommodated.

The basis of the timetable is that each train moves and returns to the same storage road. The only exception being the DMU, which shuttles between Swansea and Shrewsbury spurs.

So where to begin? On past layouts it has proved to be a good ploy to have some stock on the front of the layout at the beginning of the running session. In this way even if things mysteriously go wrong behind the scenes there is something to keep the punter happy. In this instance we start with a ballast train on the rear loop and the Class 122 railcar in the bay platform.

The next step was to accommodate the factual passenger trains: the five/six coach Mk 1 stopping trains from Cardiff to Crewe and return, hauled in the first part of the 1980s by steam-heat Class 25's and later by Class 33s. There were at this time still through expresses to and from Manchester to the West Country. As we had additional capacity on the Central Wales Line we then invented a Swansea to Hereford movement, worked by Class 47 (we were reliably informed!). As well as the regular DMU movement noted previously we added the modeller's licence movement from Stokesay to Wenlock and return. We then added steam specials, which were a well-known feature of the line in the 1980s. In the Up direction we have a good representation of the 'Welsh Marches Pullman', whilst in the Down direction we have a Hereford to Swansea steam special with a prolonged stop at Stokesay so that a select band of passengers can take an additional

trip to Wenlock. This allows the locomotive to take water from a set of tanks stabled on the short siding from Down loop 2.

All of these have been complemented by various freight movements, some of which pass without stopping, namely a full load of 100t oil tanks; a mixed freight drawn by a Class 40; the Manchester-Bristol parcels; a Speedlink and another short freight train. Of the others, there are a few cement tanks returning to Central Wales, which stop so a 'hot box' can be checked; a full load of 40t oil tanks hauled by a pair of Class 25s which are held to allow passenger train movements and a mixed

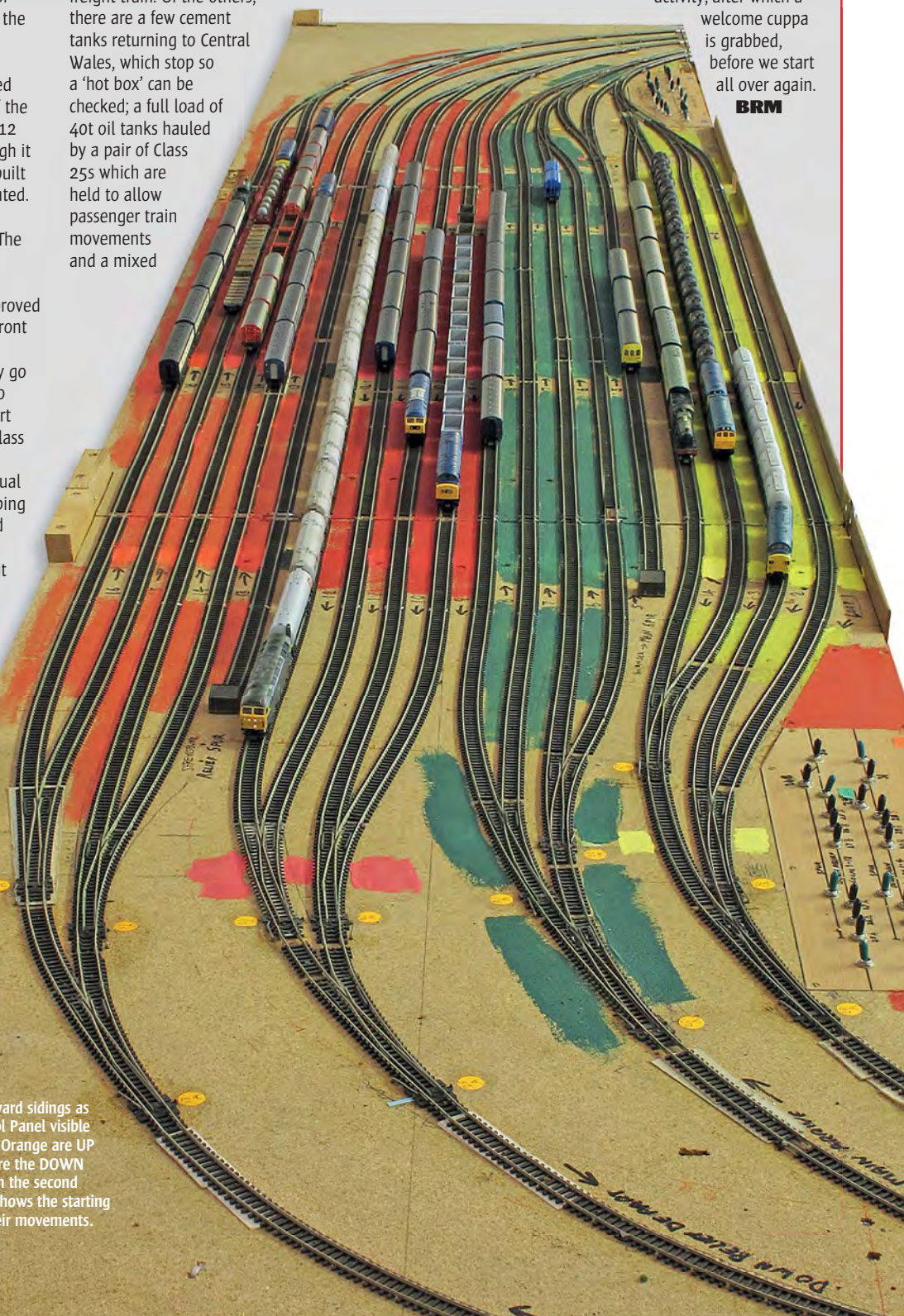
NEXT TIME: John Waite describes how he designed and built the platform 'bus shelters' using a widely available computer program.

load of steel coils and empty wagons on their way to Llanwern from Deeside.

All of this fills approximately one hour of activity, after which a welcome cuppa is grabbed, before we start all over again.

BRM

We further defined the fiddleyard sidings as shown, with the Down Control Panel visible in the foreground. Green and Orange are UP sidings and Yellow and Red are the DOWN sidings. These are mirrored on the second page of the timetable which shows the starting positions of the trains and their movements.



PRACTICAL
BRM



HOW TO MODEL...

A ROCK FACE CUTTING

Phil Parker explains how to get the best from an ingenious new Woodland Scenics product designed for making rocky landscapes.



WATCH

Phil demonstrate how to use Woodland Scenics' 'Shaper Sheet' on this month's free BRM DVD!

Rock faces are very handy on a model railway. While the prototype tried to avoid blasting its way through the countryside, we are often faced with a need to bring lumpy hillsides and flat trackbeds together and so a steep cutting is necessary. Producing a realistic model of one can be another matter altogether.

American modellers love their mountains and cliffs even more than we do, so it's no surprise to see a brand new product appear in the Woodland Scenics range to make life easier in this respect.

'Shaper Sheet' is an ingenious foil-backed cloth on a roll that can be bent and creased as required. The thick foil ensures it has strength and retains its shape.

Simply screwing a sheet up and then unfolding it will make a presentable cliff face. For those who really know their geology, it ought to be possible to poke and prod the sheets into recognisable rock faces.

Once shaped, the sheet is covered in plaster to provide a suitable surface for the paint and also to allow further sculpting as required. A plaster skin will remove the flexibility of the sheet, although some sort of supporting structure is necessary - the sheets are self-supporting, but aren't that strong.

The plaster can be sculpted easily with a dental pick or other sharp object. Experience shows that two or more layers of plaster make this easier as you need a bit of depth for the crevices to look right.

The following little project will test the materials mentioned and hopefully produce a neat diorama to display and photograph O gauge models.

With this in mind, I've chosen to represent a siding at the base of a cliff. The track is ballasted with fine stones that are a good representation of the sort of poor ballast employed on little-used sidings.

The finished model is 50cm long and just over 20cm tall. This leaves me with two-thirds of the roll of shaper sheet to play with, over half a box of plaster and nearly all the earth colour pigments - a pretty economical rock face. **BRM**

Scenic Materials

The following products were all supplied by Bachmann from the Woodland Scenics range. For the complete list of prices and UK stockists, visit www.bachmann.co.uk or www.woodlandscenics.com.

- **WC1 178 Shaper Sheet (9" x 72") - £11.00**
- **WC1 198 Carving Plaster (3.5lbs) - £9.25**
- **WC1 215 Earth Color Kit - £15.50**
- **WST1427 4" thick Polystyrene - £14.15**
- **WS1 91 Scenic Cement - £6.95**
- **WS1 90 Scenic Glue - £6.95**
- **Fine Ballast (choice of colours) - £9.95**
- **Static Grass - Wild Honey - £8.20**
- **Static Grass - Medium Green - £8.20**
- **Blended Turf (choice of colours) - £5.20**
- **Turf (choice of colours) - £5.20**
- **WL1 61 Lichen - Spring Green - £8.95**
- **WL1 63 Lichen - Medium Green - £8.95**

Note: Apart from the polystyrene sheet, most of the contents of these packs was left over at the end of the project and will be used on future scenic projects.

Here is the completed diorama - follow the step-by-step guide to how I went about making it overleaf.

This little project produces a neat diorama on which to practice and to display and photograph O gauge models.

TURN OVER FOR A STEP-BY-STEP GUIDE



PRACTICAL BRM



STEP-BY-STEP GUIDE



To support the rock face I carved up some 4" thick polystyrene. My Proxxon hot wire cutter made quick, and not too smelly, work of this. A bread knife or saw would work just as well, but be a lot messier.

A pretty basic shape is sufficient as all the fine detail is provided by the shaper sheet material and plaster.



To smooth the rock face a little and add some strata, I dragged a damp brush over the surface, trying to keep the lines horizontal. If you keep washing the bristles as you work the effect left is a lot like sandstone. Leave to dry overnight.



The Woodland Scenics' Earth Colors kit contains eight pigment bottles and a foam brush.



Finally, shading is provided with a wash of black. If the result looks too dark, spray the area with salty water and the paint fades.



The Peco O gauge track was ballasted with fine grey ballast. I found that simply tapping the rails was enough to settle it in place with only a little to brush off the sleeper tops.



Undiluted Scenic Cement is ideal for fixing the ballast in place, but I found that despite the wetting agents within it, a drop of washing up liquid was needed to reduce the surface tension.



The ballast looked too clean for a siding so I worked brown emulsion paint, slightly thinned, into it. Just splodge the colours around randomly and let them mix. If newer ballast is your aim then the Earth Colors will be enough to tint the stones.



A mix of two colours of electrostatic grass covered the ground surfaces. On its own, the green is too strong but mixed with varying amounts of beige, the result is more varied and natural.



The finishing touch was some water in the gully between the track and cliff face. A few drops of Ronseal Yacht varnish was enough for this.



Shaper Sheet is a foil-backed cloth material. Simply cut a length slightly longer than required, screw it up and then flatten it out again. The sheet is then bent over the polystyrene and fixed with 'No More Nails' PVA glue.



Although you can use the cloth surface on its own, the best idea is to cover it with WS Carving Plaster. This needs to be mixed well before using. I aimed for a texture akin to double cream - thick, but spreadable.



Junk mail often includes flexible plastic cards which I hang on to for jobs like this. Any flexible plastic will do though and scrapers can be cut from waste packing material.



Before use, the pigments have to be thinned in water. One part pigment to 15 to 30 parts water is about right. More water just results in a lighter colour.



Pick a couple of base colours; raw umber and slate grey in this case, and dab them randomly over the rock surface letting the colours run and blend on the plaster.



Once dry, the rock face should be sealed with Scenic Cement sprayed from a hand pump or airbrush. I used an empty shower cleaner spray bottle that had been well washed out.



Lichen is a natural product that has fallen out of favour in recent years. But, it's still good stuff and great for model bushes. Just tear off suitably sized clumps from the larger lump.



A dab of Scenic Glue or PVA was enough to hold the bushes in place at the foot of the cliff.



A squirt of hair lacquer followed by a sprinkle of flock powder finished the job. I used a mix of Blended Turf and Turf on the diorama. A restrained palette of colours looks more natural.

THE VERDICT: A few hours work and some careful scenic detailing results in a convincing rock face. The Scenic Shaper sheet is relatively easy to use and can give you a good head start with hard landscaping features.

THE END RESULT



LAYOUT FOCUS

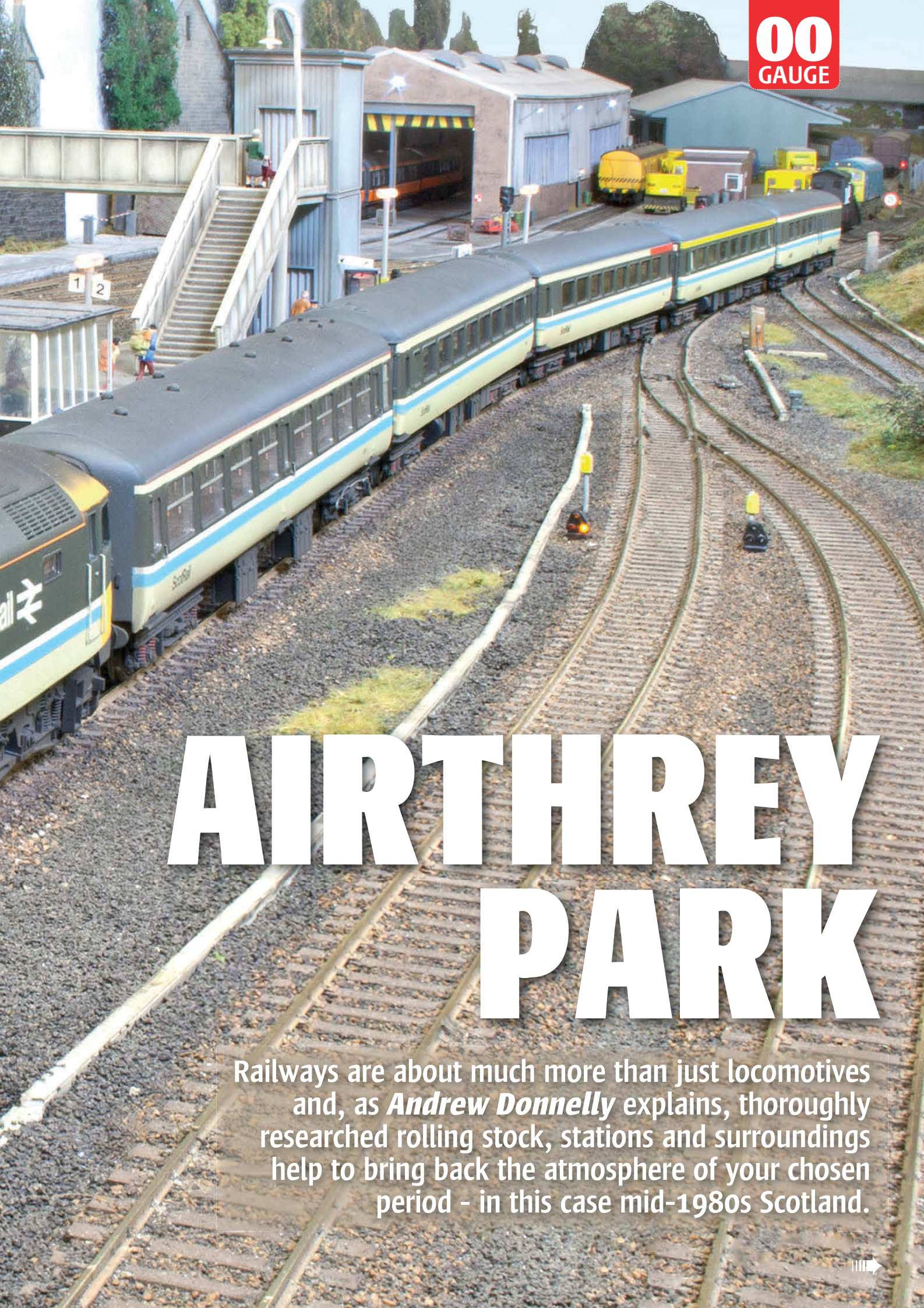
FACT FILE

- **Layout Name:** Airthrey Park
- **Scale/Gauge:** 4mm:1ft scale, 16.5mm gauge OO
- **Size:** 24' 7" x 2' 0" (7.5m x 0.6m)
- **Era:** Mid-1980s
- **Location:** Stirling area
- **Layout Type:** Fiddleyard to terminus
- **Power/Control:** Lenz DCC
- **Words:** Andrew Donnelly
- **Photography:** Nigel Burkin



1

One of our signature trains is the ScotRail Express push-pull set, formed of five Mk 2 vehicles; two TSOs, a TSO(T) mini-buffet, an FO and a DBSO powered by 47 711 Greyfriars Bobby and run as a fixed formation. As seen in this image, the '47' is always positioned at the 'country' end of the layout, thus giving maximum thrash potential as it pushes the formation off to the fiddleyard. For DCC operation, the locomotive is paired in multiple with the DBSO and the Kadee coupling end of the locomotive has its lights disconnected as they would never need to be in use.



00
GAUGE

AIRTHREY PARK

Railways are about much more than just locomotives and, as **Andrew Donnelly** explains, thoroughly researched rolling stock, stations and surroundings help to bring back the atmosphere of your chosen period - in this case mid-1980s Scotland.





Above The transit shed was added when an extra board was inserted to give a longer run out of the station and greater justification for running trip freights. Local pilot 08630 shunts a Heljan Cargowagon into the unloading bay and will return with the VDA van on the right. The shed itself has a concrete base and sheet metal structure, all built up around a PVC foam shell clad in Plastikard sheeting. The excellent security fencing is a PH Designs etched brass product.

Behind every good layout, there should be a clear concept as to what we are trying to achieve as modellers. Naturally those objectives will be different for each of us, given restraints on space, budget or time, for example. For me, the concept behind 'Airthrey Park' has always been clear, namely to develop a high-standard modern image layout to recall the halcyon days of the mid-1980s in Scotland, allowing me to operate and exhibit the stock which I so enjoy preparing.

The logic behind 'AP', as the layout is normally known, is that it is the terminus of a short branch serving Stirling University, which lies a few miles to the north of Stirling and where I studied for my first degree in the 1990s. The name comes from the university's medical centre. This background gives justification to the traffic that can be operated, with passenger services to Glasgow and Edinburgh and mail and sleeper services extended from Stirling. Freight trip workings serve the transit shed and depot. Given the number of terminating services, it would be natural for AP to replace servicing facilities at Stirling, so a small locomotive and DMU maintenance depot and fuel point feature, along with coaching stock sidings.

Both the layout and stock that operate on it have benefitted from developments over the last decade or so, with DCC operation and sound-fitted stock. Given that my main interest is in the building, detailing and repainting of almost any kind of stock, turnover of the fleet reflects the improving quality and variation of RTR products and kits, as well as (I hope!), my own developing abilities.

BACKGROUND

'Airthrey Park' started life back in 2001, initially constructed within the size restraints of the garage



of my home at the time in Porto, northern Portugal. The aim was largely just to house my model fleet, with baseboards, tracklaying and some basic scenery completed before the layout was moved to the UK in 2003. Whilst my principal interest is rolling stock my father, Malcolm, is undoubtedly the scenic specialist and it is he who has completed all of the track, ballasting, buildings, scenic works and overall features to a very high

standard. He was assisted in completing the layout by Jeff Paterson (baseboards), Jim Reid (DCC wiring) and Simon Barratt at Stirling & Clackmannanshire Model Railway Club, with the initial exhibition appearance coming at Ayr in September 2007.

Since then, the layout has made a couple of exhibition appearances each year, mostly in Scotland as well as a few in England, highlighting the interest in modelling the

Behind every good layout, there should be a clear concept as to what we are trying to achieve as modellers.



The island platform just has a period bus stop-style shelter and a few bench seats. A group of students await their train as Railfreight grey 26010 trundles off the depot. This model has had its bogies rebuilt to include tapered footsteps and leaf spring suspension units as opposed to coil springs, with the leaf spring units being taken from Hornby Hymek bogies. All other Heljan BRCWs have had their bogies modified, with the coil spring units cut off from the main frame and reattached set further inwards, giving a greater depth to the bogies.

KEY DETAILS CREATING THE LOOK

On any layout, the smaller details are just as important as the main structures, making a significant contribution to the overall feeling and look of the scene. Given this, suitable signage was created for the station platforms, entrances and around the depot as well as adding other details such as signal cable trunking. Care has been taken to install various figures on the station platform, whilst the lack of staff around the depot and fuelling points is notable, a fact supported by hundreds of prototypical depot photographs in which no-one appears. Presumably the staff tearoom is crowded as a result! Similar attention has been given to the selection and location of suitable period vehicles positioned at places around the layout. In a similar vein, various lighting units from Express Models were installed where suitable and subtle illumination was required, including the depot building interior along with exterior lights along the main walls. Signals and ground signals, all from the Traintronics range, were also installed with these being manually controlled from the main panel.





Amongst the active locomotives and departmental stock, the stabling roads alongside the depot normally house the resident 'Dead Rat' 25028, the prototype of which was dumped for many years at Polmadie in Glasgow. Based on an old Hornby model, it has a good few panels and windows missing, whilst the faded blue paintwork was done by whitening the normal Railmatch BR blue, then various washes of a weak solution of white paint and thinner plus other rust and oily patches. The Leyland lorry is loaded with a Jim Reid model of a Permaquip Permaclipper, allocated to Glasgow North Track Renewals based at Shettleston.

Scottish rail scene during this classic period. Given the logistics of me attending shows, having lived in Lisbon for the past ten years, over-exposure of AP at exhibitions has never been an issue and it remains a popular at shows.

I must note that much of my enthusiasm for this era comes from my friendship with the late Andrew Elliott, a regular contributor to railway modelling magazines from the late-1980s onwards and to whom the layout is dedicated. Andy encouraged me to start detailing and repainting my stock and whilst we collaborated on many projects, his sad passing in 2006 meant that he could not appreciate the work that he has inspired.

GETTING THE BASICS RIGHT

AP features six 'four-by-two' boards, giving an overall size of 7.5m x 0.6m, with four scenic sections and two fiddleyard boards, forming three pairs of boards which can be bolted together for storage and transport. This is not the original format, as longer fiddleyard boards were constructed after the move to the UK and an additional scenic section added in 2010, housing the freight transit shed and giving greater space around the depot area.

Peco Code 75 track and points are used, with track ballasted using a mix of fine ballast and cinders from the Woodland Scenics range, after wiring had been installed. Of note are the points, all of which have had reliability improvements undertaken, namely the common crossing (frog) being insulated on all four rails, being fed by power from a microswitch fitted to the point motor.

To maintain current continuity, mainly due to the ingress of dirt or dust between the rail/plates, three wires are soldered across the hinge by the point heel rail onto the stock rail. In addition, point blades are electrically bonded with the stock rails to eliminate short circuits, frequently caused by out-of-gauge wheelsets touching both simultaneously. Such improvements are important, especially with the Class 08 shunters which otherwise have a tendency to become gapped on imperfect points. Traditional DC wiring and control is used for points, signals and lighting with a conventional operator's control panel behind the layout.

From the outset, the layout has been wired for DCC operation, using a Lenz TR150 power supply and LH100 handsets, making the most of the greater operational flexibility and significant developments in DCC sound over the last decade.

A layout such as AP really highlights the benefits from DCC, where the 'close-up sound environment' can be appreciated, given the multitude of shunting operations and locomotive start-ups. Indeed, so that operators can appreciate the experience, additional DCC controller sockets are fitted on the layout front, using an 'Xpressnet' loom linked to the base control panel. This also permits greater interaction with viewers at shows, allowing conversation and discussion as opposed to shouting from behind the layout, which is partly hidden behind the lighting pelmet.

More practically, given that the three-link or screw couplings on locomotives and stock are actually used to haul trains, hooking on and off is considerably easier from the layout front. At shows, one operator usually acts as controller, setting routes and signals from the main panel, along with two drivers, each with a DCC handset for running trains on the scenic section. A fourth operator is normally given responsibility for the fiddleyard, preparing and marshalling trains, testing stock or cleaning wheels, in between fetching coffee for the other operators!

The maintenance shed is the flagship structure, and it even caught the eye of Hornby which used it as inspiration for one of its 'Skaledale' diesel sheds! Whilst not an exact copy, it takes its concept and many features from Haymarket depot servicing shed in Edinburgh. The shed is long enough to accommodate a three-car DMU or a trio of locomotives on each of the two roads, with additional stabling space either side.

These two stabling sidings are often used for departmental stock, such as snowploughs, a breakdown tool van or a variety of On-Track Plant, produced by Jim Reid. The addition of an extra scenic board allowed inclusion of a new depot amenity block and freight transit shed in a matching architectural style to the main depot building.



The twin-road fuelling point and adjacent oil storage tanks use elements of the prototypes from Ayr and Inverness and have sufficient clearance for both locomotives and DMUs to be refuelled. Access between depot and fuel point is via a separate loop to that which surrounds the station island platform, thus interest can be maintained at shows with locomotives moving around the depot area, whilst trains arrive or depart from the platform lines. To the front of the platform lines are two DMU and coaching stock stabling sidings, along with a short siding in which the station pilot usually resides.

BUILDINGS

The main buildings were built using my father's individual, but highly effective methods based on expanded rigid PVC plastic sheet of varying thicknesses of up to 5mm. These basic frames were then decorated with patterned Slater's Plastikard and Wills material sheets for the walls and roofs, with windows and doors then cut out of the assembled shells. Evergreen styrene strip and sheet were used for windows and doors as well as other features such as guttering and handrails. Given access was needed to some building interiors, for subsequent installation of lighting for example, roofs were built as separate units for the larger buildings, again using Slater's corrugated sheet on a foam PVC structure. Final finishing in the case of flat roofs used a coat of fine cinder scatter material or tile grout to replicate rough bitumen, before being fixed to the walls once any internal details had been added.

For the station platforms, PVC foam was used to form the edges, with each 'block' made by scoring marks into the soft foam material. The various elements of the



Haymarket's dual-braked 26029 trundles into the platform loop with an engineers train formed of kit-built 'Grampus' wagons. Noticeable in the background is the low relief backscene featuring different layers and depths of retaining walls, buildings and trees to give a convincing 3-D effect.

footbridge and lift tower were built using Plastikard, along with Evergreen styrene strip for the bridge panelling effects plus Slater's corrugated sheet for the tower. A similar method was used for the section of roadbridge which forms the scenic break to the fiddleyard, with a coating of light grey ceramic tile grout applied to re-create the concrete surfaces, weathered with diluted washes of watercolour paints.

Elsewhere, to create varying degrees of surface roughness, fine cinders scatter material and grey tile grout were applied to the station platform surface and roads, whilst all finished surfaces then had several colour washes applied, using a mix of brown, grey and black where appropriate. In order to produce that prototypical, weathered appearance, a range of weathering powders were applied to all of the buildings, roads and other



6

A very unusual prototype in the AP fleet is Class 150/0 Sprinter, 150 001. The DMU uses two Bachmann Class 150s as donors, one of each sub-class, to obtain the necessary sections required to assemble the complete set. The work done on the unit justifies a whole article in itself (see Nigel Burkin's article on modelling it in N gauge in February 2015 BRM). A whole host of alterations need to be done, but the result is an eye-catching model that creates much comment at shows. The unit has one powered car, DCC sound and is fitted with Kadee couplings to allow multiple working.





The two-road fuelling point is roughly based on one at Ayr, being constructed from Plastikard girders and corrugated sheet. The adjacent oil tanks are adapted from the Knightwing kit, from which several parts were used to kit-bash the fuel pumps and piping, hidden inside the shed behind the '26' in this view. A single fuelling point, based on that at Inverness, positioned further up one of the sidings, allows both power cars of DMUs to be fuelled simultaneously. In this view, the shed is occupied by a pair of Class 20s and 26040, one of the few examples with a single headlight, which for the model, was obtained from a Cararama Mini!





8

One of the many BRCW Type 2s inhabiting AP is 27025, an example originally delivered to Thornaby for freight work and never fitted with a steam-heat boiler. It was one of the last to receive a Heavy General overhaul in 1984, which along with its dual brakes, meant it lasted right to the end of the class on BR. A regular duty during these last few years would have been air-braked Speedlink workings. Shunting completed and following the arrival of a passenger service, 27025 is ready to depart for Mossend. The model is based on the Heljan non-boilered release, with improved and repainted cab fronts and fitted with Lazerglaze glazing. The scratchbuilt footbridge is shown to advantage in this view, along with the utilitarian lift tower to the island platform.

features, whilst both the ballast and surrounding ground around the fuelling and stabling points required a wash of matt black paint to represent deposits of oil.

MOTIVE POWER

The dateline is set on 1985/86, so both the motive power and rolling stock reflects what could reasonably have been expected to run in central Scotland at the time. Most of the locomotives, units and coaching stock are my own work, accompanied by some excellent kit-built wagons from Simon Barratt, who also fitted sound decoders and speakers, along with an eclectic mix of engineering stock produced by Jim Reid.

The selection of locomotives includes many personal favourites which fit into the time period and bring back memories of particular events or journeys. All stock has full bufferbeam detailing with working three-link or screw-link couplings, wire handrails, roof fans, flush glazing, windscreen wipers and such like, with full repaints and appropriate weathering, applied with an airbrush, dry-brushing or weathering powders. All of the locomotives and units have ESU Loksound

decoders, either V3.5 or V4.0, with South West Digital or LegomanBiffo programming, unless noted.

The Class 08 depot pilots are based on factory sound-fitted Hornby examples, with the chips reblown. It's not easy to fit sound to '08s', hence the use of factory equipped examples, with bodies exchanged with non-sound examples to obtain the correct arrangement of tool boxes and cab doors. Generally to be found stabled outside the depot is former Markinch inmate, 06003, the only Andrew Barclay Class 06 survivor.

A couple of pairs of Bachmann Class 20s feature, all with sound chips reblown by Howes of Oxford, which are considered to be the best, especially for slow speed running and shunting. The disc headcode pair are based on Bachmann's 20028, with Scottish-style deeper cabside windows, but with the cabside tablet catcher recesses filled in, whilst oddball 20228 is depicted with its rebuilt nose-end without headcode box. Various unrefurbished and refurbished examples of newer Bachmann Class 37 releases include such classic machines as Eastfield's 37012 *Loch Rannoch* and 37188 *Jimmy Shand*.

Locos with ESU v4.0 decoders and LegomanBiffo

programming include an excellent function for the Spirax air valves 'clicking' off – anyone who has wandered around a depot full of stabled diesels will know exactly this sound and the atmosphere created inside an otherwise quiet shed environment!

One subject which frequently comes up for discussion is the use of Heljan Class 47s on AP. Discussion as to the best '47' model is a well-exercised debate on forums, but for me, the Heljan example captures the prototype look much better than the others available, even if some improvements are required such as etched roof fans and the body width issue. The fleet is currently being upgraded with Shawplan/Extreme Etchings cab front window surrounds, along with Laserglaze side windows, with the original glazing retained on the cab front windows. The locomotives modelled cover the kaleidoscope of liveries prevalent in 1985/86, from standard blue to ScotRail, plus a few oddities.

Without doubt the most popular locos on AP are our Heljan Class 26s and 27s, which even in 1985/86 still played a significant role on Scotland's railways. Virtually every variation is covered, including a trio of

Those sound-fitted Class 26s and 27s create what is definitely the AP soundtrack - namely Sulzer 6LDA engines chuntering away happily!



derived Class 120 set and a BRCW Class 104 converted from a Hornby Class 110, produced by Andy Elliott. The '120' is a former Inverness set with extended van area and the three-car '104' set features a rare Trailer Brake Second (TBS) sandwiched between two DMSL vehicles. Ironically, the DMSL vehicles are both unpowered, with the centre trailer car housing a modified Bachmann Class 108 power unit in the van area.

Given the various spare Bachmann vehicles, a scratch set can also be made up, featuring a Class 105 DMBS in combination with a '107' centre car and any type of DMSL vehicle available. The Ayr depot fire and Class 107 axle crisis led to ScotRail to deploy any and every type of DMU vehicle it could obtain during much of 1986, including Class 104s, 105s and 120s, something which we can replicate on AP with ease, given DMU sets are fitted with intermediate Kadée couplings. Several more oddball units also feature, such as an MTK-derived Class 140 railbus and Test Car *Iris*, the RTC's Derby Lightweight railcar, whilst the most recent addition to the fleet is three-car prototype Sprinter 150 001, which ran trials in Scotland during 1985/86.

Most coaches and wagons are detailed and weathered RTR items, supplemented by kit or scratchbuilt wagons, all of which have been suitably dirtied, loaded and re-wheeled as required. Mixed parcels rakes feature

Bachmann Mk 1 BGs and GUVs along with kit-built ex-SR CCTs and BGs plus a Travelling Post Office set using a single Hurst models sorting van. The ScotRail push-pull set is formed of a much-modified and improved DC Kits Mk 2f DBSO, accompanied by repainted and detailed Dapol Mk 2d stock and the odd air-braked Mk 2z TSO.

A range of air-braked freight stock serves the transit shed and depot, whilst almost anything departmental can justifiably appear, but there are no fixed rakes or regular workings. Departmental stock includes a BTU breakdown coach, Britannia Pacific ZV snowploughs along with any of Jim Reid's excellent fleet of On-Track Plant.

MISSION ACCOMPLISHED?

As with most layouts, AP probably cannot ever be regarded as complete. That said, I think that the objective of creating a high-quality layout of the mid-1980s Scottish Region scene has been successfully accomplished, especially given the positive comments and feedback received wherever AP has been exhibited. Finally, and no less important, is recognition for all of those who have assisted with completing the layout and exhibiting AP at various shows over the last few years. The layout has built up a nice group of followers and friends with a similar interest in modelling the Scottish rail scene and I look forward to the next exhibition outing. **BRM**

KEY DETAILS WORKING WITH DCC



unrefurbished disc-fitted '26s' based on the first releases, each heavily rebuilt to bring them up to mid-1980s state with tablet catcher recesses and cab door windows plated over. The last unrefurbished '26/1s' just lasted into 1986, so could just be seen alongside the first Class 37/4s in traffic, whilst the refurbished Class 26s include both '26/0' and '26/1' variants.

The Class 27 fleet has also undergone improvements to the cab fronts and underframe tanks, especially on the '27/1' former push-pull examples, whilst a more drastic rebuild was undertaken on former ETH-fitted 27059, with extra bodyside and roof grilles, underframe trunking and modified fuel tanks. These sound-fitted fleets create what is definitely the AP soundtrack - namely Sulzer 6LDA engines chuntering away happily!

UNITS & ROLLING STOCK

Popular as the locomotives are, DMUs are just as important to any ScR layout set in the mid-1980s. Our fleet includes a pair of three-car Class 107s, based on the Bachmann Class 108 with the DMBS cars rebuilt with the correct door and window arrangement on the guard's section. This was accomplished by cutting out a section of each side incorporating the guard's door and one window, then re-inserting it on the opposite side. Admittedly, it is not easy to successfully re-insert the sections and obtain a smooth finish, but like most jobs, it can be done with a bit of skill and patience; the reward being that you have a correct Class 107 and not a '108' imposter!

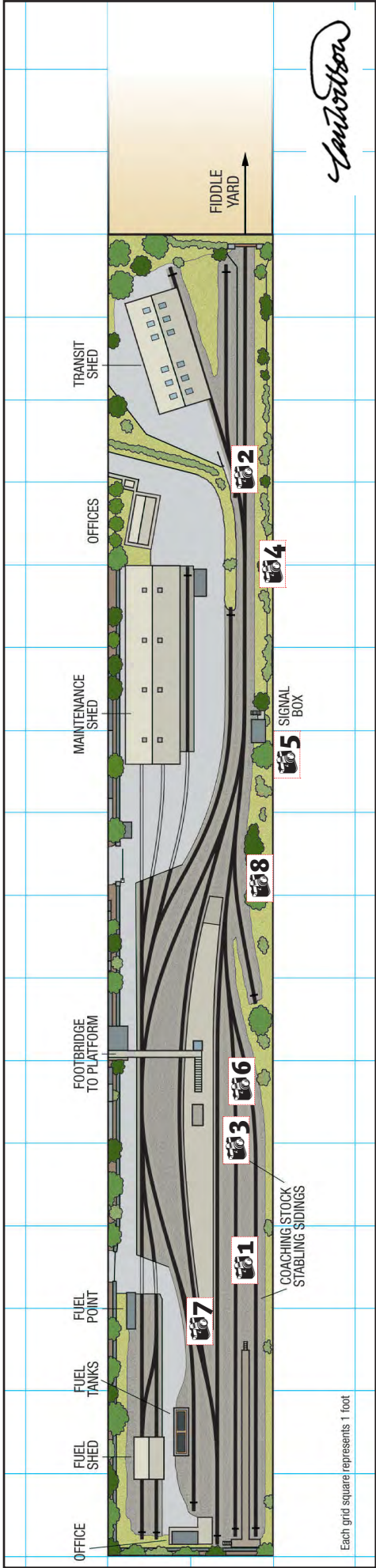
Also used are a Lima/Hornby Class 101, DC Kits

Experience of using DCC sound has led to a range of improvements in terms of speakers, whilst improved program tracks provided by Bryan Robertson have replaced older or factory versions. Factory sound projects are often too fast for generally low speed operations which feature on AP, so modifications to CV settings for start/stop/acceleration have been made so that locomotives and units move off more slowly and accelerate more like the real thing. In addition, bigger and better speakers have been fitted where possible, with DCC Supplies bass enhanced and bass reflex speakers being used in many models. Another tip is to always seal the back of a speaker, with Butyl 'Blak-Tak' being an ideal substance, combined with noting the acoustics of each type of model. For example, some locomotives produce better effects with speakers positioned to project sound upwards, such as Heljan Class 47s, whereas others are better captured by downward mounted speakers.

Good preparation of locomotives and stock before shows is also essential, especially with many new models seeming to suffer from an excess of factory-applied grease and insufficient contacts between pick-ups and wheelsets. Normally, when locomotives are being sound-fitted the opportunity is taken to strip down the bogies, base plates and wheelsets to allow degreasing of the gear train and wheelsets using methylated spirit.

LAYOUT FOCUS

AIRTHREY PARK



One of the pair of resident ZZV snowploughs is often housed in the fuel shed headshunt. The model is a lightly modified Britannia Pacific example, fitted with brake pipes and couplings at the 'blunt' end to allow it to be hauled around. In the foreground is a Broken Rail Emergency Vehicle (BREV), a unique vehicle allocated to the Glasgow North Civil Engineers area. Malcolm Donnelly's scratchbuilt amenity block for fueling point staff completes the scene, along with a period Ford Capri.



One vehicle which, understandably, received extra attention was Mk 2f DBSO 9701. It is a much modified and improved DC kit conversion, fitted with an adapted Express Models Class 67 lighting kit, enlarged and reshaped front windows, new lighting units, RCH cables and gangway cover plate added, along with a revised horn grille and etched brass deflector plate below the bufferbeam. A radio pod was also added whilst the cabside and guard's door windows were also altered, along with modifications to the steps, both on the body and bogies.

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MODEL THE NEW-BUILD P2



A standard RTR Hornby Railroad P2 'out of the box'. This model was reviewed in the December 2013 issue of **BRM**.

Howard Smith embarks on a model transformation to raise funds for the new-build P2 class locomotive. And, you'll be able to buy it.

Rome wasn't built in a day goes the proverb, and neither is a brand-new steam locomotive. Having successfully campaigned for, funded and built Pacific A1 class *Tornado*, the very same team behind its creation is now not only operating *Tornado*, but has turned its attention to resurrect another LNER locomotive design from the past.

The P2 Steam Locomotive Company plans to build a brand-new member of the extinct P2 class.

And, work to build locomotive number seven of the once six-strong P2 class has already begun. To date, the frames have been cut and assembled, and the wheels have been cast too.

The project is certainly in the hands of a capable team with a successful track record, but, like all projects on such a monumental scale, they cost money, and a fair amount of it! The total cost to get P2 No. 2007 *Prince of Wales* built and operational is an estimated £5m - and the majority will be raised via generous donations from members of the public.

Time is of the essence too - *Tornado* took 18 years to build, and some who donated never got to see it run. Every little amount of money raised helps.

This got me thinking. If I create a super-detailed OO gauge model of *Prince of Wales*, we'll hold our very own **BRM** sealed bid auction. The winning bidder becomes the owner of a new model and all proceeds from the auction will be donated to the P2 project. The higher the bid, the more money the P2 Steam Locomotive Company will receive, and the real locomotive will exist just that little bit sooner.



Left A rear view of the Hornby P2, minus its tender reveals the plain cab interior with unpainted gauges. This needs decorating and a crew. More importantly though, if you look beneath the frames, the wheels on the pony truck are flangeless. They have to go, and whilst I'm at it, I'll replace all the wheels with some that have the correct all-steel tyre depth.

Right Good, but could be better. The front of the Railroad Hornby P2 is loosely detailed, but lacks the level of finesse that I'm after. Areas such as the handrails, smokebox dart and lamp brackets are all moulded into the smokebox door. I want this model of *Prince of Wales* to stand out and look better than a standard 'out of the box' model, so I've sourced some superior brass equivalents.



WHY START WITH THE HORNBY RAILROAD P2?

Quite simply put, there isn't a great deal wrong with the P2 offering from Hornby.

The 'Railroad' version as seen above doesn't sport all the 'bells and whistles' of its main range cousin and lacks the extra lining, but its overall dimensions are accurate and it so happens that we had one in the **BRM** model store cupboard.

Given that there is a bit of chopping and modifying, plus a full re-paint, it'll make the build cheaper, without compromising on running quality.

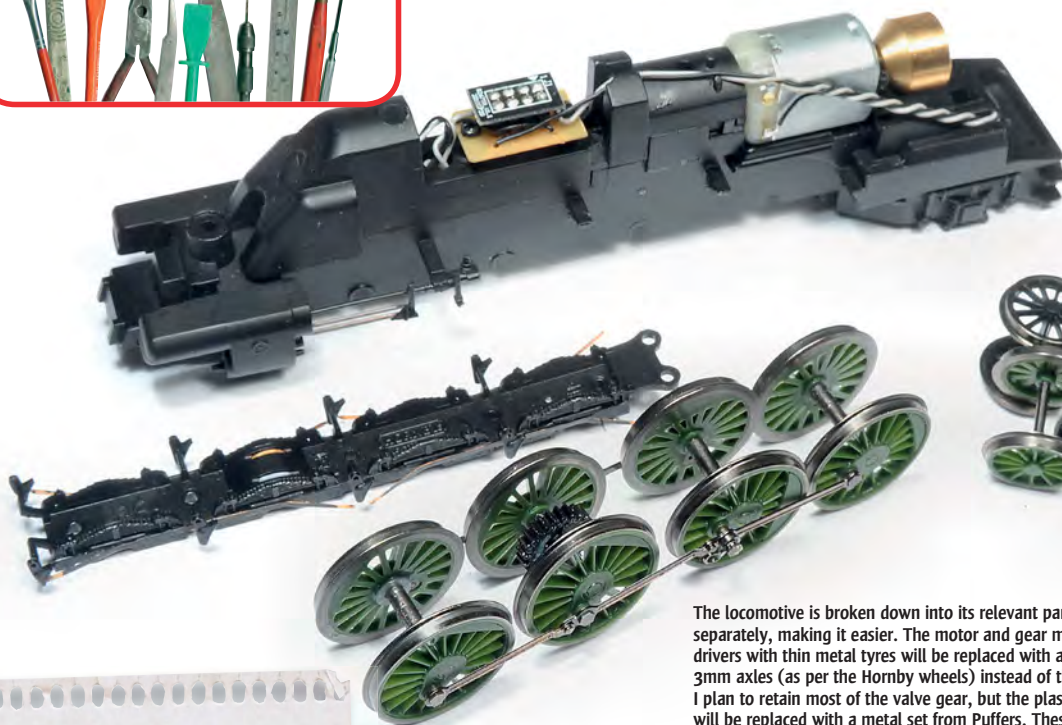
I think it's the perfect starting point for the basis of a very nice model - a rough stone just waiting to be polished!

The P2 Locomotive Trust plans to use the same type of tender with *Prince of Wales* as they did with *Tornado* for several good reasons. This side-by-side comparison shot shows the differences between the Hornby tender supplied with P2 *Cock o' the North* (seen left) and the tender fitted to its model of A1 *Tornado* (right). Hornby kindly supplied the new tender required for this project.

TURN OVER FOR A STEP-BY-STEP GUIDE ➡



THE CHASSIS



The locomotive is broken down into its relevant parts, each of which can be worked on separately, making it easier. The motor and gear mechanism are retained, but the 6' 2" drivers with thin metal tyres will be replaced with a set from Alan Gibson, custom made on 3mm axles (as per the Hornby wheels) instead of the usual 1/8".

I plan to retain most of the valve gear, but the plastic parts such as the Lenz valve gear rod will be replaced with a metal set from Puffers. These are no longer available, but I managed to source a pair from Tony Wright.

The 'TO DO' list

- Separate body from chassis
- Swap P2 tender for A1 tender
- Remove moulded handrails from tender and locomotive body
- Commission new wheels
- Make new handrails
- Obtain a set of nameplates
- Fit new hoses and couplings
- Replace plastic valvegear
- Detail and paint the cab interior
- Fit sprung buffers
- Repaint the locomotive
- Add real coal to the tender
- Paint and fit a cab crew
- Add lamps and a whistle
- Line the locomotive
- Fit a cab/tender roof cover
- Find a suitable presentation box

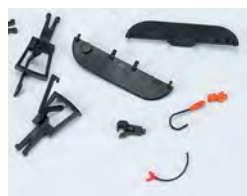
When embarking on a project I usually put one of these lists together. I find it helps calculate both the cost and time that I'm prepared to dedicate to it. It's all too easy to get carried away and overspend!

THE BODY



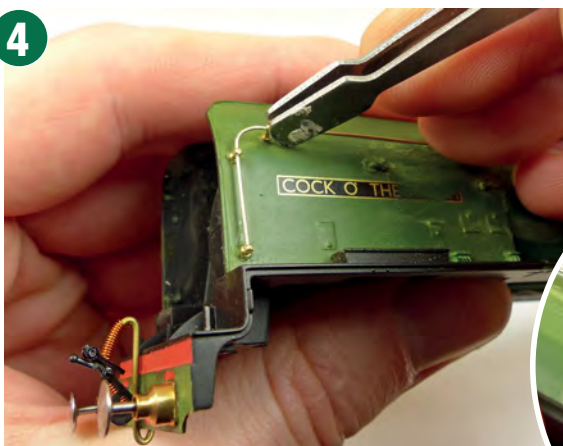
Above The moulded handrails to the rear of the tender and locomotive have been removed and replaced with much better brass equivalents. These can be sourced from a variety of suppliers, Nairnshire Modelling Supplies, Eileen's Emporium or Markits for example. Removal of unwanted plastic is quick with a scalpel, but use it very carefully to avoid damaging the surrounding plastic and always cut away from you.

Left The vacuum hoses were carefully removed and replaced with a pair of brass and phosphor bronze items. In addition, air hoses are also fitted as per *Tornado*, an essential item for main line running in the 21st century. I use surplus air hoses supplied with RTR diesel models in an accessory bag.

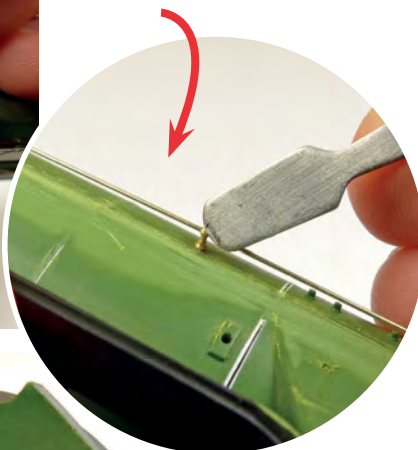




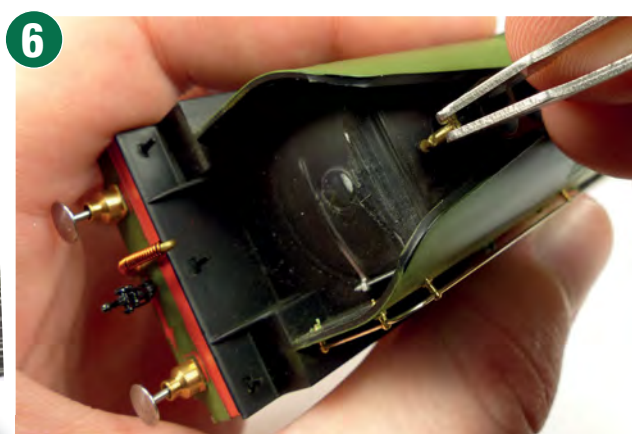
Once the old plastic and moulded handrails are removed, new holes are drilled with a miniature pin vice. It's a precaution more than anything else - one slip with an electric drill could ruin the side of the locomotive.



New brass handrails are installed. The handrail knobs are an interference fit, meaning that they are forced into the holes to fit. Before finally gluing them in place, I check the alignment to make sure that the rail is perfectly horizontal.



The handrail knobs are superglued from the rear. This avoids getting any onto the visible surface of the locomotive, which will have to be either removed before painting commences, or worse still, left unnoticed until the paint is applied. I'm not keen on supergluing parts and much prefer soldering them into place, but a plastic body leaves us no choice.



Nothing emulates brass parts as well as real brass itself. The plastic whistle on the Hornby model is ousted and replaced with this item from DMR Products. A 2mm diameter hole is drilled with a pin vice to fit the new replacement. Once the rest of the locomotive has been painted, it'll polish up nicely.

DETAILING THE CAB

The number of detailed and weathered locomotives that run on layouts without a crew is surprising. It's a simple process and yet one that's often overlooked. Good figures really help to set a model off. This nice whitmetal locomotive crew from Dart Castings (ref: MSV21) is perfect. One figure is perched on the window ledge, whilst the other is captured leaning out, looking down at the track. Two coal shovels are also supplied.



SEE MORE ON YOUR FREE DVD

Discover more about The P2 Locomotive Trust's project and what changes I'll need to make to this model on the 'BRM TV' DVD programme with this issue.



LOOK OUT FOR PART 2...

The conversion project is now well underway. In the May issue of **BRM**, you'll be able to read Part 2, when the new wheelsets are fitted, a set of nameplates is commissioned, and the locomotive is painted. Look out for it in shops from 9th April.

LOCOMOTIVE PROFILE: LNER P2 2-8-2

William Ascough of the LNER Study Circle chronicles the short, but eventful lives of these magnificent Gresley 'Mikados'.

Herbert Nigel Gresley designed his A1 'Pacifics' in 1922; by 1928 these locomotives had proven a great success, enabling the LNER to accelerate its schedules and run heavier express trains between London and Edinburgh. However, the loads they could command further northwards were limited. Accordingly, attention turned to the design of

a locomotive to specifically meet the requirements of the Edinburgh-Aberdeen route, able to haul 530ton expresses without assistance.

The resulting design emerged from Doncaster Works in May 1934. It was a magnificent 2-8-2 given the evocative name *Cock o' the North* and numbered 2001 in commemoration of the first British express passenger 4-6-0, built for the North Eastern Railway in 1899.

The new locomotive was classified P2 by the LNER and introduced to the nation in a blaze of publicity as the most powerful express locomotive in Great Britain. The new design had been developed from the 'Pacifics' using a larger boiler and firebox but retaining the three-cylinder Gresley arrangement. No. 2001 also incorporated several innovative features including a double blastpipe of the Kylchap type, an ACFI feed water





Original No. 2001 *Cock o' the North* showing deep cab cut out and high-sided tender on spoked wheels



Original P2/1 No. 2001
Cock o' the North at King's Cross.

heater and Lentz poppet valves driven by a rotary cam valve gear shaft from the second driving axle.

It was also fitted with smoke deflectors integral with the front of the boiler giving it a modern, almost European appearance which had been developed following wind tunnel experiments.

After running in Scotland for a week it came back south for trials and testing on the Great Northern (GN) main line where it stayed until the end of July 1934 when it went back north, to work between Edinburgh and Dundee. Due to the many innovations in the design, a number of problems arose. Adjustments were made to the blastpipe tops but the problems were not fully resolved. It was then decided to send the locomotive to the Vitry test plant in France for further trials. These were not entirely successful and the locomotive returned for further modifications. With so many new features in the design, the problems were not completely solved and *Cock o' the North* was eventually rebuilt with a Bugatti-style streamlined front end and brought into line with the subsequent locomotives of the class.

Within about five months, a second locomotive had appeared from Doncaster to the same general design but having piston valves and Gresley's derived valve gear similar to his 'Pacific' locomotives and the P1 heavy goods 2-8-2s. Named *Earl Marischal*, No. 2002 took up its duties in Scotland after a short period running-in from Doncaster.

Four further 2-8-2s similar to 2002 were outshopped in 1936 - Nos. 2003-06 - and these locomotives were built to a slightly modified design following further wind tunnel experiments which resulted in the incorporation of the Bugatti-type smokebox developed in 1935 for the A4s.

From the 1935 summer timetable, P2s were found working express passenger trains between Edinburgh and Aberdeen and became a rare sight away from Scotland. Once all six locomotives were available they were also used on express goods and fish trains.

IN SERVICE

When new, the first and second P2s were regularly seen on test and running-in workings on the Great Northern main line into King's Cross. Similarly, as the later locomotives were built they were also noted at King's Cross and Doncaster on a few occasions.

Later, Nos. 2001 and 2004 were allocated to Edinburgh Haymarket whilst Nos. 2002 and 2006 generally worked from Aberdeen Ferryhill, although No. 2002 spent its first year at Dundee. The regular locomotives working from Dundee were Nos. 2003 and 2005. They were diagrammed to take loads of up to 530 tons unassisted on express passenger services between Edinburgh and Aberdeen and 550 tons between Edinburgh and Glasgow.

P2 SUMMARY

Delivered	Type	No.	Name	Notes
5/1934	P2/1	2001	<i>Cock o' the North</i>	Rebuilt to P2/2 & streamlined in 4/38
10/1934	P2/2	2002	<i>Earl Marischal</i>	Extra smoke deflectors added 4/35, Streamlined as P2/2 in 10/36
6/1936	P2/2	2003	<i>Lord President</i>	
7/1936	P2/2	2004	<i>Mons Meg</i>	
8/1936	P2/2	2005	<i>Thane of Fife</i>	
9/1936	P2/3	2006	<i>Wolf of Badenoch</i>	

All six locomotives were rebuilt as 4-6-2s to class A2 between 1/43 and 12/44.

PROTOTYPE INSPIRATION

Duties to Aberdeen usually involved a change of locomotive at Dundee, although locomotives would sometimes work right through from Edinburgh to Aberdeen. The Aberdeen locomotives were also rostered to express meat and fish trains heading south from that city.

DETAILS

Initially, the cabs fitted to Nos. 2001/02 had a low cut-out in line with the bottom of the cab windows. Fold down crew seats without backs were fitted and, when new, there were initially no ventilators in the roof. Beading was fitted around the cab edge with short cab access handrails only 3' 7" high. The side sheets were curved inwards to match their tenders. Bucket cab seats with backs were later fitted and the cut-out on the cab of *Cock o' the North* was raised early in 1935 to the same height as the tender and the handrail lengthened to match the tender at a height of 4' 3". Similar alterations were made to No. 2002 but these do not appear to have been completed until this locomotive was streamlined in 1936.

The cabs of the later locomotives, Nos. 2003-06, had the high cut-out when built and the side sheets were straight without any beading. Cab handrails were noticeably taller - at 4' 6" - than the handrail on the tender. They were also initially without ventilators in the roof except for No. 2006 which had them from new. These ventilators were later fitted to all the streamlined locomotives as were the bucket seats.

The first two locomotives were similar in that the boiler cladding was continued forward along the side of the smokebox in the form of smoke deflectors. After running for six months No. 2002 *Earl Marischal* was fitted with additional smoke deflectors outside the original plates. These were left *in situ* but cut back by 12".

All six P2s were fitted with the Crosby tri-note chime whistle similar to those later fitted to the A4 Class.

The class was fitted with Spencer-Moulton buffers on the front and Group Standard buffers on the tenders. However, the distinctive shape of the front buffers was hidden behind the casing of the streamlined locomotives.



No. 2002 *Earl Marischal* showing the additional smoke deflectors fitted from April 1935 to October 1936.

P2 MODELS

No. 2001 in original condition is now offered as an RTR model by Hornby (see previous article). Numerous kits have been produced over the years for 4mm and 7mm scale, but most are no longer in production. However, a 4mm scale etched brass kit for No. 2002 *Earl Marischal* is made by ACE Products in addition to the original No. 2001 *Cock o' the North* and No. 2002 *Earl Marischal* in 7mm scale, plus streamlined Nos. 2001/02 as first rebuilt.



BOILERS AND FIREBOXES

P2s were fitted with Diagram 106 boilers, similar to the 'Pacific' type but with a larger firebox and a grate area of 50 sq. ft. Left-hand drive was standard and the vacuum ejector pipe was fitted to this side of the boiler. It is understood that the boiler fitted to the last locomotive - No. 2006 *Wolf of Badenoch* - had an extended combustion chamber between the boiler and the firebox such that the distance between the tubeplates was reduced by 1'. This feature can be easily picked out on photographs of No. 2006.

FOOTPLATES & TENDERS

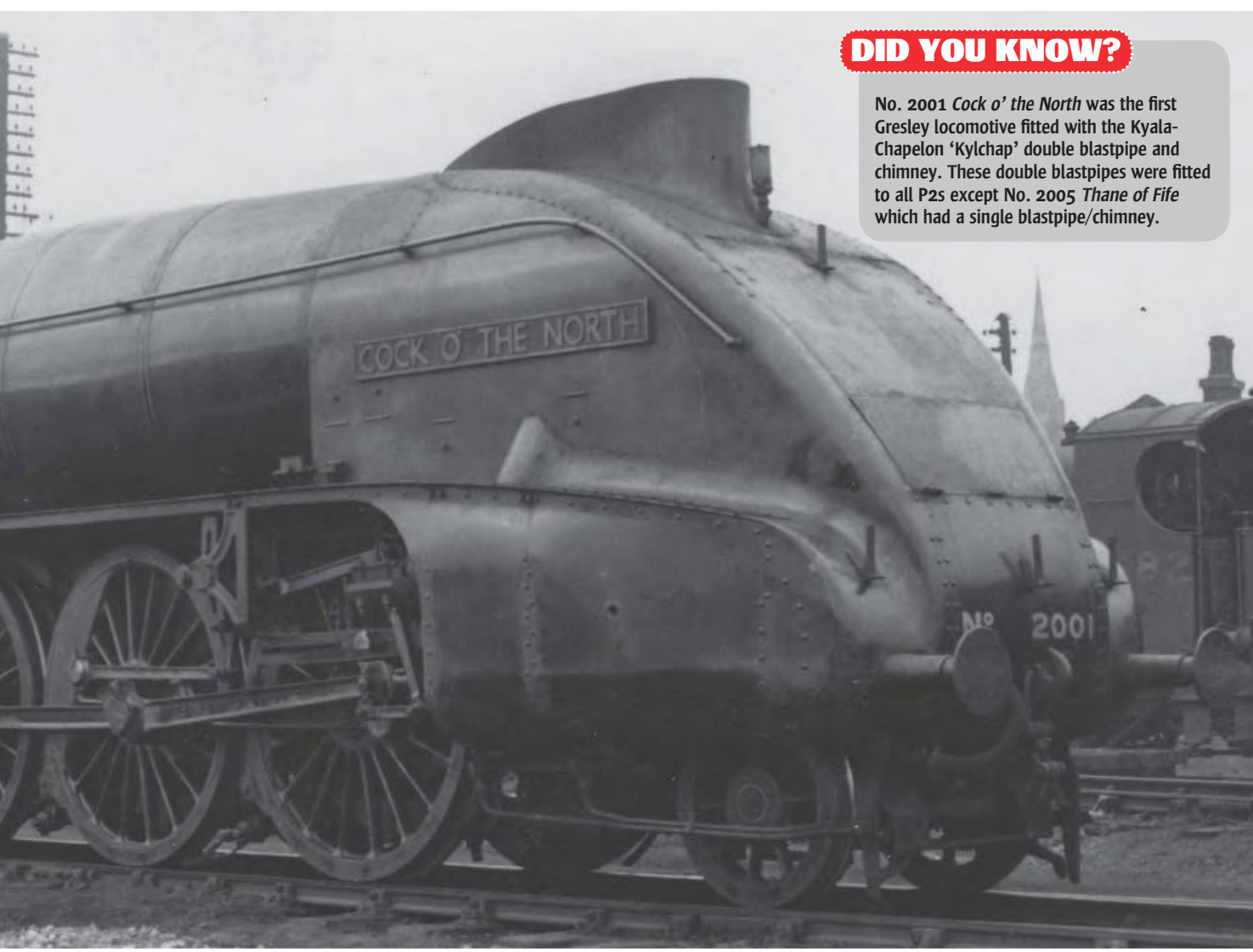
The footplate of No. 2001 was level from the firebox to the front of the smokebox. The footplating on No. 2002 was 2" higher than No. 2001, but swept down over the cylinders (similar to the 'Pacifics') to the level of the front frames. The footplating of the streamlined locomotives swept down from the rear of the cylinders to the front bufferbeam in the same way as the A4s and also featured non-slip tread plates.

The first two locomotives had tenders of the high-sided non-corridor type similar to those attached to the A3 'Super Pacifics'. These were self-trimming 5,000gal tenders carrying 8ton of coal.

The tender fitted to *Cock o' the North* had spoked wheels of 4' 2" diameter whereas *Earl Marischal* had

DID YOU KNOW?

No. 2001 *Cock o' the North* was the first Gresley locomotive fitted with the Kylas-Chapelon 'Kylchap' double blastpipe and chimney. These double blastpipes were fitted to all P2s except No. 2005 *Thane of Fife* which had a single blastpipe/chimney.



Above No. 2001 *Cock o' the North* rebuilt as a streamlined locomotive with A4-style front end.

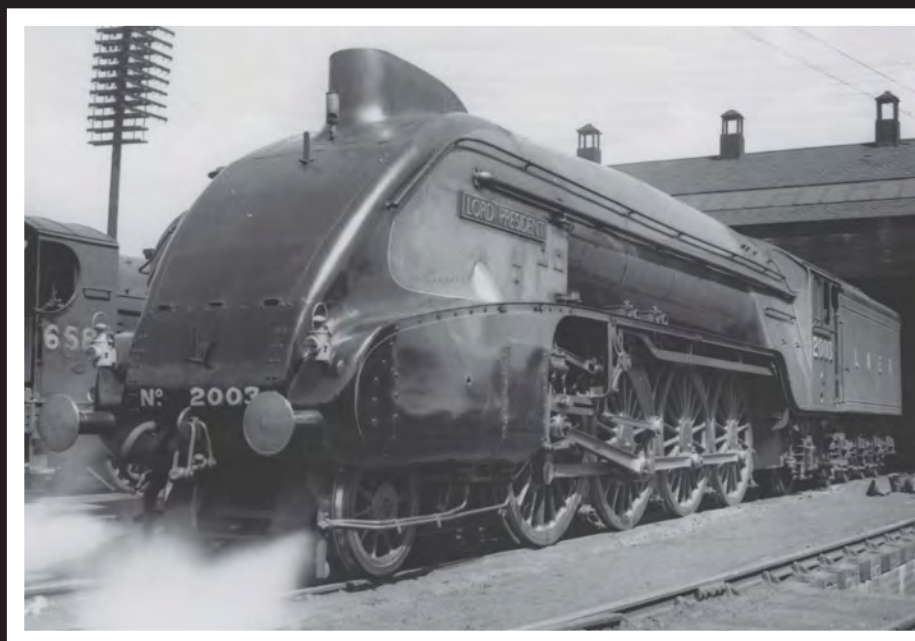
Below No. 2003 *Lord President* showing the final design with improved cab sides and streamlined tender.

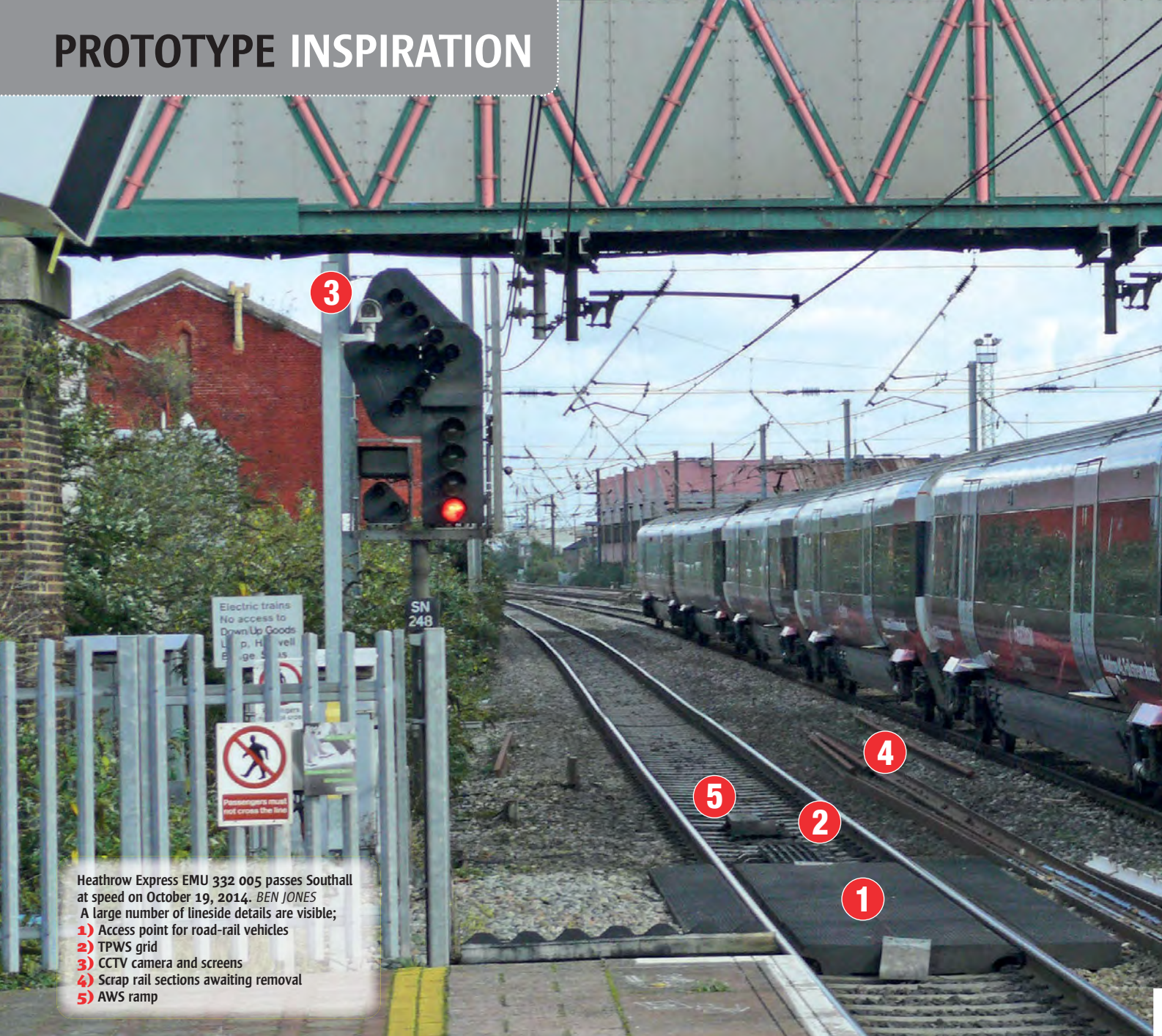
solid disc wheels of the same size. These tenders had a front shield and bulkhead fitted to the same height as the rear of the tender (7' 10"). There was a noticeable beading rail at the top of the sides on these two tenders and the front side sheet turned inwards to meet the cab.

The last four locomotives had streamlined non-corridor tenders with flush sides and fairings fitted at the front end. There was no beading rail on these tenders and at the front end the side sheets remained straight to match the cabs of the locomotives. These four tenders had a high front shield 8' 6 $\frac{1}{4}$ " high and fairings fitted similar to the A4 non-corridor tenders. The bulkhead at the rear of the coal bunker was 8' 3 $\frac{1}{2}$ " high. Fairings were fitted behind this bulkhead around the tank filler although these were all later removed after which the coal capacity on these tenders was given as 9ton.

LIVERIES

Nos. 2001/02 were painted in LNER apple green express passenger livery with black and white lining and black frames. Numbers and lettering on the tender were gold and shaded. The streamlined locomotives were given a similar livery which finished at the front, where the smokebox was painted black, separated by a parabolic curve of white/black/white lining. **BRM**





Heathrow Express EMU 332 005 passes Southall at speed on October 19, 2014. BEN JONES
A large number of lineside details are visible;

- 1) Access point for road-rail vehicles
- 2) TPWS grid
- 3) CCTV camera and screens
- 4) Scrap rail sections awaiting removal
- 5) AWS ramp

ESSENTIALLY MODERN

The modern railway bristles with lineside equipment, but what does it do, and how can it be re-created in model form? Network Rail engineer **Simon Paley** reveals all.



Modellers are often heard to say that it's the 'little details that bring a model to life' and introduce atmosphere. However, many modern layouts lack miniature versions of the masses of boxes, devices and signage that litter the contemporary railway. The aim of this article is help you understand what those items do and how to model them.

LINESIDE ITEMS

There are many hundreds of lineside details that need to be incorporated into a scene on a Modern layout. The view below, taken at the east end of Reading station, shows a typical array of equipment cabinets and details found around stations and junctions.

The large cabinets in the centre of the photograph **(1)** are 'Location Cabinets' containing control and telecoms equipment for signals and points. These are available from many sources, Hornby, Bachmann, Knightwing, Wills and Ten Commandments in 4mm scale, Ratio and N Brass Locos (2mm), Ten Commandments (2/4/7mm) and Knightwing (2/4mm).

The smaller boxes on posts **(2)** are housings to protect the electrical connections for points, Automatic Warning System (AWS) ramps and other on track equipment. This type of equipment is not available readymade, but they can be easily scratchbuilt from plastic and bits from your scrapbox.

An all-important detail that can be seen in real life, but not often on models are Point Operating Mechanisms. Nowadays these consist of either hand throws, mechanical HW type motors or hydraulic clamp lock mechanisms. Point handles are produced by several manufacturers in different scales, while the HW Motors are available from Peco (in 4mm scale), N Brass Locos for 2mm scale and Colin Craig Models, which also produces the clamp locks.

All this equipment is linked together by cables housed in concrete troughs **(3)** running alongside the track. Models of this can be sourced from Wills (2/4mm scale) and Ten Commandments (2/4/7mm scales).



PROTOTYPE INSPIRATION



SIGNS

In the world of ever increasing Health & Safety consciousness, signs are becoming more and more visible and therefore essential to any modern layout. This scene from Platform 3 at Didcot shows some typical signs that aren't often shown on layouts.

The main sign featured that should be found on any Modern Layout is the 'Stop' marker. These are placed where trains are to stop according to their length (for example 2/3 car stop). Placing these on a layout and using them when operating will make operation look so much more realistic and enjoyable.

Another large part of the modern world is advertising and you can't escape it on the railways. Even though the poster board shown actually displays an operational notice for FGW drivers, it is the same type of board that is used to promote a whole plethora of products, services and offers, as well as timetables.

Finally, a huge amount of operational notices, boards and signs are seen, far too numerous to go into detail here, but the notice shown indicates a change from the Cab Secure Radio to GSM (Global System for Mobile Communications), which is slowly being installed across the British network.

For more information on signs, visit www.railsigns.uk. Such signs can easily be reproduced using Microsoft Word software or from digital photographs using a graphics package, then printed out and stuck to some plastic card before mounting on some plastic tube.

MILEPOSTS

Mileposts are a vital part of the railway that have been with us since the very beginning, yet they are rarely modelled. This could be down to the fact that some people are not actually sure about their meaning. Well, despite their name, mileposts are located at $\frac{1}{4}$ mile intervals, and refer to miles and chains (one chain is 22 yards). So, the number is the mileage (starting at Milepost 0) and each dot/line under it signifies 20 chains (there being 80 chains to a mile). In this photograph at Swindon, the post indicates 77 miles and



Another wealth of detail is evident in this view of First Transpennine Express EMU 350 405 leaving Edinburgh Waverley in June 2014. BEN JONES

- 1) Hydraulic drive system for 'Clamplock' point mechanism
 - 2) Axle counters, now used in many places instead of track circuits
 - 3) Concrete cable troughing
 - 4) Telephone to signalbox
 - 5) Transformers for electric point heaters.
- Note how all the equipment is raised well above ballast level to avoid accidental damage and flooding.

20 chains from London Paddington, while the next one west will read 77 with two lines to signify 77 miles and 40 chains, or 77 $\frac{1}{2}$ Miles.

The reason for having these is not to tell passengers where they are but to give drivers a reference point when they stop in an emergency and need to inform signallers of their position. Also, they can be used by maintenance teams as location reference points. Gradient posts are no longer installed on the railway.

STATION DETAILS

Railway stations have changed massively in recent years to cater for the rising number of passengers and their changing needs, so our model 'customers' should have the same standard of miniature facilities. To the right, this scene at West Drayton on the Great Western main line typifies the facilities provided at many stations.

Some shelter is required to protect passengers (1) from our unpredictable weather. Nowadays these are often of the modern anti-vandal type seen here, although the old Network SouthEast style and BR shelters can still be seen in some places. Excellent modern platforms shelters are now available from Bachmann in 4mm scale, but nothing else is available from the

main manufacturers. I have 3-D printed a model based on the Paragon Anti-Vandal shelter, but other than those examples, scratchbuilding is necessary.

In this age of instant mobile communications, train information has to be instant too, so platforms should have the proper information screens (2) for passengers. In real life these use real-time train information and some are directly linked to the signalling system to provide information, although we don't need this on a model!

Bachmann offers some resin models as part of its 4mm scale 'Station Modernisation Pack', while again I have 3-D printed models to get around the general lack of station details.

The most common way of operating trains since the 1980s is 'Driver Only Operation' (DOO) where the driver drives the train and oversees station stops. To aid the driver, DOO equipment is placed at the end of the platform in the form of large mirrors (3) or monitors linked to CCTV cameras. Some new trains have rear facing CCTV cameras linked to screens on the driver's desk, reducing the need for fixed equipment at stations. Again the only models to be had are scratch build versions, or I have 3-D printed Models. **BRM**

• With thanks to James Reid for additional caption information.



SUPPLIERS

Bachmann Scenecraft

W www.bachmann.co.uk

Ten Commandments

T 01383 410 032

W www.cast-in-stone.co.uk

Knightwing

T 01484 537 191

W www.knightwing.co.uk

Wills/Ratio

From all good model railway shops

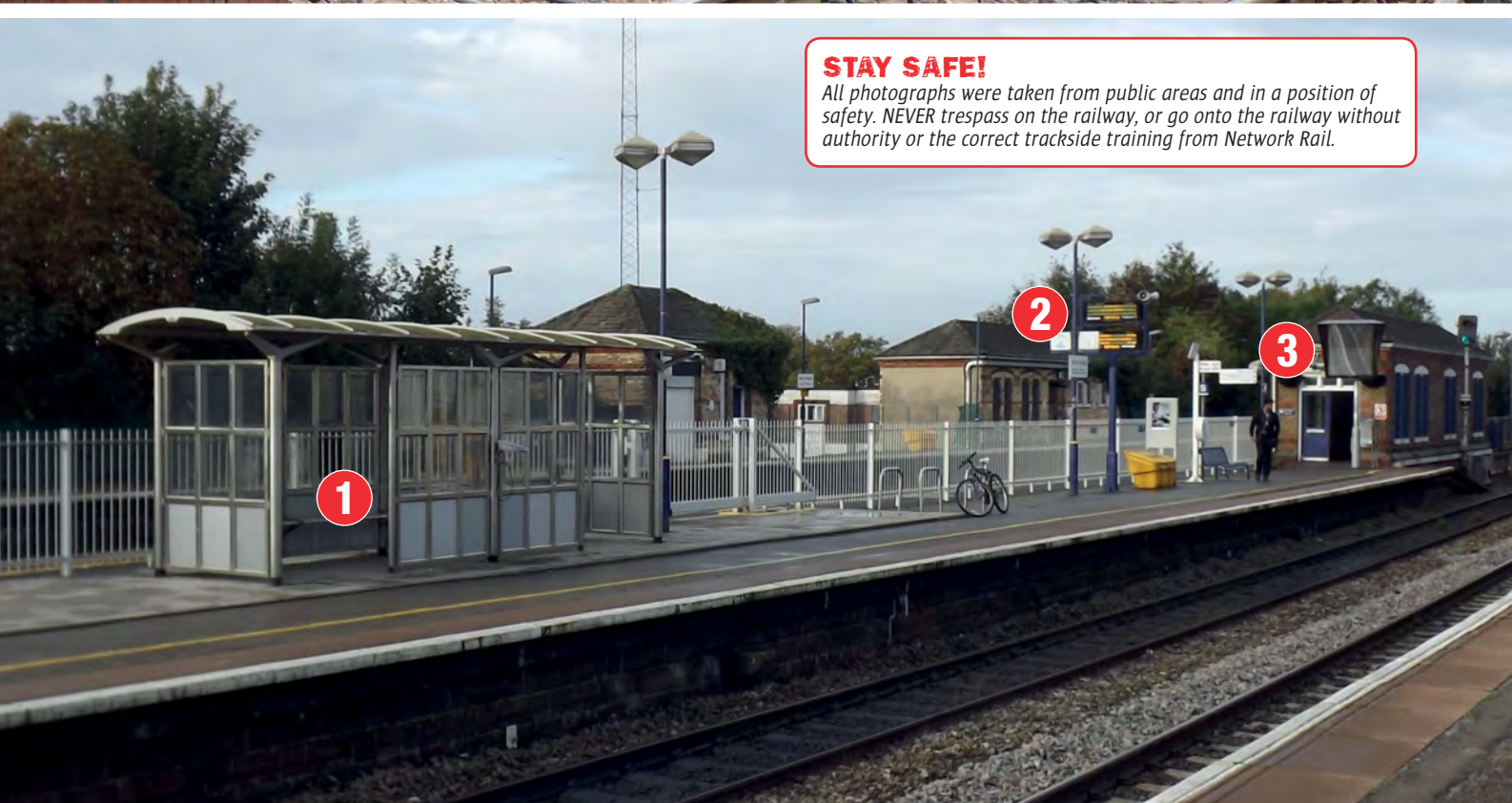
N Brass Locos

T 01384 250 478

W www.nbrasslocos.co.uk

SJP Models

W www.shapeways.com/shops/sjpmodels



STAY SAFE!

All photographs were taken from public areas and in a position of safety. NEVER trespass on the railway, or go onto the railway without authority or the correct trackside training from Network Rail.



Behind the counter and surrounded by stock (From left to right)
Owner Lucy Pitch, Marie Timmins and Norman Turner

BRM MEETS... MODELLERS MECCA

Phil Parker visits a growing retailer in the West Midlands that is a little different to your average corner shop

Tucked away in the back streets of Wall Heath, nine miles north of Kidderminster, is a long established model shop, but one with its eyes firmly fixed on the future.

Modellers Mecca first opened its doors in 1970 and moved to the current shop 18 years later. Nine years ago, the original owners were looking to retire and sell the business. Fortunately, long time customer, Lucy Pitch, decided not to do what most of us would in this situation - buy a few last items in the sale and start looking for a new supplier - she jumped out of the IT world, took a trip to the bank and ended up as the new owner.

Stock levels had been run down in anticipation of closure but this was quickly reversed and now

customers can choose from over 8,000 items. There's no spare wall space in the shop and down the centre, racks of plastic card (Slater's and Evergreen), baskets of discounted wagons, Airfix kits, Ratio models and a vast range of adhesives lead the visitor to cabinets full of locomotives and rolling stock at the back of the shop.

All this is supported by an impressive stock control system. When I asked Lucy how many different suppliers they dealt with, a few keystrokes brought back the answer - 45. This level of sophistication means that the website always shows exactly how many of any item are in stock at any time. Before the new computers, stocktaking was an almost continuous process but now if you check the site and spot 40 Peco PL-11 point motors in stock

and need 39 of them, you can be confident that you'll get what you order.

This might seem overly complicated, most shops seem to run with little more than a posh cashbox, but 70% of sales are over the counter which can play havoc with stock control. Many people choose to check the web before jumping in the car so they want to know that items are available if shown on screen. Web sales are important, making up two-thirds of the rest, but it seems that for many customers, being able to handle something before they buy still trumps the convenience of ordering while in your pyjamas.

Once in the shop, you have access to a wealth of advice and information. Lucy is a P4 modeller currently building Walsall in P4, this after being

introduced to the hobby by her parents when young and progressing thorough many OO gauge layouts. To see progress on the layout, visit her website: www.p4walsall.com

Behind the counter you'll find at various times Norman, Paul, Marie and John, all modellers in their own right. Norman enjoyed a moment of fame on **RMWeb** a couple of years ago with his fantastic model of a Rivet Counter Detection Van and associated train. As he says, it is supposed to be a fun hobby after all, although the quality of workmanship would keep many working on 'serious' projects happy.

Paul looks after DCC matters, something that is of growing importance as this now accounts for around 50% of customers' requirements. A test track behind the counter wired with several DCC systems in addition to analogue control means you can try before you buy to make sure your model works and sounds right.

John is in charge of repairs and is kept busy with four or five models a week requiring attention. I'm told that he's got a healthy waiting list for this service so people must be happy with the results.

Of course, you can't keep everyone happy. Most shops have horror stories involving non-customers arriving and needing help with models bought elsewhere. One man arrived with a Hornby *Flying Scotsman* set bought from an online auction that wouldn't work and asked if it could be repaired as it was to be given as a Christmas present. A quick look revealed an empty space where the tender should have been, hardly ideal when this contains the motor!

Modellers Mecca also sell what they term 'Second User' models. It's a big part of the business and would be even bigger except that it's difficult to find enough stock. Modellers seem to sit on unused items until they have a grand clearout. While the shop buys in job lots, it is just as happy to make offers on individual items.

Having said this, true collectors make up a very small part of the sales. This is very much a shop aimed at the active modeller. Most purchases come from bits and pieces rather than 'big ticket' items. Indeed, as prices have risen, sales have diminished with people who would have purchased three or four locomotives per year now buying one or two.

Even when people want to buy, it's not always easy to satisfy demand. Hornby's LNER P2 should

have been popular with over 20 pre-ordered but in the event, only two were supplied by Margate. This sort of problem is leading customers to cancel orders as they discover it's only possible to buy direct. As it is, during my visit, there were lots of red box wagons available at sale prices both in the shop and online and a suggestion that the range may vanish off the shelves altogether in the future.

While the best seller is Peco OO track, the Ratio and Wills ranges are also very popular and an Albion Alloys rack of brass strips and shapes has to be refilled regularly providing a good guide to the interests of the customers.

Whilst 4mm scale still rules, N gauge is creeping up in popularity and for O gauge fans, a selection of Parkside and Slater's wagon kits can be found at the back of the shop. In narrow gauges, the Peco 009 rolling stock flew off the shelves when it first arrived. This has now slowed, but the expectation is that once Heljan and Bachmann bring out suitable locomotives, interest will pick up again.

A growing range of in-house projects are also appearing on the shelves. Working corridor connections for pretty much any RTR coach fill a rack beside the door. On the counter are ready-wired fishplates for those who find soldering wires to track too difficult.

The latest project is an exclusive Bachmann limited edition 22t ZGV 'Tube' wagon in Satlink Western red/yellow (pictured below) which will soon be available. Full details are available and pre-orders are now being accepted.

With the prices of RTR items heading upwards, efforts have been made to help the customer. Models can be 'put by' for up to three weeks for customers so if you spot something on the website and can't immediately get to the shop, you won't miss out.

A saving scheme exists allowing credit to be built up and then used on products. Friends and family can add to this directly or by buying gift vouchers.



There are also two loyalty schemes that accumulate points that can be redeemed as discounts in the future.

At the end of the day, the best model shops do more than just throw boxes across a counter. Help and advice from experienced modellers and a friendly atmosphere make a huge difference and encourages 'newbies' and long-term hobbyists alike. Lucy tells me that very few people leave without buying something - I know I didn't. **BRM**

FACTFILE

A: Modellers Mecca Ltd, 450 Albion Street, Wall Heath, Kingswinford DY6 0JP

W: www.modellers-mecca.co.uk

T: 01384 278 206

Opening Times

Monday: 0930-1400

Tues/Weds: 0930-1630

Thurs: 0930-1400

Friday: 0930-1630

Saturday: 0930-1600

Sunday and Bank Holidays: Closed



FACT FILE

- **Layout Name:** The End Of The Line
- **Scale/Gauge:** 7mm:1ft Scale, 32mm Gauge 0 & 14mm Gauge 0-14
- **Size:** 7' 6½" x 3' 0" (2.3m x 0.915m)
- **Era:** approx. 1961
- **Location:** West Midlands/Welsh Borders industrial
- **Layout Type:** Industrial exchange/terminus
- **Power/Control:** Gaugemaster Prodigy 2 DCC
- **Words:** Giles Favell
- **Photographs:** Andy York

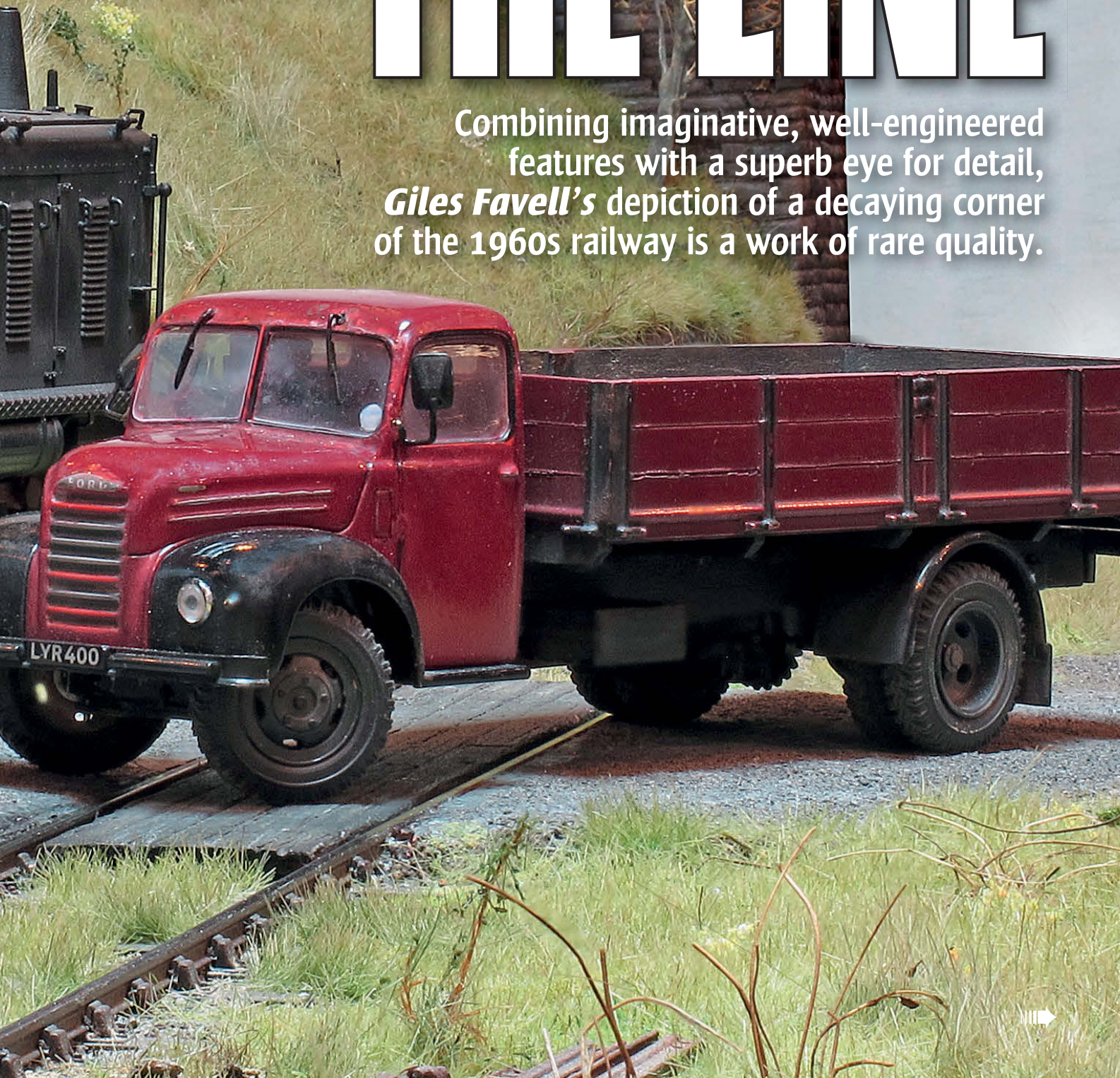


The radio-controlled lorries are, to many, the most unusual and interesting feature of the layout. The Ford dropside lorry picks its way over the siding, towered over by a Bachmann Brassworks Drewry 204hp shunter and 16t mineral wagon.

7mm
SCALE

THE END OF THE LINE

Combining imaginative, well-engineered features with a superb eye for detail, *Giles Favell's* depiction of a decaying corner of the 1960s railway is a work of rare quality.





Lighting is vital. The layout was built under 5,400K colour temperature, the same it was going to be shown with. This temperature is the same that is used for 'daylight' photography. That has given it a bright fresh look both in photographs and in real life. The source was a SAD (Seasonal Affective Disorder) lamp with the diffuser removed and replaced by a clear polycarbonate one.



I have always been fascinated with realism in model railways, and the ones I've loved have been the ones that drew me into their little world. All of Gordon Gravett's masterpieces, for example, have done this.

However, all too frequently, the illusion is shattered by having superbly modelled locomotives and stock moving past unrealistically static figures and vehicles. When I built 'The Loop', I avoided having both figures and vehicles (except for a couple of derelicts) for this very reason - but it did get me thinking.

Working in 7mm scale, I thought it would be fun to try and build a radio-controlled lorry.

I know Faller has its car system for HO/OO and N, but I wanted something that I could actually drive around, and that might interact with a railway. I bought a Corgi Vanguards Morris Commercial (one of the few genuinely 1:43 scale die-cast models out there) from eBay and spent a happy few months discovering the world of miniature radio control, and building a working lorry. When I started,



A narrow gauge van body, used as a store, is quietly being reclaimed by nature. An air of dereliction and decay often makes for a more interesting layout than more mainstream subjects.

I have always been fascinated with realism in model railways, and the ones I've loved always have been the ones that drew me into their little world.



I assumed I was going to end up with a box van, or a lorry carrying a permanent 'load' concealing the radio gear, but it soon became apparent that it was going to be possible to hide it all due to its extremely small size, and that I was going to be able to achieve a flatbed lorry. This became a real game-changer! As soon as you have a flatbed lorry, you can put it to real work - and that of course means building a layout for it to work on, and thus 'The End of The Line' was born.

BASICS

As we live in quite a small house, the layout also had to be small, and it is only 5' x 3' of scenic area. Operations are based around a practical trans-shipment process; coal is brought in by a narrow gauge (O-14) railway in three tipper wagons per train. They are propelled either to tip into standard gauge wagons waiting below, or to tip onto a conveyor which in turn will load one of two lorries waiting to take the coal to a more local destination.

The layout itself is built entirely on insulating foam, glued together and carved to profile, and then glued to a rectangular baseboard frame! The landscape is then scrimmed - that is covered with four-inch square butter-muslin soaked in a plaster/PVA mix. This makes a strong surface that doesn't crack, and takes paint well. The surface is painted a thin brown or grey, making sure no white is showing, and then it is ready for grassing and road making.

GRASS

Grass was next, and initially I used a Noch Gras-Master, although this has now been replaced by a Green Scenes 'Flock-It', as I find it gives better results.

When laying grass, you must decide what season you are going to model, and whether it is scrubland, pasture, or whatever, as there are so many differences to consider. Always check photographs and get out there to look at the real thing!

I used three different types of grass fibres in my 

KEY DETAILS ADDING TEXTURE TO GRASS

The technique is simple, but very effective. Dab a little PVA on top of some existing grass or wherever you wish to create a clump or tuft, take a small handful of your grass 'mix' of fibres, and rub them between the palms of your hands as you used to when making plasticine snakes as a child. When you have made a reasonably tight 'snake' or cigarette of grass fibres, pinch one end off, and stick it into your PVA - and LEAVE IT! Once it has dried, vacuum it off (remembering to reclaim the excess) and you will have a nice realistic tuft that blends in perfectly with the rest of your grass.

Long grass is done in the same way, but instead, mix 80% standard length and 20% long grass. This spaces out the long fibres, and avoids the unrealistic 'I've-just-glued-a-paint-brush-to-my-layout' appearance.





Above Much use has been made of ash for road-making and scenery. Who would have thought that bonfires could be such a useful source of materials?

base layer; 4.5mm spring, 4.5mm summer and 6mm winter, so as to get the new shoots growing up through last year's growth. Unless you have a cricket pitch or lawn, you will never have one colour of grass all the same length – there will always be variations. However, I do not like the 'pre-mixed' grasses you can buy – I find them rather unrealistic – so I much prefer to mix my own.

Using the static grass applicator, laying the grass was not a big job, but it formed only the base layer, and quite some time was spent adding texture and detail to the grass, in the form of clumps and tufts both of the same grass type and of longer grass types. These were not added using the machine, but individually by hand.

When I have finished applying grass and have vacuumed the excess, I generally sieve a dark ash or dried and ground soil generously

over the new planting, to cover any exposed glue, and tone everything down. Once again, when dry, this gets vacuumed off and recycled.

Many of the grass fibres on 'The End of The Line' were made by a Czech company called Polak and were preferred because they were matt rather than glossy. Sadly, Polak has ceased production – but a similar effect can be gained by gently over-spraying with Testor's Dullcote or similar.

STRUCTURES

The wall of the loading dock was cast in Hydrocal plaster in sections, using a latex mould I made, taken from a styrene sheet of embossed stonework. This same latex mould was used to emboss the stonework on the bridge piers, which had been covered in DAS modelling clay.

The only other structure on the layout is a kit by Skytrex for a weighbridge hut, which with care and slight modification comes up very nicely. I went



Transshipment of coal between narrow gauge and standard gauge wagons may be rudimentary, but it works. Such operations were once seen all over the UK, serving quarries, collieries and sand pits.

Although petrol tractors handle most of the remaining traffic, the Bagnall 0-4-0ST makes an occasional appearance, bringing back memories of these once-numerous locomotives built for industrial and contractor use.



mad and glazed every pane individually, so that they all reflect light at slightly different angles (as real buildings do) but I can't say that anyone has actually noticed!

The weighbridge itself is finished with Humbrol's Metallic Gunmetal (and some rust, of course) with the tyre tracks then polished up - a trick that the gunmetal paint does brilliantly!

Trees are a composite of techniques; they have armatures of green florist's wire, bound and glued, pasted up with a DAS/PVA mix, which allows some texturing, and then painted. Choice sprigs of sea moss were then added as branches and blended in with the DAS/PVA. Although this technique gives a somewhat stylized result, it has been acceptable.

A backscene is something that can make-or-break a layout when it comes to creating and maintaining an illusion. I intended to keep mine very simple, and to avoid the typical blue sky we so often see. Our weather is often dull and overcast - I wanted to portray that.

The backscene itself is 6mm 'Bendy MDF' from our local B&Q. This has a good smooth surface and the painting was simplicity itself. I first sprayed the whole thing with a white aerosol primer, and after a few minutes of drying I then sprayed the top half with grey primer in horizontal strokes - varied, as these were going to represent cloud cover. The grey got thinner and less even (but always horizontal) as it got lower, never fully reaching the bottom, where it was still white.

A few white cloud highlights were sponged in occasionally, and that was it - and it has been

KEY DETAILS MAKING ROADS



The roads were 'spread' with PVA/plaster first, to get the contours I wanted, and when dry painted thinly with PVA and sieved ash spread over the top. I find ash a very good scenic medium; I collect it from the remnants of fires and hoard it. It tends to come in different colours and textures and is extremely useful for yards, lanes, paths, roads and much more. After the glue has dried, the excess ash is vacuumed off with a pair of old tights on the end of the nozzle to reclaim what hasn't been used.



LOCOMOTIVE FLEET

In order to get good running of four wheel locomotives, I always try to use the lightest wire possible for pick-ups (preferably 0.3mm nickel-silver), and try to have one axle slightly rocking, rather than completely rigid. The two fleets consist of the following;

NARROW GAUGE

Lister: KBScale (ex-Roy Link)

Simplex: Roy Link

Bagnall 0-4-OST: Roy Link

Fowler Marshall: WrightLines

STANDARD GAUGE

Hudswell, Clarke 0-6-OST: Ixion

Ex-LYR 'Pug' 0-4-OST: Springside

BR Class 04 0-6-ODM: Bachmann Brassworks

Fowler 0-4-ODM: Ixion

surprisingly effective. Best of all, it took about 15 minutes from beginning to end!

TRACK & ELECTRICS

It was vital that all locomotives should run well and reliably on this railway, and would need to do so under exhibition conditions. Given the small size of the layout this also meant low speeds. DCC was the obvious choice, and it also meant very simple wiring, particularly doing away with a control panel and all the extra cabling and connections that that entails. Consequently there is a two-wire feed to the layout (via a $\frac{1}{4}$ " jack plug) and two wires to feed each fiddle yard – again each with a single jack-plug connector.

My controller is a Gaugemaster Prodigy Advance 2 system, which runs locomotives, point motors and the conveyor (which is activated by a locomotive decoder)

Great effort was made to ensure reliable running, particularly as the narrow gauge is operated with small 0-4-0s. Firstly, when the track was laid, it was buffed with silver polish to get rid of all the manufacturing grime, and all the minute scratches in the surface. It was then wiped over with a soft graphite pencil. This treatment means that no conventional cleaning of the track is ever required, and that only occasional further graphite wipes keep the thing running, together with very

occasional wheel cleaning. No abrasives coarser than silver polish are ever used on the track!

Points are powered by Tortoise motors, via a Switch 8 interface, all of which is very simple and reliable – as long as you keep your wits about you! Track is the excellent KBScale for the 0-14 railway, and a mixture of Peco with a handmade C&L point on the standard gauge.

The reversing triangle on the narrow gauge is a nice unusual feature, but solves the problem of getting trains to face the right direction for tipping. The Tortoise point motors do all the necessary switching required for it to work electrically.

'The End Of The Line' took a very enjoyable year to build, and on the exhibition circuit it has won numerous awards, most recently 'Best 7mm Layout' at the 2014 Warley National Model Railway Exhibition.

The layout has now been passed on to Tim Crockford, who is to continue exhibiting it with his own very high quality lorries and stock, hopefully for years to come. This will allow me to concentrate on my next project!

I must conclude by thanking my lovely wife, Diane, for her encouragement and her competent operation at all the shows, together with Martin Coombs and Ken Jackson – the other half of the operating team. **BRM**



KEY DETAILS TIPPING

In order for the whole operation to work, several problems had to be solved. First, the tipper wagons from KBScale - excellent though they were - were not advertised as working models, at least as far as operational tipping in service was concerned. Secondly, HOW to tip them? Finally, what to tip them into?

The Tippers

The KBScale wagons are such well-made kits, I saw no reason why I couldn't get them to work in service. I had already made a pair of 10 $\frac{1}{2}$ " gauge tipper wagons that would happily handle at least $\frac{1}{2}$ tonne and would balance and tip with ease, so I was confident with these. The pivot point has to be got in the tight point (half way up) and neatly glued with no excess, with everything clean and free. The only problem comes when it's painted and weathered and the paint has gummed everything up and stopped it from working as well as it did before.

The trick is to polish the whole thing with talcum powder, and rub it in. It will then be silky smooth, and behave as planned.



How to Tip

As a design engineer, it's my job to come up with solutions, and this solution of a tipping rail seemed an obvious one to me. It took a little time to get the angle and position right to lift the edge of the skip up and over without de-railing the wagon, but it wasn't a problem. I subsequently discovered that a similar system is used on the Continent, and there was even an example somewhere in East Anglia, although that used a timber rail to do the trick

What to Tip Them Into

I needed a conveyor to get the coal up into the lorry. For many years Hornby made a loading conveyor accessory. I managed to get hold of one, but it looked very strange. I solved that one by turning it round and putting the (now butchered) hopper on the other end. I also had to reverse the motor so it travelled in the opposite direction. For the first few exhibitions I had trouble with the coal rolling back down. I eventually solved this by adding stakes of PVA across the belt with a cocktail stick.

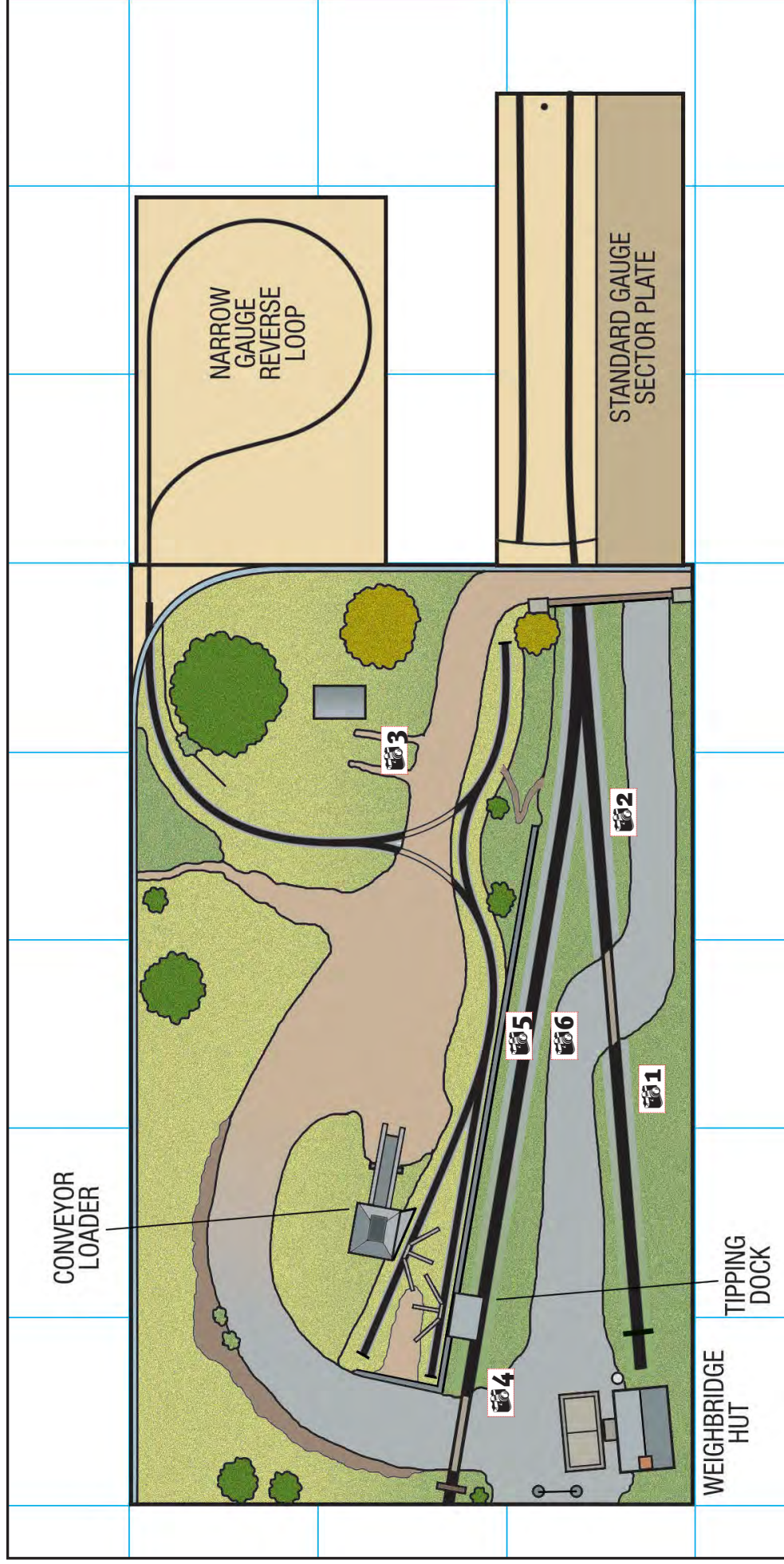


7mm
SCALE

LAYOUT FOCUS

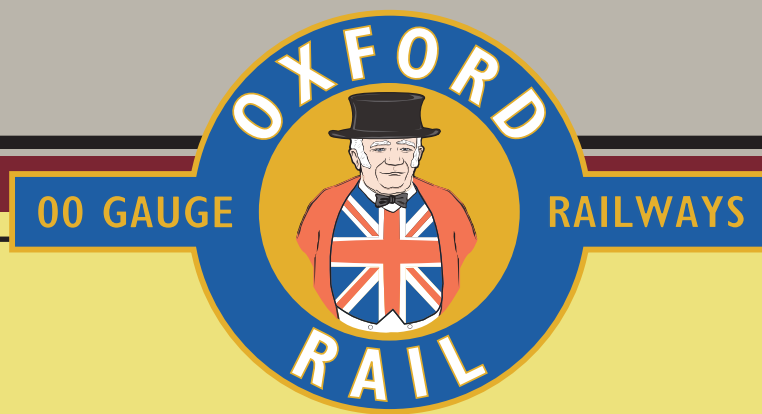
THE END OF THE LINE

AmWilson



FACT FILE GILES FAVELL

I am a Theatre Consultant and Stage Engineering Designer by profession. I have built a 5" scale 10 1/4" gauge Bagnall, which now runs at the South Downs Light Railway, and I have been a Passed Steam and Diesel Driver on two preserved railways. I have previously built 'The Loop', another 7mm scale layout but in O-16.5 and O gauge.



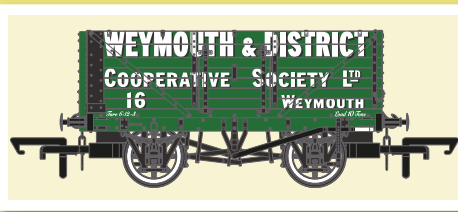
Announcing the... Standard RCH 12 Ton Mineral wagon



OR76MW7001

Fear Bros. Staines

Coal merchants in the Staines and North West Surrey district.



OR76MW7004

Weymouth & District Co-Operative Society Ltd., Weymouth

Distributors of coal in the Weymouth and district areas.



OR76MW7002

Leamington Priors Co. Leamington

Gas producers whose works were adjacent to the Grand Union Canal in Leamington spa.



OR76MW7003

E. Welford & Son - Oxford

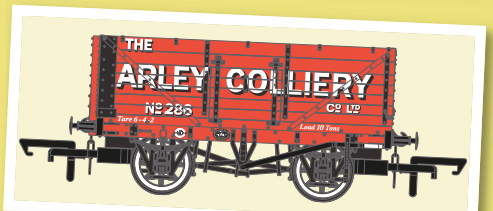
Coal Merchants who served the Oxford and surrounding areas.



OR76MW7005

Coventry Collieries

The Coventry Collieries were located in and close to the village of Keresley, Warwickshire and close to the town of Bedworth.



OR76MW7006

The Arley Colliery

The Arley Colliery was situated in the North Warwickshire coalfield close to Nuneaton.

The new Oxford Rail Standard RCH 12 Ton Mineral wagon boasts finely engraved body and underframe detail plus NEM couplings.

The initial 6 private owner wagons herald a new level of detail for the most discerning of model railway enthusiasts.

www.oxfordrail.com

Designed In the UK by Oxford Rail, PO Box 62, Swansea SA1 4YA.

In Pursuit of Excellence



WEATHER OIL TANKS

Andy York
demonstrates a few
simple techniques for
making oil tanks look
more realistic.

One of the most important freight trains for **BRM's** 'Black Country Blues' project layout is the heavy oil tanks bound for Oldbury. Gulf's Albion Oil Terminal was situated on the Wolverhampton to Birmingham New Street Stour Valley line. It saw near-daily

deliveries of 'heavy' oil from Milford Haven and Lindsey refineries, which were notable for bringing 'foreign' locomotives into the Black Country. Bachmann's 100t TEA wagon in a Gulf livery has only been produced as an exclusive edition for TMC and a short rake of six was acquired for BCB.

Paul Bartlett's photographic website is one of the best internet resources for obtaining images of wagons as they appeared in and after service. A selection of suitable reference images for the project was purchased and downloaded. Printing the images out makes a handy reference point whilst working to replicate examples. **BRM**



The completed
rake of wagons seen
in action on the BRM
project layout Black
Country Blues.

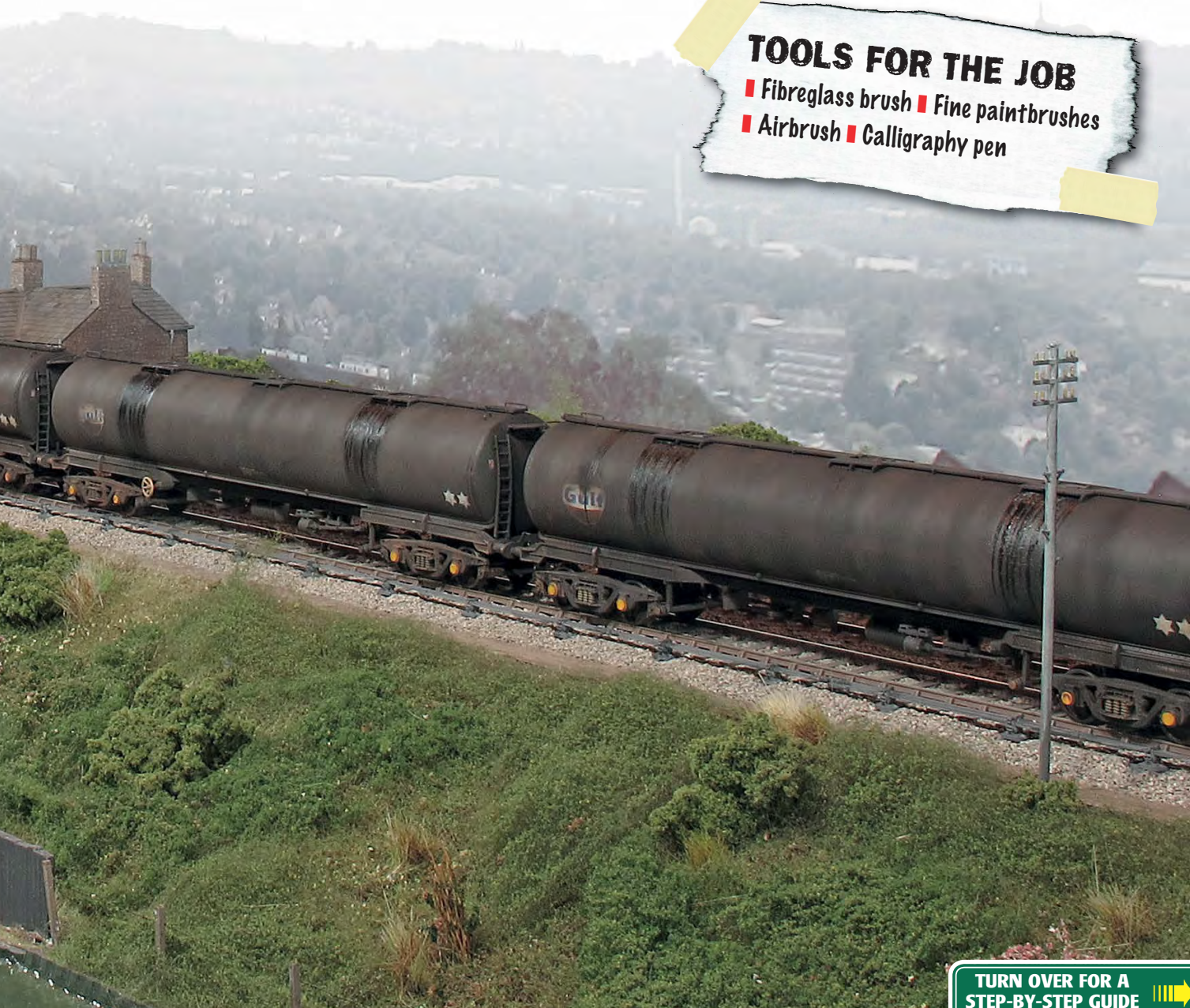
STARTING POINT



Our starting point; half a dozen Bachmann TEAs in partly weathered 'Gulf' livery, obtained from TMC. If you don't have time to weather them yourself, TMC can supply them in various states of repair from pristine to heavily weathered.

TOOLS FOR THE JOB

- Fibreglass brush
- Fine paintbrushes
- Airbrush
- Calligraphy pen



TURN OVER FOR A
STEP-BY-STEP GUIDE





1

Much of the livery detail and factory weathering was abraded away with a fibreglass brush after removing separately fitted parts such as ladders, only ever working in a vertical direction to mimic the predominantly covered livery detail.



3



I've taken to using Pinnacle Modelling Supplies 'pro effect' weathering pigments, not just for their finish and adherence but for the fact that they come in a dumpy jar to minimise the risk of accidental spillage. Their 'steel' pigment gives a lustrous finish which is well suited to the oily sheen that developed across the wagons. Pinnacle's dark mud, volcanic sand and dark brown earth are particularly useful for this project, again used in sweeping vertical strokes.

4



Oil spillages from the two outermost filler points were created with Winsor & Newton's Black Indian Ink applied in careful vertical lines with a fine-pointed calligraphy pen. It's near impossible to create the fine dribbles seen on the real thing but it gives a passable impression. A little texture or thickness can be added to the oil steaks by lightly brushing over the ink with black weathering powders.



FINISHED MODEL

The completed wagons now have the separate detail which has been similarly treated and re-fixed. Ready for traffic on 'BCB' these are normally seen behind a Class 47 but I can certainly remember the Millford Haven service yielding one or two Class 37s in the early-1980s.

The working came up via the Welsh Marches to Wolverhampton and reversed into the sidings at Albion, avoiding the loaded service having to negotiate the 1-in-37 Lickey Incline.



2



SUPPLIERS

Bachmann 'Gulf' 100t tank wagons, exclusive to TMC

T 01947 896040

W www.themodelcentre.co.uk
Lifecolor acrylic paints:

W www.airbrushes.com

Winsor & Newton ink: from all good stationers and art shops

Light coats of acrylic paints were airbrushed in vertical strokes to build up the streaking found on the real thing. The acrylic 'Rail Weathering Set' from Lifecolor is a good basis to work from and UA-723 Rail Weathered Black makes a good base layer to build up the density over obscured livery details. This has a slightly greenish tinge to the blackness which is a pleasing tone and is followed by further light applications of UA-720 Rail Track Dirt, UA-721 Rail Sleeper Grime and UA-722 Rail Roof Dirt. I also included one of my favourite weathering acrylics, Tamiya's XF-84 Dark Iron.



The centre point of the roof of the tanks is a sampling point and would rarely see the same level of oil spillage, there may be a little, but observation of the images from Paul Bartlett's site will give an idea of the levels which are occasionally seen.

5



After all the layers have been built up it's important to clean back to some of the livery details which were required in general usage such as the white stars and the axlebox covers. Light vertical strokes with the fibreglass brush will remove the pigments and airbrushed weathering to reveal the factory applied details. Further pigments are applied to the bogie, wheels and springs to give the 'in-service' look.



MEET THE BRM EXPERTS

WHAT THEY'VE BEEN UP TO THIS MONTH



BEN JONES

There wasn't much time for modelling over Christmas and the New Year, but I have been doing some advance planning for the scenery and structures on my new layout, and starting to gather materials for when my baseboards arrive next month.



ANDY YORK

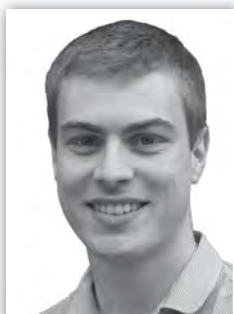
Christmas was a time for boy's toys of course and I've enjoyed sitting back and running handsfree trains with the Roco Z21 on the 'phone and tablet.

At last, a DCC handset for the 21st century!



PHIL PARKER

In the Airfix Black Friday sale, I bought a de Havilland Comet racer plastic kit and over Christmas learnt a few things about spraying gloss paint, then stripping it off again to try and produce a decent finish.



HOWARD SMITH

A trip to Darlington to visit the team behind the brand new creation of P2 Class No. 2007 *Prince of Wales* was certainly worthwhile.

My conversion of the Hornby P2 is now well underway - let's just hope that the model sells to raise funds!

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

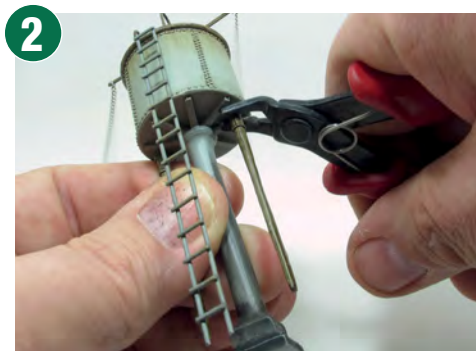
Q&A

Top advice from our modelling experts

SERVICING FOR SMALL STEAM LOCOMOTIVES



As the water tower doesn't belong to any railway company, it can be fitted to most layouts. The coaling stage will have enough capacity for a small tank locomotive.



The water tower has two hoses and operating arms, so should really be found between two tracks. To modify it for a single track is easy, cut off one hose and pull the arm above it out of the top.



I've just received my **BRM** subscription gifts from last month, the Bachmann Scenecraft water tower and coaling stage, but I'm not sure how to use them. Can you give me any tips?

**Harold Mitchell,
Doncaster**

Phil Parker says: Steam locomotives require regular top-ups with water and coal, so even the smallest of stations would have boasted facilities for this. While our subs offer is too small to service main line tender locomotives, it's fine for branch lines and perfect for industrial locations.



WEATHER OR NOT?

Q&A

I'd like to weather my locomotives but don't want to risk ruining them. Can you suggest a firm who can do the work for me?

Richard Worth, Derbyshire

Phil Parker says: Several companies advertise weathering services in the pages of **BRM**, however, before parting with your cash, why not have a go yourself? Making your rolling stock look like it's earning a living isn't difficult and can be great fun.

You say you are nervous about ruining a locomotive - that's perfectly understandable. New RTR models aren't cheap, so don't start with your latest purchase. Instead, find something that is so cheap it doesn't matter if you ruin it.

Normally we'd suggest something from a second hand stall, preferably hauled out of one of those tatty cardboard boxes under the table,

but I might have found an even better candidate (or victim) for first attempts.

Browsing one of the cheapo shops on my local high street, I spotted something described on the box as a 'finely detailed realistic toy train' for £4.99.

As you can see, it lacks a certain prototype fidelity but you do get a locomotive and most importantly, three wagons. These are lovely test pieces for experiments since they have some detail - not unlike a proper model.

Start with weathering powders as these are



easily washed off if you don't like the result.

Another advantage of these wagons is that you can put them in the sink with the washing up as there's no metal to ruin.

At one end of a wagon, I used brown and black Humbrol weathering powders applied with a cheap, bristle brush. Results after a few minutes work aren't bad and the end of the wagon looks a lot more careworn than the pristine end.

After playing with a few techniques on rolling stock like this, move on to real wagons and then to cheaper locomotives. Eventually you'll be confident enough to tackle any subject.



I decided to move the coaling stage steps from the front to one side. To make it easier for my firemen, a couple of steps were added at the bottom from 2mm thick plastic sheet.



The coal stage needs to be carefully placed so your largest locomotive can run alongside without hitting it. Don't glue it down before you've checked this.



A little black weathering powder simulates spilt coal - you could use real crushed coal or even dry black powder paint, but not too much. Coal was expensive, so big lumps would be chucked back on the deck for use in locomotives.



Under the water hose, model the dripping water with a couple of blobs of varnish. Anything will do here as only a tiny amount is required.



HALF CAB CREW FOR MIDLAND 1F

Q&A

The Bachmann OO gauge Midland 1F is a lovely little model, but the half-cab version looks unnaturally empty

without a footplate crew. Can you recommend a supplier for suitable driver and fireman figures?

Edmund Thorpe, Wymondham.

Phil Parker says: Finding a suitable set of figures has just been made simpler by Falcon Figures which has added a crew to its 4mm scale range, designed specifically for the Bachmann Midland 1F model. The driver's hand is at the perfect height to touch the regulator handle, while the fireman leans against the coal bunker.

Cleanly cast in lead-free pewter, the unpainted models (£5.00 per set) will require some careful brush painting to complete before fitting, or you can order them fully painted for £9.00 per set.

F Falcon Figures, 28 Chiltley Lane, Liphook, Hants GU30 7HJ.

T 01428 727 341



KIT-BUILD WITH CONFIDENCE

PART 3

TOOLS REQUIRED



For the chassis, I soldered everything with normal electrical solder and flux from the plumbing aisle of a DIY store. While

more sophisticated options are available, this has always worked well for me and the materials are easily available.

Parts are removed from etches using a medium sized knife with snap-off blades. A fresh cutting edge ensures that parts don't bend when being cut and since you need less pressure to cut, they don't ping off quite as far when freed.

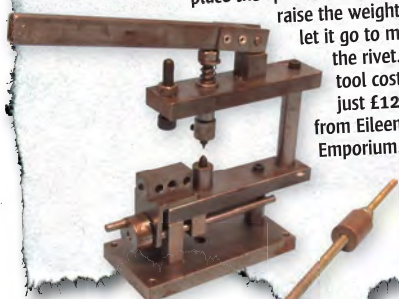
Chassis construction started on a round soldering mat sold by Pinnacle Modelling Supplies which is made of a fibrous material able to handle the heat from the iron.

All whitmetal parts were attached with Zap-a-Gap green label superglue. It might not seem to be 'proper' modelling to use this stuff, but on well-fitting castings it works perfectly and also takes care of any small gaps in between. I've a couple of models built nearly 20 years ago and they haven't fallen apart yet.

Rivets are marked on etched parts with dimples half-etched in the rear surfaces. These should be punched out using a spiked tool.

I've successfully used everything from a small nail hit with a little hammer to a sophisticated press from GW Models costing nearly £100. For most people, the gravity riveter shown at the front will be perfect. Just

place the spike in the dimple, raise the weight and let it go to make the rivet. The tool costs just £12 from Eileen's Emporium.



In the final part of his introduction to locomotive building, **Phil Parker** tackles a small 0-6-0T kit and assembles a simple etched chassis.

Reaching the final part of our locomotive kit-building trilogy, it's time to tackle a pretty conventional kit. This one isn't aimed specifically at beginners, but instead makes the builder source components from several different sources.

Having said that, there's no point in being silly. We still want all the parts to fit without major modification, so I've picked a good quality kit. I'm also cheating slightly by picking a model that can be obtained complete, with the supplier providing all the bits required to save running around to different vendors.

Normally you purchase a locomotive kit and then have to acquire the motor, wheels and gears to suit. This isn't as daft as it sounds. If you ask three modellers what specification they require you'll probably get four different replies.

In 4mm scale there will be OO, EM and P4 modellers for a start. Some will like easy-to-use Romford wheels whilst others prefer the finesse of Gibson or Ultrascaple products. The choice of motor is limited for a small prototype but there will always be someone who wants 'Rolls-Royce' quality and pricey Swiss coreless motors instead of the conventional cored version. Even gearing ideas vary - on some layouts I prefer 50:1 but have used 108:1 where I need the model to really crawl.

Our locomotive kit this month, South Eastern Finecast's Wainwright SECR 'P' Class 0-6-0T tries to cater for all these demands as much as possible. The chassis spacers are supplied in all 4mm:1ft scale gauges. You can omit some of the frame spacers if your chosen motor/gearbox needs extra space too and should you chose to compensate or spring the chassis, the rods can bend and markings show where you'll need to cut for hornblocks.

Most of the work involves building the chassis, a well-designed unit made from easy-to-solder nickel silver. Tabs and slots locate the main parts together and as long as it's built carefully,

Here's one we made earlier, as the saying goes. The completed 'P' Class kit, painted and weathered, a great addition to a First World War layout.



South
Eastern
Finecast's
Wainwright SECR
'P' Class 0-6-0T
tries to cater for
demands as
much as
possible



The SEF kit consists of etched chassis frets and some large whitetail parts for the body. There's also a bag full of tiny whitetail detail parts, some brass wire and handrail knobs.

there's no need for special tools to line things up.

I sourced the wheels from Romford - the square ended axles make quartering easy and you can take them on and off without damaging anything. A Mashima motor and gearbox provides the drive, but a packing error resulted in me ending up with the wrong motor. A quick telephone call got me an apology and replacement.

The loco body is made of whitetail parts that are cleanly cast, needing only a tiny bit of tidying up before assembly. There are some clever touches such as chamfered edges around the cab doors so that visible edges are as thin as possible



When the manufacturer says a kit requires a motor, gears and wheels to complete, this is what they mean. The wheels, axles and crankpins are Romford, the gearbox from South Eastern Finecast and a Mashima motor. This is what you get when buying a complete kit.

- something some RTR manufacturers would be wise to copy.

Detailing is mostly with more whitetail parts and here the makers have been very kind and supplied spare parts so that if anything is broken during assembly, you aren't stuck trying to scratchbuild a replacement.

Several pages of instructions and photographs

SHOPPING LIST

■ South Eastern Finecast, Glenn House,
Hartfield Road, Forest Row, East Sussex
RH18 5PZ
T 01342 824 711
W www.sefinecast.co.uk

■ F167 - SECR P Class tank kit: £79.95

■ FW167 - Wheels: £38.06

■ FE019 - Motor/Gearbox: £20.95

Total, including P&P: £142.96

are included. These have suffered from being photocopied many times and the model pictures are a bit washed out. Helpfully, two lovely exploded diagrams show how the body and chassis fit together. Luckily, these are clear enough so you don't really need to read the words. In this case a picture really is worth a thousand words. **BRM**



TURN OVER FOR A
STEP-BY-STEP GUIDE

PRACTICAL BRM



FACT FILE

SECR 'P' CLASS



Conceived by Harry Wainwright in 1908 and introduced a year later, the South Eastern & Chatham Railway's 'P' Class locomotives were intended to replace steam railmotors which were found to be underpowered and inflexible to operate on suburban lines in south-east London and Kent.

Eight were eventually built in two batches. Generally, they were found to be satisfactory for their intended duties although the small coal capacity required extra coaling points to be installed along lines where they worked. Eventually they were displaced to station pilot and shunting duties by more powerful classes.

The class worked across the entire SECR system and two (Nos. 27 and 753) were even shipped to Boulogne in 1915. Here, working for the ROD, they assisted in construction of sorting sidings for the First World War effort. Both were repatriated in 1916.

All eight survived into BR ownership but a reduction in suitable work saw the first withdrawal in 1955 (No. 31555). A couple were sold to industry, No. 31178 to Bowaters paper mill at Ridham Dock, where it worked internal passenger trains until 1968 and No. 31556 to James Hodson's mill in Robertsbridge. The last left BR service in 1961. Half of the class have been preserved, with three resident at the Bluebell Railway - Nos. 31027, 31178 and 31323 - and No. 31556 currently dismantled pending restoration at the Kent & East Sussex Railway.

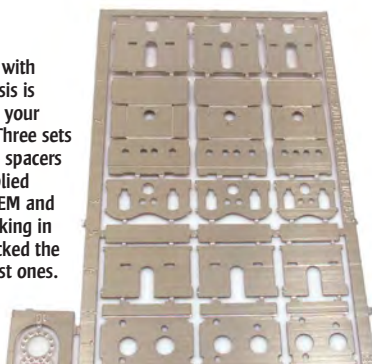
Detail differences were minor, but included two different styles of buffers; smokebox rivets were initially domed but these were replaced with flush rivets and eventually welding. Furness lubricators at the base of the smokebox were removed in the 1920s. Extended bunkers and toolboxes were also sported by some locomotives for short periods.

Livery was initially fully lined SECR green. ROD locomotives were painted grey with large tank numbers. Southern green, lined black and wartime black were carried in in BR days, plain black was the standard.

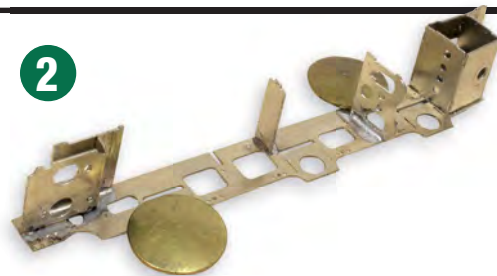
STEP-BY-STEP GUIDE

1

First job with the chassis is to chose your gauge. Three sets of frame spacers are supplied for OO, EM and P4. Working in OO, I picked the narrowest ones.



2



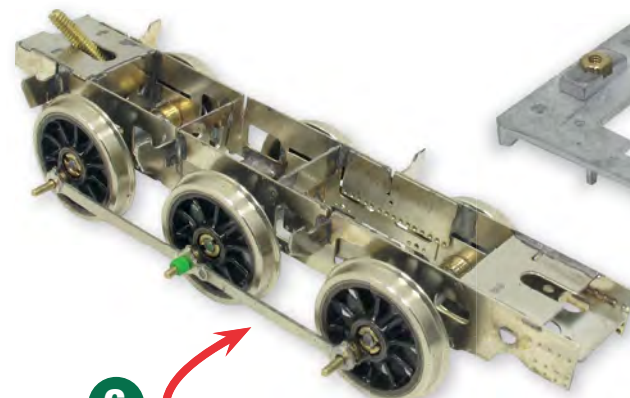
There are a lot of frame spacers in the kit. All are nicely shown on an exploded diagram, but putting them in place can be a bit of a three-handed job. Working on a Pinnacle soldering mat, I was able to hold the first sideframe in place with pins and attach most of the spacers, making things a lot easier.

5



Romford wheels are supplied insulated and uninsulated. Here you can see the ring of Tufnol between the metal centre and nickel silver rim that insulates one from the other. Each axle needs one insulated and one uninsulated wheel. All the uninsulated wheels are fitted to one side and the insulated ones to the other. Be careful not to mix this up or you'll have a short-circuit when the locomotive is placed on the track.

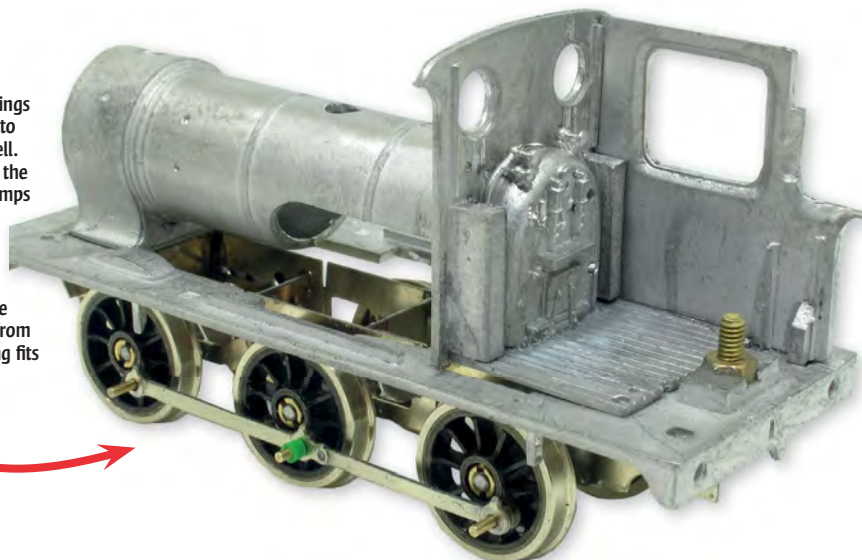
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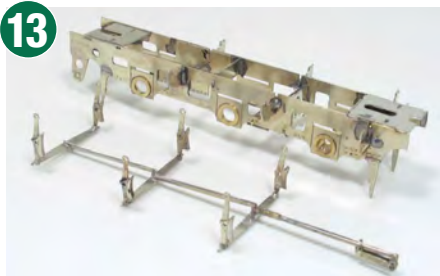
For testing, the rods are held on to the wheels with some insulation stripped from electrical cable. At this point the chassis should run freely, I had to open the holes on the connecting rods out very slightly for this. If anything sticks at this point, sort it out. Don't try to run it in later, it never works.

10

The main castings glue together to prove all is well. Inside the cab the rectangular lumps either side of the backhead need 1mm removing from the inside edges. Apart from this, everything fits perfectly.



13

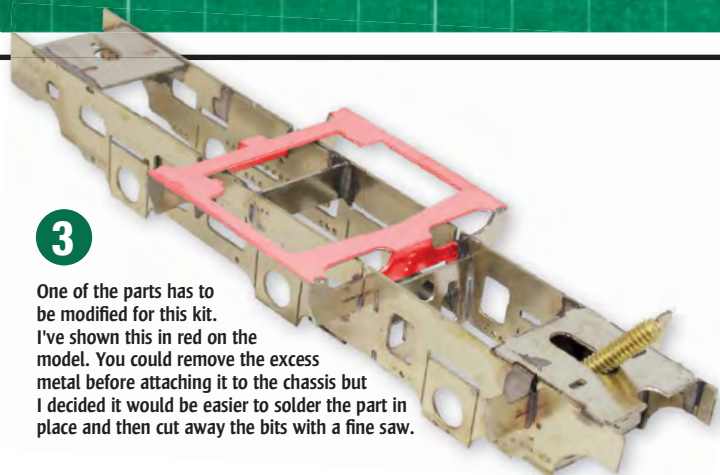


Once everything runs, chassis detailing can be carried out with lamp irons, brake hanger wires and brackets for the back end fitted. The brake system can be made up as a separate item that can be later clipped on.

14

A coat of car etching primer and the chassis is ready for paint. I prefer Railmatch Weathered Black brushed on for this job. Once the paint is touch dry, but not hard, any on the bearing surfaces is quickly scraped away to maintain electrical contacts.





3

One of the parts has to be modified for this kit. I've shown this in red on the model. You could remove the excess metal before attaching it to the chassis but I decided it would be easier to solder the part in place and then cut away the bits with a fine saw.



4

Connecting rods are made up from two layers of metal and can be assembled in several ways. I've picked the simplest, solid, version. The inner ends are designed to allow the rod to flex and have to be removed for this option. The break lines are half-etched so these parts can be broken off with pliers.



7

The first job with the footplate is to fit the retaining nuts. A smear of epoxy glue is ideal to hold them in place.



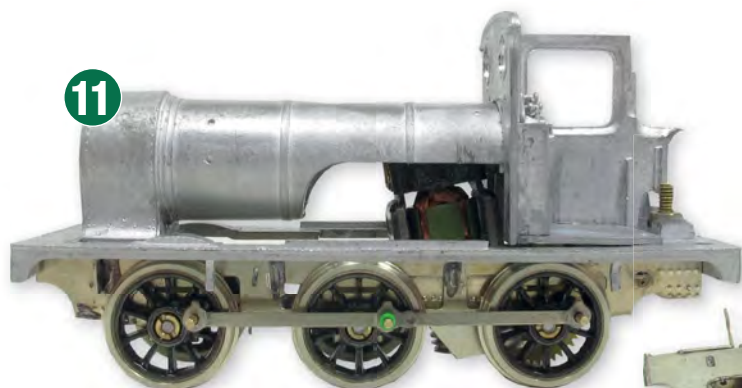
8

The castings are very clean, but there is a little flash to remove with an old scalpel blade or scraper. The worst is in the spectacle plates, but this takes a matter of seconds to remove.



9

While the front of the chassis is retained with a conventional nut and bolt, at the back, a small casting acts as a clip, locating the chassis top.

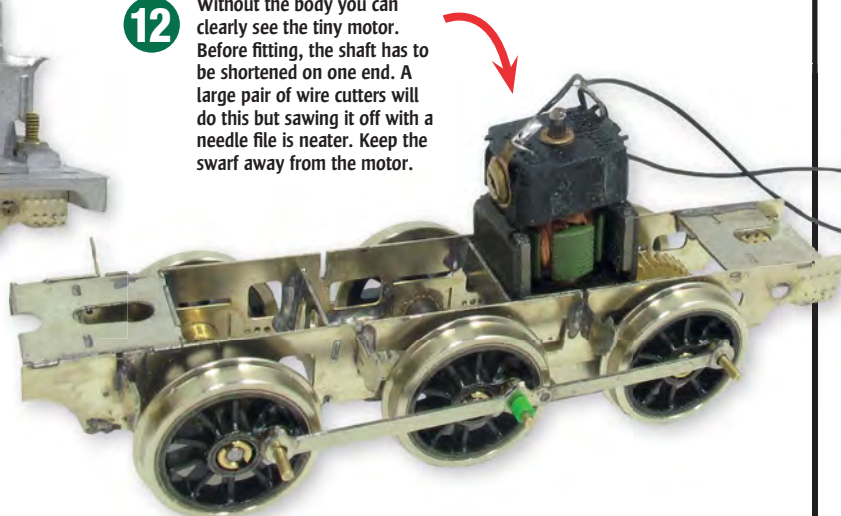


11

With the correct motor installed, it's possible to check it fits inside the boiler. With prototypes as small as the 'P' it's worth checking everything fits and doing this before the tank sides go on allows a 'better than normal' view of the insides.

12

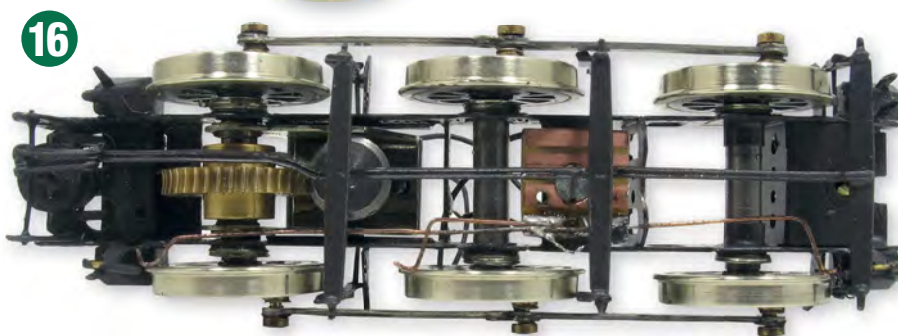
Without the body you can clearly see the tiny motor. Before fitting, the shaft has to be shortened on one end. A large pair of wire cutters will do this but sawing it off with a needle file is neater. Keep the swarf away from the motor.



15

Even for OO, the frames are very narrow allowing the axles to move from side to side. While a little sideplay is desirable, there should only be a tiny amount. The rest is removed by inserting washers supplied on the etch between the wheels and the chassis.

16



A Veroboard square is supplied to be bolted to a plate underneath. To this the pick-ups are soldered. Wire is included for this but I prefer 28swg phosphor-bronze for the job. Pick-ups are only needed on the insulated side as the chassis is live because of the uninsulated wheels. One wire from the motor is soldered to a spacer.

TURN OVER FOR FURTHER STEPS

PRACTICAL BRM



STEP-BY-STEP GUIDE

Missed parts 1 & 2?



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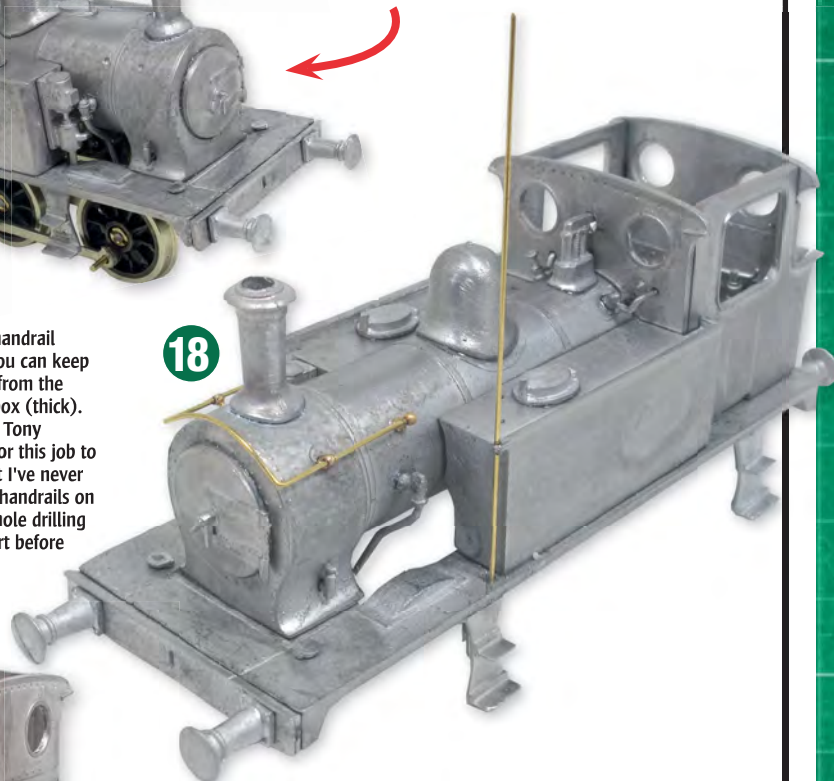
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17

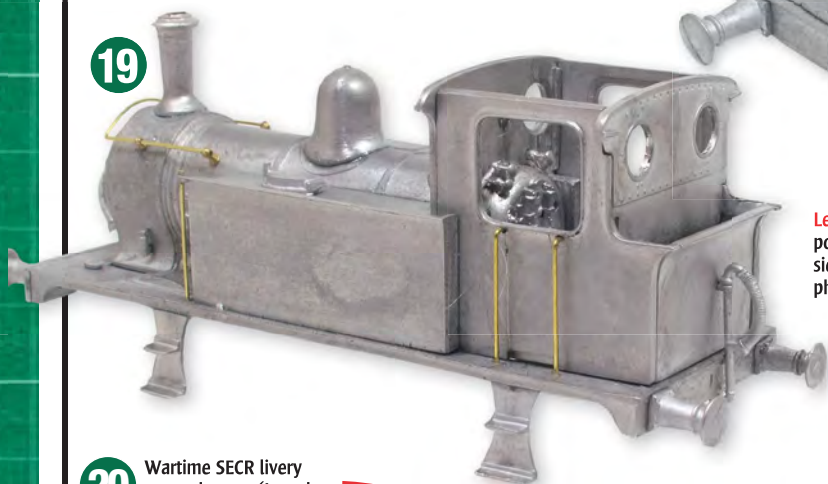
Two hours with the superglue whilst watching a film on TV and all the castings are on the body. Everything fits well although there are some holes to be opened out with a small drill. The cab roof is left loose for painting.

Right Two lengths of handrail knob are supplied so you can keep it straight as it crosses from the boiler (thin) to smokebox (thick). The result isn't perfect, Tony Wright uses split pins for this job to solve the problem - but I've never got on with them. The handrails on the tank need a small hole drilling in the top of the support before gluing them into place.



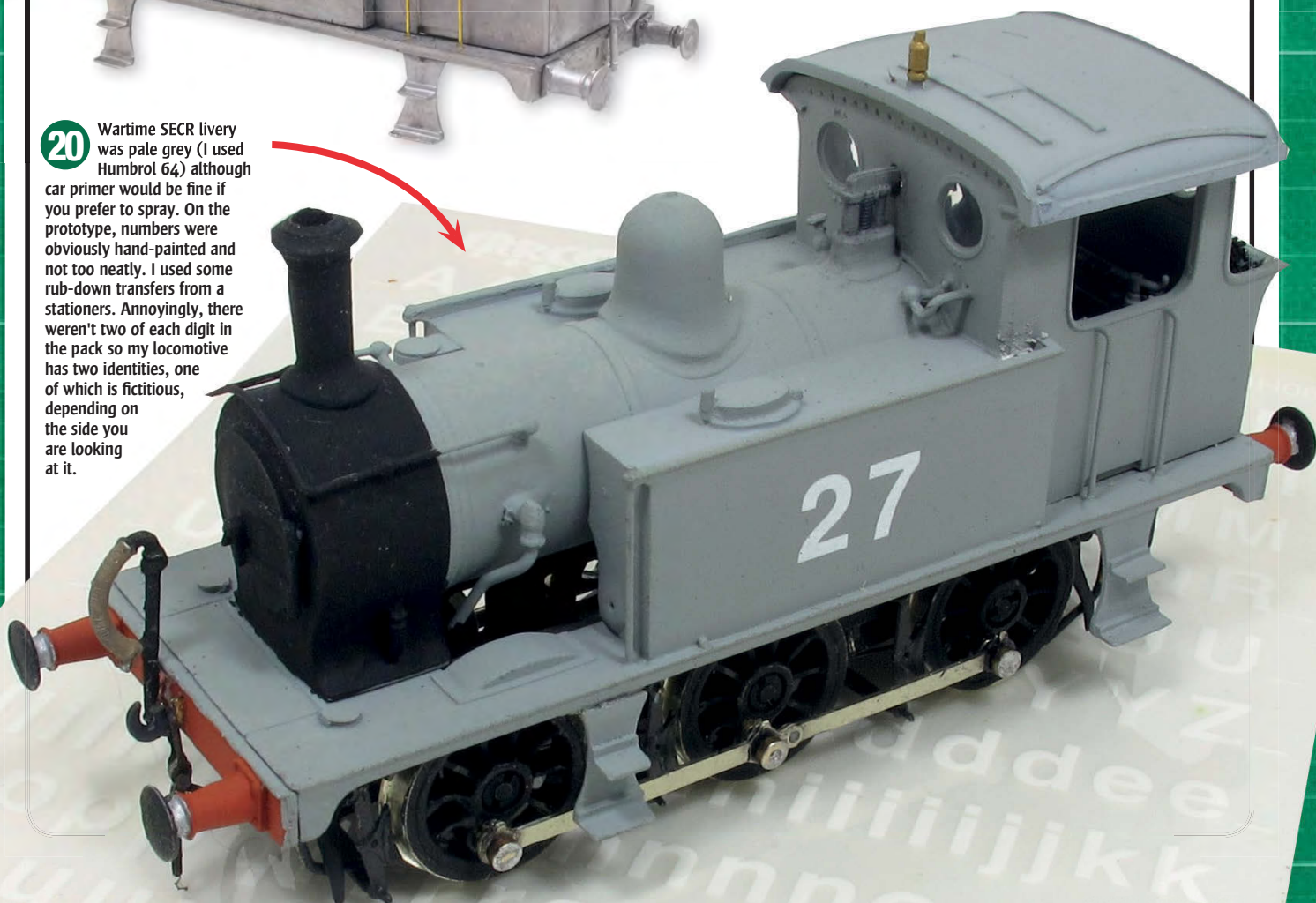
18

Left Cab handrails should be continuations of the beading but that's not possible in whitmetal, so bent wires are fitted into holes drilled just under the side opening. Don't worry about the obvious gaps between the castings in the photograph, gap-filling superglue will take care of these.



19

20 Wartime SECR livery was pale grey (I used Humbrol 64) although car primer would be fine if you prefer to spray. On the prototype, numbers were obviously hand-painted and not too neatly. I used some rub-down transfers from a stationers. Annoyingly, there weren't two of each digit in the pack so my locomotive has two identities, one of which is fictitious, depending on the side you are looking at it.



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R2647	CL56 BR Grey	£72.95
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R2652	CL66	£51.95
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R614	LH Diamond Crossing	£9.25
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R8073	RH Point	£8.45
R8074	LH Curved Point	£14.25
R8075	RH Curved Point	£14.25
R8076	Y Point	£10.25
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R638	Track Underlay	£7.95
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R660	Elevated Track Side Walls	£16.45
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R046	Two Way Switch	£5.95
R047	On/Off Switch	£5.95
R602	Power Connecting Clip	£1.50
R8014	Point Motor	£3.65
R8015	Point Motor Housing	£2.95

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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
31-464	C Class SR	£96.00
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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
31-576DC	Windhoff MPV NWR	£114.00
31-577	Windhoff Railtrack	£104.00

31-653	CL47 ScotRail	£86.35
31-655	Class 47 Railfreight	£86.35
31-658	Class 47 Petroleum Sector	£97.70
31-995	LMS 10000 BR Green	£89.45
32-034DS	CL20 BR Green	£165.95
32-118	Class 08 Haversham	£61.15
32-166A	CL08 BR Green	£50.95
32-475	DC Class 40 BR Blue	£87.75
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	Class37/0 BR Blue	£83.89
32-904DC	CL108 BR Blue	£96.99
32-906	CL108 Green 2 car	£93.50
32-910	CL108 Blue/Grey	£74.95

0 GAUGE

Hel52811	CL52 Western Lord	£459.50
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Here's your chance to have your layout or latest project highlighted in the pages of **BRM** for all our readers to enjoy. Send your photos and text to the address below. We look forward to receiving them!

U-FORMED

**STAR
LAYOUT**



Sheffield Park station. No. 34066 *Spitfire* comes to a halt for loading/unloading mail in the attached TPO. To the right an LNER teak set is visible with a self-built Dynamometer car. To the left a 'Terrier' is parked with the original blue coach with which the Bluebell Railway started in 1961. Out of sight to the left, *Tornado* is resting with its support coach.

I'd like to share a few pictures of my layout which I have created at home. My name is Ed Wyninga and I am a Dutchman but living in Germany. However, my wife and I are so fond of the UK that we spend every holiday in the British Isles and visit at least three or four times a year. Being a railway modeller, I couldn't resist building a British outline layout.



The engine shed at Sheffield Park, made from a quadrupled Scalescenes kit. Visible on shed are: *Mallard*, an LNER N7 (Dean Sidings kit), a very dirty, self-weathered BR 8F and a rebuilt Battle of Britain class No.34053 *Sir Keith Park*.

It is a fairly large U-formed layout with a continuous run of around 70ft. Total track length is approximately 250ft. On the layout are two villages, one is loosely based on Sheffield Park on the Bluebell Railway and the other village is called Chipping Cleghorn, named after a village in one of Agatha Christie's books - 'A Murder is Announced'.

The complete layout is DCC with a few engines equipped with sound and lights. Control is by a Hornby Elite connected to a computer where I am still experimenting with different software.

Ed Wyninga, Germany



The crossing keeper has closed the gates at Sheffield Park for the departure of A4 No. 60019 *Bittern*. *Bittern* is in double-tender configuration. The water tender was made by myself from a converted motorised tender which I bought on eBay.

AYOUTS

JANEBRIDGE TO WITTS END



This is my N gauge layout referred to as 'Janebridge to Wits End'. I have based this layout on the Western Region of BR during my trainspotting years in the mid-1950s. There is no particular area in mind.

Duncan Jones, via email

CALVERTON

I completed this layout in just eight days but then took over eight months to really add detail. It's a 'preserved railway', allowing me to run anything I like, even my sci-fi trains. I have many entertaining elements from nudists and robots, to audible flatulent cows. It has around 20 controls, operating trains, lights, sounds and smoking derelict stables and is regularly updated on YouTube.

'Calverton' resides within a shed at the bottom of the garden. My wife thinks she's got rid of me, but really I like the peace and quiet.

Laurence Calvert, via email



WRITE TO Readers' Layouts, BRM, The Maltings, West Street, Bourne PE10 9PH
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WHAT'S NEW?

News and Events from the model railway trade

CONNOISSEUR REVIVES 4MM KITS

Model kit manufacturer Connoisseur Models is to produce a limited number of 4mm:1ft scale LNER prototype kits in response to public demand. To date, three kits are in stock, a Y7 0-4-0T and J79

0-6-0T, both at £40.00 each and a J50 at £55.00.

Connoisseur 4mm kits were originally launched between 1996 and 2006, scaled down from its 7mm scale kits, but were later discontinued.



Y7 0-4-0T



J79 0-6-0T

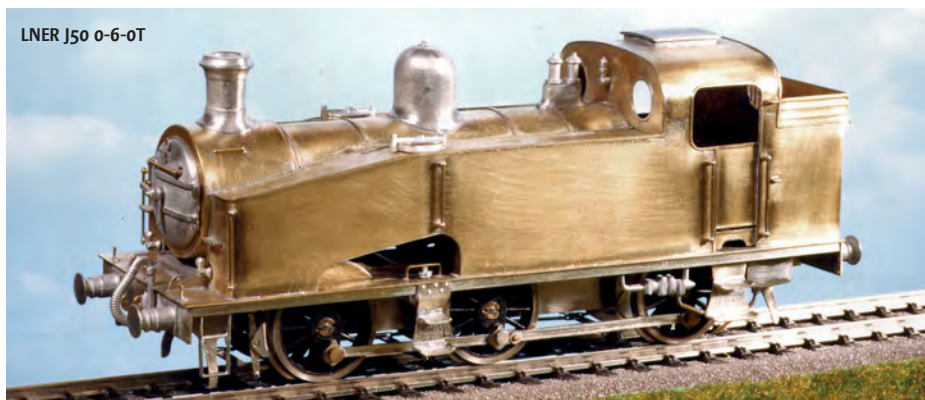
Connoisseur has informed us that some of the 4mm tooling is still useable and following encouragement from 4mm scale modellers, limited batch production of 12 kits at a time is feasible.

Full details of the company's locomotive kits in both 4mm and 7mm scales are available on the website.

A 1 Newton Cottages, Nr Weobley, Herefordshire, HR4 8QX
T 01544 318 263

W www.jimmcgeown.com

LNER J50 0-6-0T



BIGGER AND BETTER AT ALLY PALLY

The London Festival of Railway Modelling returns to Alexandra Palace in London on March 28/29 and promises a great day out for all who attend. Pre-book your tickets to save money and gain early entry to the largest annual railway modelling show of the South East of England.

With over 40 layouts of both British and overseas outline expected to be on display, there'll be something for all tastes and interests in all the major scales. In addition, you'll be able to pick up spares, kits, secondhand and new models, plus all the other items you'll need for the year ahead under one roof, from the many traders present. For full details of the layouts and traders attending, visit the website.

W www.model-railways-live.co.uk **T** 01778 391 123



Win 'Ally Pally' family tickets

We are giving away a set of family tickets (2 Adults + 3 Children) to the London festival of Railway Modelling show on March 28 and 29.

For your chance to win them, enter our competition on our website at:
www.model-railways-live.co.uk

DIARY DATES

14-15

14-15

21-22

Things to SEE & DO in MARCH

ST. NEOTS MRC - EAST ANGLIAN MODEL RAILWAY EXHIBITION

The third annual exhibition to be held by St Neots MRC sees an even bigger venue and 35 layouts with good trade support. Open Saturday 1000-1700 and Sunday 1000-1600.

W www.stneotsmrc.com
A Wood Green Animal Charity Centre, London Road, Huntingdon, Cambridgeshire PE29 2NH

PERTH GREEN MRC MODEL RAILWAY EXHIBITION

A friendly club show with trade support. This year's show will feature two new club layouts and a photo exhibition on 'The former railways of South Tyneside'.

W www.perthgreenmrc.org
A Perth Green Community Centre, Inverness Road, Jarrow NE32 4AQ

NOTTINGHAM MRS ANNUAL SHOW

One of the premier club organised events in the calendar. Over 20 British and overseas outline layouts. Open Saturday 0930-1700 and Sunday 1000-1700.

E exhibadmin@nottingham-modelrailway.org.uk
A Hadden Park High School, Harvey Rd, Bilborough, Nottingham NG8 3BB
W www.facebook.com/NottinghamMRS

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



SPRING LAUNCH FOR OXFORD 7-PLANK



Oxford Rail has developed and tooled a seven-plank private owner mineral wagon for OO gauge, a pre-production sample of which was on display at the London Toy Fair in January.

The standard 12t mineral wagon was the most numerous design of open wagon to be built in the UK post-1923. A total of six striking liveries have been announced, competitively priced at £8.95 each, with the first releases expected in April/May.

Oxford Rail CEO Lyndon Davies said: "From the outset I have stressed that we have a rolling planned introduction program based on extensive market research, as well as talking and listening to railway modellers."

At the same time, Oxford Rail revealed that the first engineering prototypes of its LSWR Adams Radial 4-4-2T (see **BRM** December 2014) are expected to materialise from April this year.

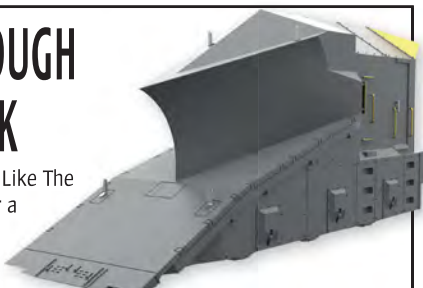
W www.oxfordrail.com

JLRT SNOWPLOUGH KIT - FIRST LOOK

O gauge kit manufacturer Just Like The Real Thing announced a kit for a ZZA independent snowplough just as this issue went to press. 3-D images of how the assembled model will look have already been released.

JLRT states that the kit will follow its standard format, having a polyurethane main body to which additional cast and etch parts are added. The kit is due for release this Summer, so look out for updates in **BRM**.

W www.justliketherealthing.co.uk



28-29

29-30

THE LONDON FESTIVAL OF RAILWAY MODELLING

With more than 40 layouts on display, this is the ultimate day out for railway modellers in the capital. A good selection of traders, demonstrators, and a theatre zone. Open Saturday 1000-1700 and Sunday 1000-1630.

A Alexandra Palace Way, London, N22 7AY

T 01778 391 123

W www.model-railways-live.co.uk

GREAT CENTRAL RAILWAY DIESEL GALA

Unusual Travelling Post Office demonstrations, plus a good selection of diesels will be on show including a 'Deltic', on a busy timetable. In the evening a 'beerex' and GCR 'fry-up' in one of the cafes is available.

A Great Central Road, Loughborough, Leicestershire LE11 1RW

T 01509 632 323

W www.gcrailway.co.uk

DIECAST CORNER

For more diecast models, see **BRM's** sister titles - Diecast Collector and Collector's Gazette.

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B-T MODELS

(Ref: DA87)
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OO Gauge

RRP: £7.99



B-T MODELS

(Ref: N059)
LEYLAND FG INTEGRAL VAN
RAIL EXPRESS PARCELS
N Gauge

RRP: £4.99



N GAUGE PENDOLINO IS 'GO'

Rapido Trains has confirmed that it will develop an N gauge model of a Virgin Trains Class 390 EMU for release in 2016. Despite the failure of the recent Kickstarter crowd funding project to reach its £210,000 target, the outstanding response (92% of the required total was pledged in 60 days) convinced Rapido to offer a 'Plan B'.

Advance orders are now being taken for Class 390s in various configurations, using a subscription model. Jason Shron, of Rapido Trains Inc, said: "The commitment shown by the British N community made this a no-brainer for Rapido. We intend to match that enthusiasm with an outstanding Pendolino in 2016, featuring full interior detail, lighting, concealed motors and realistic sounds."

W www.revolutiontrains.com

SPECIALIST SUPPLIERS

3 NEW PRODUCTS THIS MONTH...

NEW 2015 AXMINSTER CATALOGUE

Axminster's free 2015 Tool & Machinery catalogue offers a range of tools and machinery, accessories and consumables of all sizes, a lot of which modellers will find useful. It's the essential guide for all tool and machinery users. Request your free copy today.

A Axminster Tools & Machinery, Weycroft Avenue, Axminster, Devon EX13 5PH
T 0800 371 822

CUSTOM TRANSFERS

Cambridge Custom Transfers has released more transfer sheets in scales from N to Gauge 1. These cover different subjects from 'Trestles' to 'Herring' ballast wagons, Overhead Live Wire warning plaques and BR(SR) coach and set numbers. The prices per sheet including UK P&P are:

2, 3, 3.5 & 4mm scales: £7.00

5 scale: £14.00

7mm scale: £21.00

Gauge 1: £28.00

Full details including how to order are available on the website.

E cctrans@hotmail.com

A 6, Roseland Gardens, Bodmin PL31 2EY

W www.cctrans.org.uk

NEW ENGINE KITS FROM STEVE BEATTIE

Steve Beattie has announced his return to the O gauge modelling scene with a new website and new resin diesel engine kits. The kits can be used to detail the inside of locomotives or create a scrapyard scene. A new range of locomotive kits to include Classes 15, 17, 24, 25 and 10800 as well as D600 has been promised. For prices and more details on these products visit the website.

W www.sbtdevelopments.com



INTERMODELLBAU 2015

One of the largest model shows in Europe showcasing model railways, cars, aircraft, boats and trucks will be held in Dortmund, Germany on 15-19th April. Intermodellbau 2015 is a very large event and a great family day out if you are in the area. Lots of model demonstrations will be taking place over the course of the show, providing entertainment for visitors of all ages.

In keeping with the annual tradition this year's show certainly won't disappoint and is well worth a visit from the UK.

For full details of the event, visit the website.

W www.westfalenhallen.de/messen/intermodellbau

BACHMANN WAGON UPDATE



Bachmann Europe has received engineering samples of its OO gauge BR/SR CCT Vans. Four different models are being produced, a Passenger Luggage Van (PLV) in SR Green livery (ref: 39-525), a Passenger Parcels & Miscellaneous Van (PMV) in BR Crimson (ref: 39-526) and BR Green (ref: 39-527) and Covered Carriage Truck (CCT) in weathered BR Blue livery (ref: 39-528).

The models sport a high level of detail on the underframe equipment. Axle brake linkages are to be included as accessory items, wire grab rails, separate torpedo vents and footsteps and a close coupling system with NEM pockets. The numerous variations include/omit footsteps, different planking layouts (even planks for PLV and PMV, 2+2 uneven planking for the CCT) and roof vents. Delivery is expected later in 2015.

Also recently received at Bachmann HQ are livery samples for the BR 'Tube' wagons in OO gauge. These models have a choice of spindle and Oleo type buffers, two types of axlebox (oil and HYBOX) and bodies with plain or battened floors. Three versions will be available, BR Bauxite (TOPS) weathered (ref: 38-750), BR Bauxite (Early) (ref: 38-751) and in BR Bauxite (Late) (ref: 38-752). Look out for full reviews of these and other new Bachmann models in **BRM** soon.

W www.bachmann.co.uk



TOWNSTREET'S SHED



Model building kit manufacturer Townstreet has launched a new two-road diesel shed that it claims can be built in under 20 minutes. Measuring 370mm long and 170mm wide, it contains 11 main castings, eight roof vents and a brass etch containing handrails, windows and ladders. Extra parts at additional cost can be obtained, if required, to lengthen the shed. Priced at £89.50, the kit can be ordered via telephone.

A 6 Kirkhill, Blencarn, Penrith, Cumbria CA10 1TZ

T 01768 88456

W www.townstreetuk.co.uk

NEW DCC PLAYER IN UK

Sig-naTrak, a British newcomer to the market of DCC layout control has launched its first two products.

The first GEM digital point actuator at £16.80 and the IMP digital servo controller at £12.10 were both announced at the Warley NEC show last year.

The GEM digital point actuator is a twin solenoid point motor, with built-in capacitor discharge unit (CDU) and DCC decoder. As such, it can plug straight into a DCC bus with no need for extra modules or cards.

The IMP digital servo controller is a translator for communicating with servos (used

on signals or points) when using DCC, or a remote switch. The controller has two pre-set servo positions that can be adjusted by a knob to the side of the box.

Sig-naTrak has informed us that more DCC control products are under development and due for release later in the year, including a command station, so look out for reports on progress in **BRM** soon.

W gfbdesigns.co.uk

A 67 Boddens Hill Road, Heaton Mersey Stockport SK4 2DG

T 0161 883 202



Graeme Moyes' 'Hazelbank', featured in the February 2015 issue of **BRM**, is one of 50 layouts to be seen at this year's Model Rail Scotland show at the SECC.

Model Rail Scotland



Scotland's biggest model railway exhibition will be held on 20th-22nd February at the Scottish Exhibition and Conference Centre (SECC) in Glasgow. More than 50 layouts have been confirmed covering most scales and gauges and promising something for everyone.

Model Rail Scotland is organised by 30 member clubs, all of whom pull together to form this major exhibition. This year's show is supported by a selection of traders that cover the needs of all modellers, from beginners looking for sets to scratchbuilders looking for materials. For the full list of both layouts and traders attending, visit Model Rail Scotland's website.

INFORMATION

Address: SECC, Exhibition Way, Glasgow G3 8YW
Opening times: Fri 1100-1800, Sat 1000-1800, Sun 1000-1700.
Prices at the door: Adults £10, Child £6, Family £25 (2+2). Advance ticket holders gain 30 mins early access.
W www.modelrail-scotland.co.uk

MODEL RAIL SCOTLAND RETURNS FOR 2015



'Towcester', another well-modelled BR diesel era layout and featured in the January 2015 issue of **BRM** will be on display in Glasgow.

DOWNLOAD

Download the **BRM** digital edition to watch a video of last year's show here.

BRITISH OUTLINE LAYOUTS AT THIS YEAR'S SHOW:

- ▶ Tummell VIII (O) - Scottish Region steam
- ▶ Hospital Gates (O) - Private Hospital railway system 1945
- ▶ Eskdale (O) - North Eastern Railway
- ▶ Towcester (OO) - Midland Region Northamptonshire 1977
- ▶ Pen - Gos (OO) - BR Blue Cornwall
- ▶ Kilbowie (OO) - BR Scottish Region
- ▶ Whiteacres (OO) - Contemporary railway
- ▶ Eaton Gomery (OO) - Cambrian railway 1908
- ▶ Outon Road (OO) - BR North West, early 1990s
- ▶ Perceton (OO) - British Railways, Scottish Region
- ▶ Paisley Central (OO) - British Railways 1950s/60s
- ▶ Allanbridge (OO) - Contemporary
- ▶ Fraser Head (OO) - BR 1970s/80s
- ▶ Stoneybridge (OO) - BR 1960s
- ▶ Mallinpark West (OO) - BR Network South East
- ▶ Trams of Yesteryear (OO) - Scottish Tram Scene 1930-1965
- ▶ Maxwell Colliery (OO) - BR loading point in Scotland 1988-94
- ▶ Cadham Bay (OO) - Contemporary Scotland
- ▶ East King Gardens (OO) - BR Scotland 1980s onwards
- ▶ Friarsgate Depot (OO) - London Transport Depot - 1965/70
- ▶ Craigmellachie (OO) - BR Scottish Region 1950s/60s
- ▶ Kirkwood Junction (OO) - BR 1960s
- ▶ Newlands Park (OO) - BR Scotland late 1980s
- ▶ Hazelbank (OO) - BR Scottish Region 1974-85
- ▶ Newcastleton (OO) - BR Waverley route 1950s/60s
- ▶ Weslo Steels (EM) - BR West London 1975
- ▶ Rountree Sidings (EM) - BR Blue, North East England
- ▶ Garrigill (P4) - England 1860s
- ▶ Kettlewell (P4) - British Railways, Yorkshire late-1960s
- ▶ Rannoch (N) - Scottish Region 1970s
- ▶ The Sheaf Valley Railway (N) - Fictional Preserved Railway
- ▶ Little Oak Drier (N) - BR blue Cornwall
- ▶ Bettws Road (N) - Great Western 1930-40
- ▶ Wheal Annah (N) - BR blue, Cornwall
- ▶ Glen Farrist (N) - British Railways Scottish Region 1950s/60s

BACHMANN

GWR 64XX

0-6-0PT

Rob Kinsey assesses this latest addition to Bachmann's GWR stable.



The lower lamp brackets, tank front steps and handrails can all be seen but the upper lamp bracket is missing from the top of the smokebox. Separate screw link couplings and vacuum pipes are supplied for the modeller to fit as required. Note also the conduits and junction box mounted on the bufferbeam.



To those not steeped in the history of Great Western Railway locomotive design, one pannier tank might look much like another. But, within that 'umbrella' description there were numerous classes of locomotive designed for a range of different tasks over many decades. Bachmann already has the general purpose '57XX/8750' type in its OO gauge range, but has now added the much-requested '64XX' variant, in preparation for the introduction of its Hawksworth auto-trailer later this year.

The model supplied by Bachmann for review is in BR plain black with the early emblem. The locomotive is modelled with a curve between the cab rear and bunker top and fitted with a large whistle shield, the later pattern top feed, bunker side steps and the additional cab/roof handrail, representing a typical example of the first 30 locomotives from around 1950 until the class's demise in the mid-1960s.

Straight from the box, the model gives exactly the right impression of a '64XX' 0-6-0PT; neat and workmanlike, with all of its major dimensions being correct as closely as could be measured. Wheels are true-round and to the correct diameter. The brake shoes, which are moulded as part of the chassis keeper plate, align correctly with the wheel treads. The usual additional detailing parts (scale screw link couplings, vacuum pipes and brackets for spare head lamps) are supplied for the modeller to fit if required. Metal buffers are fitted, although they are not sprung - a sign of Bachmann's current drive to reduce production costs and keep prices at a realistic level.

The cab is well detailed complete with the correct screw reverser, regulator handle and the expected collection of valves, pipes and gauges; the only thing missing is a crew. The paint finish is exemplary with a most pleasing satin sheen, as has become the norm these days. The only refinement missing is etched brass cabside numberplates to give the relief so

The model looking exactly like a '64XX', solid and purposeful. The crisp livery is apparent while the front overhang of the cab roof can just be discerned, as can some of the cab interior details. The large whistle shield, later top feed casing and associated pipework are clearly shown. There should be a short handrail on the footplate above the front step.

00
GAUGE



apparent on ex-GWR locomotives, but these can be sourced quite readily from the trade.

There are, however, a few of minor omissions/niggles apparent; the handrails on the footplate above the front steps are missing, the fire iron brackets on the rear of the bunker, which are commendably fitted as separate metal components, are very robust and at least twice scale width. In fairness, to make them dead-scale might mean easy breakage through careless handling. The lower lamp brackets on the bunker rear are moulded on giving a poor representation, whilst the upper lamp brackets both front and rear are totally omitted. The water tank mushroom vents look a little under scale size and possibly susceptible to breakage. Any of the items criticised above could be easily improved if they're considered to be that offensive. For example the fire iron brackets could be filed down nearer to scale width or replacements fashioned from brass strip.

PERFORMANCE

The performance of the model was, as now expected and normal, very good straight from the box with beautifully smooth running, in both directions, between walking speed and a rather excessive top speed. This excellence should be further improved with running-in as recommended by the manufacturer. On the club layout the model happily hauled a train of eight Bachmann Mk 1 coaches or 20 proprietary covered vans, a more than respectable load for a locomotive with a '2P' classification. Most kit-builders would have to try very hard to match the running of this new locomotive.

A conventional six-pin DCC decoder socket is mounted on the chassis ahead of the motor. Recommended decoders include Bachmann's 36-558A, Lenz Silver Mini 10311, Gaugemaster DCC22 or DCCconcepts' new 'Zen' ZN6D. Conversion to DCC operation should be quick and straightforward.

This splendid pannier should be welcomed by the modeller, giving an alternative to the existing, larger '57XX' tanks. The model, whilst not absolutely 'perfect', is very good and can be recommended, particularly to the BR Western Region modeller. It represents superb value for money.

FACT FILE

- ▶ **MANUFACTURER** Bachmann Europe
- ▶ **MODEL** 31-636 BR early emblem black '64XX' 0-6-0PT No. 6417
- ▶ **PRICE** rrp £81.95
- ▶ **AVAILABILITY** Bachmann stockists
- ▶ **WORDS** Rob Kinsey
- PHOTOGRAPHS** Tony Wright

Below A three-quarters rear view showing the rear overhang of the cab roof and the moulded rear lamp brackets.



PRODUCT REVIEW



The motor drives the rear axle while the socket for the six-pin DCC decoder is seen towards the front of the locomotive. The cast metal ballast weight in the tanks can also be seen.

Right More of the fine cab detail, pipes, gauges, valves and regulator can be seen through the cab's opening. Whilst crisply printed, the numberplate clearly lacks the relief of the prototype's cast plates.

Below The rear overhang of the cab roof is clearly visible as are the bunker side steps along with its associated handrail from the upper cab side to the cab roof. The handbrake mechanism and below cab pipework can be seen as can the rather 'robust' fire iron brackets on the rear of the bunker.



FACT FILE: GWR '64XX'

In 1930 the GWR set about updating its fleet of small pannier tanks in the '850' and '2012' classes. A prototype was produced by fitting larger 5' 2" diameter wheels to No. 2080, in which form it ran for a few months before being returned to original condition. A second prototype was produced later in 1930 using the frames from withdrawn No. 2062, again fitted with 5' 2" diameter driving wheels, but also with a new type of boiler. The 'new' locomotive was renumbered 5400. After a few months in service No. 5400 was again withdrawn and returned to Swindon where it was fitted with 4' 7½" diameter wheels, becoming the prototype for the '64XX' class.

After proving its viability, the locomotive was withdrawn and broken up.

The new '54XX' class appeared in late-1931, 25 locomotives being built by late-1935. '64XXs' appeared from early-1932, and 40 had been built by mid-1937.

These classes were regarded as passenger machines and were fitted with a screw reverser, auto-train fittings and were early recipients of Automatic Train Control (ATC). The '54XXs' were principally used in London and the Home Counties, while the '64XXs' were principally used in the South Wales valleys, the West Midlands and around Plymouth. They were used on more arduous duties that were considered beyond the capacity of the earlier 0-4-2Ts.

A third new class was the '74XX' introduced in 1936. Fifty were built by 1950, the last ten by British Railways. These were externally almost identical to the later examples of the '64XX' but carried a higher pressure boiler and, as they were classified as goods locomotives, they were fitted with lever reversers rather than the screw reverser.

The '64XXs' were built at Swindon in four lots, and as may be expected several minor alterations were made during construction, the most noticeable being an alteration to the cab/bunker area. The first 30 (Nos. 6400-29) had a large radius curve between the back of the cab and the top of the coal bunker, and the cab roof overhung the cab by a few inches at each end; however, on the last ten (6430-39) the joint between the cab and bunker was a right angled corner and the roof finished flush with the cab. These later locomotives also received footsteps welded to the fireman's side of the bunker and an additional handrail on the cab roof and side from new. These features were retro-fitted to most - if not all - of the earlier examples. Later boilers were fitted with a new style and more prominent top feed casing, some of the earlier boilers were similarly rebuilt. Following boiler changes at works visits they became distributed throughout the class, although they were not carried by all locomotives. There were several other detailed changes during their lives including the presence and size of the whistle shield and lubricators types. **BRM**

BACHMANN WEATHERED '03'

Bachmann's superb little Class 03 diesel shunter is now available in typical 1960s weathered green condition. Complete with 'wasp' warning stripes and white-painted tyres (possibly an indication of working on tracks embedded in the roadway of a quarry or dockyard rather than any special treatment), it is an ideal locomotive to work alongside late BR steam locomotives and first generation green diesels.

Completed in November 1961 and allocated to the London Midland Region at Derby, Wolverton Works, Allerton and Wigan Springs Branch in the period

modelled, D2383 led a tragically short life. Withdrawn on 18th April 1971, it had been cut up at T.W. Ward's yard in Beighton by late-June 1972, ending a career of little more than ten years.

Equipped with a six-pin DCC decoder in the cab, a cab interior light, detachable NEM couplings and push-fit bufferbeam sections for use in conjunction with the end detailing pack, it has all the features you'd expect of a small OO gauge diesel in the 21st century. Separately fitted

details abound, including an etched metal radiator grille, wire handrails and sprung metal buffers.

Neatly and accurately decorated, it will look the part as a station or goods yard pilot or shunting industrial sidings. A BR green Class 03 is one of those models that should be a fixture in the Bachmann range, as there is always likely to be demand for these useful little machines.

FACT FILE

- ▶ **MODEL** 31-364 Weathered BR green (wasp stripes) 204hp 0-6-0DM D2383
- ▶ **PRICE** RRP £82.95
- ▶ **SUPPLIER** Bachmann stockists, www.bachmann.co.uk
- ▶ **WORDS** Ben Jones
- ▶ **PHOTOGRAPHS** Tony Wright

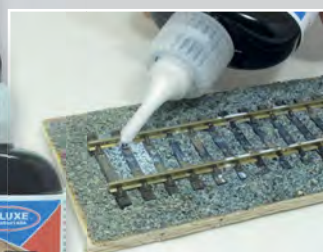


DELUXE MATERIALS BALLASTING PRODUCTS

Ballast Bond is based on an industrial product used for stabilising hillsides. It looks like a very runny conventional glue but doesn't contain PVA. From the bottle, it quickly spreads through ballast and has so little surface tension it doesn't disturb the stones.

Used on granite ballast, it has the advantage over PVA of not reacting with the material and turning it green. Drying time appears to be similar to PVA, so the track is best left overnight.

If the bottle is fitted with a precision spout, liquid can be placed very accurately making it suitable for fixing coal in tenders or wagons.



In contrast, Ballast Magic is unusual in that it's a white powered glue designed to be mixed with the stones in a ratio of one part glue to 5-10 parts ballast and then spread dry on to a layout. Once you are happy with the look, spray water from the supplied pump or an airbrush. This activates the granules and sticks it down.

The most impressive part is the speed at which the glue starts to work. Within seconds the baseboard can be tipped on its side without shedding ballast. Drying properly takes at least a couple of hours and is best left overnight.

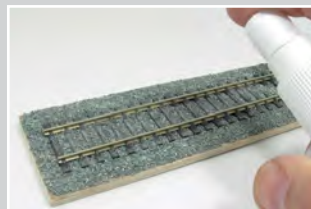
All this is achieved with absolutely no mess. The glue doesn't seep so you can work right up to point tiebars without

FACT FILE

- ▶ **PRODUCT** Deluxe AD75 Ballast Bond/AD74 Ballast Magic
- ▶ **PRICE** AD75 £5.25 100ml bottle AD74 £9.50 per 125ml bottle
- ▶ **AVAILABILITY** Deluxe Stockists, www.deluxematerials.com and www.gaugemaster.co.uk
- ▶ **REVIEW** Phil Parker

worrying about them being gummed up. You'll need to shield card buildings with some cardboard or spray water from an airbrush set to a narrow flow.

Suitable for all granular materials, it lends itself to a wide range of scenic and detailing tasks.



The new '4F' is in a different league to its predecessor, introducing much greater finesse, better looks and detail option such as the Deeley tender.



GRAHAM FARISH MIDLAND '4F'

The impressive overhaul of Bachmann's N gauge range continues with this versatile goods locomotive, as **Ben Jones** discovers.



Simple, rugged and powerful, the Midland/LMS 4F 0-6-0s were amongst the most numerous classes ever built for Britain's railways. Directly descended from Victorian MR designs, the 772 locomotives never stole any headlines but instead did the day-to-day hard graft from which the railway really earned its income.

As such, they are as essential to any LMS/London Midland Region locomotive fleet as 'Black Fives', 8Fs and 'Jinties'.

There's been a 4F in the Graham Farish range since 1993; it

was revived by Bachmann in 2003 and although it was arguably one of the better 'old Farish' steam locomotives it is now well past its best. Following the example of Bachmann's OO gauge 4F, this replacement model takes the earlier Midland Railway variant as its inspiration, rather than the more numerous Fowler LMS type.

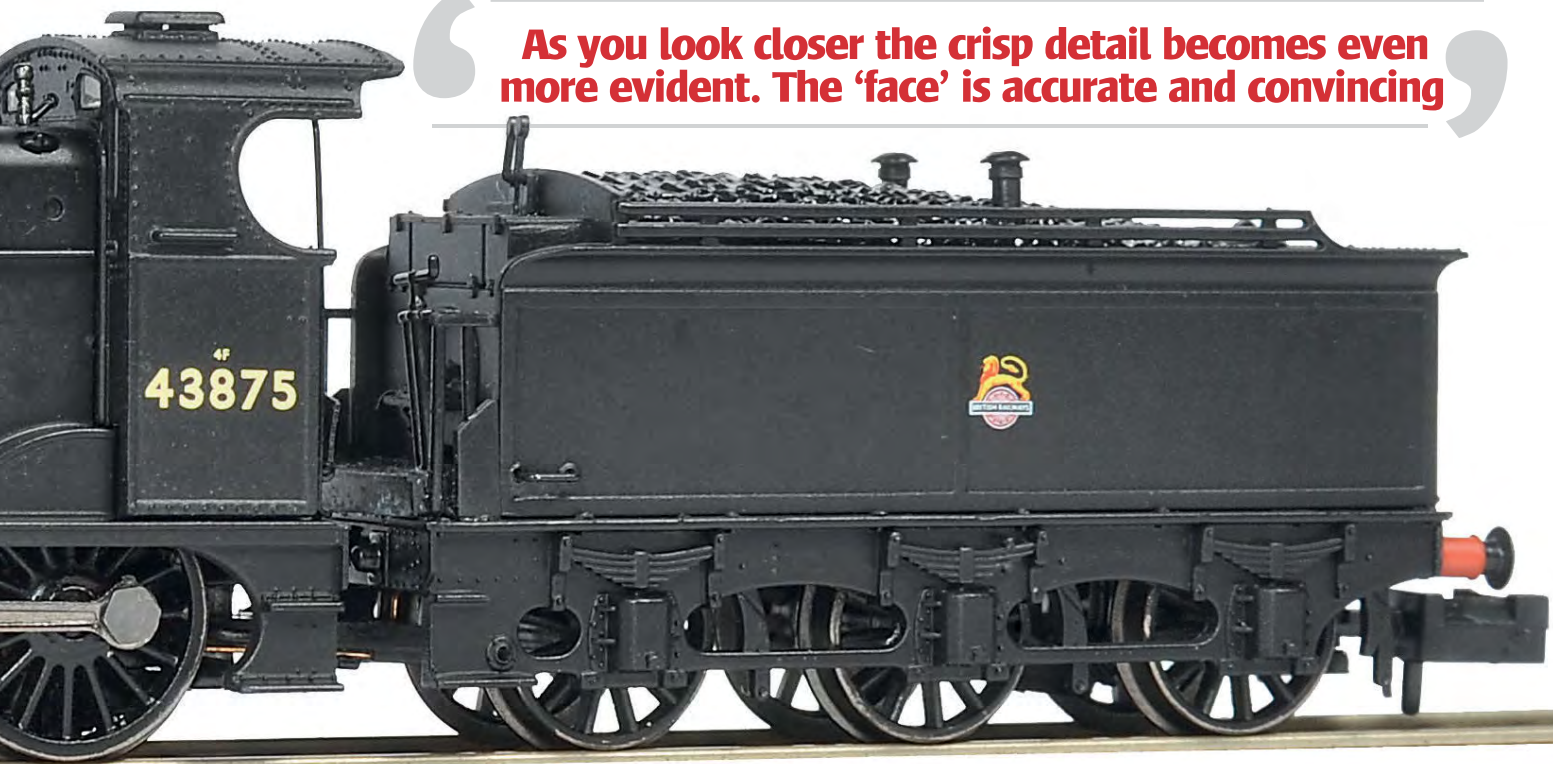
Like its bigger sister, this N gauge model features a number of detail variations that would have been impossible with its predecessor. Reviewed here is BR black No. 43875 built at Derby Works as part of a batch in 1918/19. It is superbly finished in BR unlined black with finely printed numbers and early BR emblems. It has a Birmingham Saltley (21A) shedplate, dating the model between January 1952 and withdrawal in May 1956.

No. 43875 is typical of many of the Midland '4Fs' in BR days. Paired with an elderly Deeley MR tender, its Ramsbottom safety valves have been replaced with the Ross 'pop' type and it has lost its piston tail rods but it retains a narrow Fowler chimney

FACT FILE

- ▶ **MANUFACTURER**
Graham Farish by Bachmann
- ▶ **MODEL** (ref: 372-062) BR early emblem black Fowler '4F' 0-6-0 No. 43875
- ▶ **PRICE** RRP £99.95
- ▶ **AVAILABILITY** Bachmann stockists
- ▶ **WORDS** Ben Jones
- ▶ **PHOTOGRAPHY** Tony Wright

As you look closer the crisp detail becomes even more evident. The 'face' is accurate and convincing



with capuchon. Of the other two 4Fs produced (but not reviewed), No. 43924 has the wider Stanier chimney and more familiar Fowler LMS tender, while LMS No. 3851 has a Deeley tender and narrow chimney.

Graham Farish hasn't disappointed those waiting for an all-new '4F'; indeed it is difficult to find fault with the model. The shape compares well with prototype photographs and published drawings/ dimensions, while the attention to detail is in a different league to the old model.

As you look closer the crisp detail becomes even more evident. The front end face is accurate and convincing, the 'G75' boiler and its fittings capture the look of the original and the cab interior is a delight, with a finely decorated backhead and hinged metal fallplate.

Even in this small scale, details such as rivet heads and clack valve on the right hand side of the boiler (and its associated pipework), snifting valves either side of the smokebox saddle and lubricators on the left hand running plate are very well executed. Despite being locomotive-drive, there's all the necessary 'daylight' between the boiler and frames and even a representation of the inside valvework under the boiler. All very impressive.

Equally good is the Deeley tender, which captures the Victorian character of the prototype beautifully. If anything, it is better than the OO gauge version, which lacked relief on the underframe detail - there are no such problems here. The flared top of the tender tank is worthy of closer inspection, as are the coal rails and footplate details. For DCC conversion, the top simply unclips to reveal the six-pin decoder

socket - it couldn't be easier. The tender is permanently attached to the locomotive by a coupling bar which also carries the electrical connections for the motor and pick-ups.

PERFORMANCE

Hidden away in the locomotive is a slender coreless motor. The size and design of the locomotive means there's not much space for extra ballast weight, but reports suggest it is generally a smooth and quiet performer.

Unfortunately, our sample suffered with what appeared to be an assembly issue with the driving axles, which resulted in its progress being jumpy and inconsistent. Better running tender first than forwards, it managed to haul up to seven Mk 1 coaches or 17 short-wheelbase wagons. We believe that a 'fully fit' model would be capable of more than this, so it's worth checking at your local model shop before taking your 4F home.

Detachable couplings are fitted in NEM sockets at each end. A small pack of detailing parts includes cab doors and coupling hooks.

Graham Farish has been a good friend to LMS/LMR modellers in N over recent years, and the 4F is yet more evidence of the company's expertise in this field. After the regal splendour of the 'Princess Coronation' (January **BRM**), the 4F is a somewhat humbler machine, but no less important for that. Goods 0-6-0s greatly outnumbered front line 'Pacifics' and while we wouldn't necessarily expect modellers to maintain the same ratio, any LMS/LMR layout should be able to justify at least a couple of these superb new models. Recommended. **BRM**

FACT FILE: Midland 4F

The Midland Railway built 192 '4Fs' between 1911 and 1922 - the most powerful development of a long line of 0-6-0s that evolved over several decades. Another five were added for the Somerset & Dorset Joint Railway in 1922. After the Grouping of 1923, LMS locomotive policy was heavily influenced by Derby and the '4F' became the new company's standard goods locomotive. A further 575 were built, with William Stanier authorising the last batch as late as 1941.

MR-built locomotives can be identified by their Ramsbottom safety valves, chimney and dome higher than the cab roof and right hand drive. LMS locomotives had a shorter chimney and dome to widen their route availability and were left hand drive. They also had Ross safety valves. Later modifications involved fitting a wider Stanier chimney.

The '4Fs' worked across much of the LMS network, from Scotland to the South Coast. They were mainly goods locomotives and were even used on the heaviest trains - often double-headed - but were also pressed into passenger use when required.

On a model this small, the level of cab interior and boiler backhead detail is exceptional.





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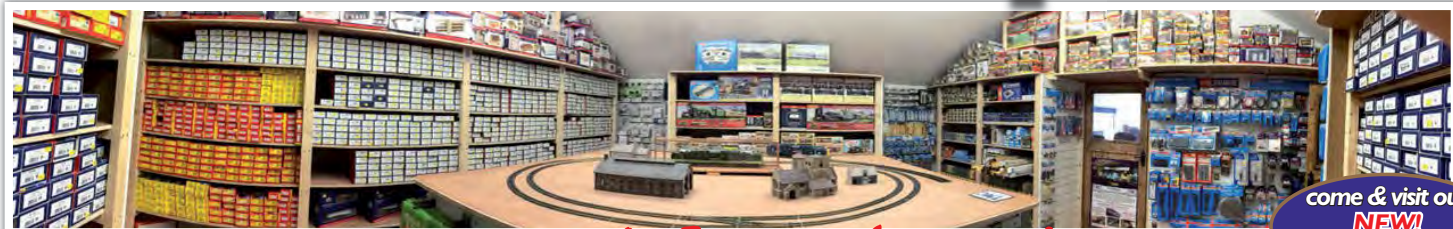
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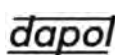
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TRIED & **TESTED**

PAINT MIXING TOOLS

A great paint finish depends on proper mixing of your chosen products.
Phil Parker tests three tools made for the job.

All modellers use paint. Some prefer traditional enamels, others faster drying acrylics. Whatever your preference, all paint manufacturers recommend their products are mixed or shaken before use to combine the pigment and carrier medium properly. This is important to give a consistent colour and finish when brushed or sprayed.

We mix paint without thinking about it, but what's the best way to carry out this mundane job? We've tried three different products that claim to help produce a good result however you apply the colour. **BRM**



1 PINNACLE PAINT MIXING BALLS

We've all shaken an aerosol can and listened to the ball-bearing rattling away inside mixing up the paint. If it works here, why not in tins?

Pinnacle supplies a pot of stainless steel balls 5mm in diameter. To use, simply pop one or two in to the paint, stick the lid back on and give it a good shake. The manufacturer claims that the high-grade metal is resistant to salt-water, acid and all types of paint so the mixing balls can be left in the tins while being stored.

Once you reach the end of the paint, the balls will be ready for re-use after a quick bath in thinners and should last forever this way.

The balls work best in thin paint. Thicker enamels from both Humbrol and Railmatch defeated them with the ball stuck in the pigment. Humbrol acrylic is thinner and was quickly mixed up to usable condition with only a few shakes. Anything suitable for airbrushing should also be easy to mix this way.



Pinnacle Model Supplies

W www.model-supplies.org.uk

Price: £3.50 for 25,
£6.00 for 50, £10 for 100 (+P&P)

2

TAMIYA PAINT STIRRER

Widely available from model shops, Tamiya's paint stirrers are 150mm long stainless steel sticks with a 5mm wide paddle at one end and a small spoon on the other.

Although instructions are provided on the back of the card, unless you read Japanese you'll need to work out what to do, hardly rocket science if you've ever made a cup of tea!

The paddle quickly stirs up lumps of pigment from the bottom of the tinlet and the stick is strong enough to allow you to dig deep in long-stored paint. It's possible to revive surprisingly old paint his way although you will be mixing for several minutes.

Clean-up is just a wipe with a cloth, perhaps with a dunk in some thinner first. If paint dries on the stick, it can be scraped off with a knife or fine emery paper.

Tamiya Paint Stirrer

Availability: From all good model shops

Price: £4.25 for two

SHOULD YOU MIX PAINT AT ALL?

There is a school of thought amongst some modellers that the best way to ensure a long life for paint is never to mix it at all.

Simply let the pot stand so the pigment drops to the bottom underneath the liquid carrier medium. Then, when you wish to use it, scoop pigment on to a piece of plastic and then mix in a little medium also scooped out of the tin. Once you have finished painting, throw the mix away, don't put it back in the tin.

By not mixing the chemicals in the tinlet, air can't cause the paint to go off and it should last for many years.

3

BADGER AIRBRUSH ELECTRIC STIRRER

If all this hand mixing is too much for you, how about an electric mixer? Badger's little device comprises a plastic handle containing the motor and two AA batteries. From the front, a removable 12cm long metal prong is topped with a flat mixing disk.

To use, place the disk in the paint and push the switch to 'on'. Results, even with long stored paint, were surprisingly quick with a good mix being achieved in around ten seconds. With results so fast and easy, the temptation is to keep mixing longer than normal. That's not a bad thing if like me, you are a bit impatient and tend to use paint before it's properly mixed resulting in a patchy gloss finish.

Only one danger needs to be avoided, taking the mixing disk out of the paint before switching it off. Do this and your work area will be liberally spattered with paint!

Cleaning is a little fiddly as the mixing disk has a pattern to help it do its job. A wipe with a cloth will get most of the paint off but a whizz in some thinners wouldn't be a bad idea, especially if the paint won't have time to dry before you mix another colour.

This device will strike many people as a slightly pointless gadget, after all we can all stir paint can't we? It's actually very good. Airbrush

users who need consistently mixed paint once thinners are added will find one especially useful.

Badger Paint stirrer

W: www.airbrushes.com

Price: £13.99

STORING PAINT

Model paints have a surprisingly long life when air is kept out of the storage tin or jar. Many modellers

will have pots well over a decade old that can still be revived and used. The key is to ensure a good seal around the top of the container.

One trick is to store tinlets upside down.

This way the heavy pigment will settle against the lid creating an airtight seal. Make sure the lid is in place properly before you do of course, cleaning the lip with a cloth first if required.

Humbrol paints now come with a sticker on the base that provided the colour number. Older tins can be written on with a permanent marker to make finding the right one quicker.



AUHAGEN/BUSCH SCENIC PRODUCTS

Ben Jones tests some products and kits from Germany whilst building a scenic photographic diorama. How do they fair?

When it comes to scenic products, accessories and kits, German manufacturers such as Faller, Noch and Kibri have become well known in the UK over the last few years. However, they are not the only suppliers from that country with products to interest British modellers.

Auhagen is based in what was East Germany and has an increasingly broad range of kits and building products that can be used as they are, or as aids to scratchbuilding. Busch meanwhile, can supply anything from 2mm scale crops to road vehicles and working narrow gauge field railways from its extensive catalogue. Both are now being imported into the UK by Golden Valley Hobbies, formerly known as Ontracks.co.uk.

A Lima Class 40 tests the strength of the Auhagen bridge, which proved to be an excellent kit.



AUHAGEN GIRDER BRIDGE

It's not always easy to make bridges look realistic and effective on model railways. Too often they look what they are - simple plywood decks slung across a gap. But, this excellent Auhagen kit (pictured right) comes together like a real bridge, including fold-up stone supports, a main box girder that rests on neatly moulded feet and expansion rollers and an open deck that can be detailed and decorated according to taste, use or period.

With a footprint of 327mm by 65mm wide and at 110mm high, it will suit single-track branch lines from the post-Second World War era in particular. Clearance under the span is 78mm - sufficient for HO/00 trains or road vehicles.

Produced to a high standard, it assembles quickly and well, even if you're a beginner. The injection moulded plastic is supplied in different colours, but for the best effects I'd recommend painting/spraying it before assembly. I found the most difficult part to be getting the correct colours and weathering the stone supports. Although the stonework is embossed, the relief isn't that deep and it was a challenge to maintain the colour of the mortar when applying the stone colour. More experienced modellers will doubtless have a simple solution.

Once folded up, the supports can be simply pushed into slots in a polystyrene embankment (as I did) or worked into your scenery as required. I chose to hide any joins with WS foliage clumps, and added a few bits of greenery growing out of various gaps and dark, damp places.

Once finished in appropriate colours, with a few rusty streaks on the main girder and a rusty/metallic finish dry-brushed on the steel plates between the rails, it looks very effective and comes highly recommended.

Auhagen also produces a large range of building kits and architectural components that can be used in scratchbuilding projects. From windows to drainpipes, air-conditioning units and sectional walls, the possibilities it offers are unlimited.

► **Product:** Auhagen 11 341 Steel Bridge kit, 1:87 scale HO/00

► **Price:** £20.00

► **Verdict:** Easy to build, simple pictorial instructions, quality mouldings that fit together very well.

BUSCH BALLAST

Once the Peco track had been laid onto the cork base and fixed with PVA, it was time to add some ballast. At first glance, this mixed black, white and grey ballast from Busch looks too stark for use on British track. But with a little mixing with plain grey ballast and weathering with Railmatch track dirt spray, it can help to provide an authentic variety of colouring that more uniform products can't easily match. Bags of fresh granite, pink, brown and mixed colours are also available.

Once mixed and weathered, it was applied using a Prores ballast spreader (also from Golden Valley Hobbies, £12.50). It was my first experience of using such a device and it didn't go entirely to plan, with the ballast spilling out too quickly, but some careful tending with a paintbrush persuaded it all into place. Once fixed with diluted PVA, Woodland Scenics 'Scenic Cement' or Busch *Boden und Schotter* (ground and gravel) glue it looks effective and is surprisingly good value.

► **Product:** Busch 7513 Crystalline Grey Ballast, for N/HO/OO ► **Price:** £1.79

► **Verdict:** Good mix of colours, works well, reasonable price.



BUSCH SCENERY ADHESIVE

This extra runny PVA glue is specially formulated for hobby and scenic work and is supplied in a 125ml plastic bottle with a fine applicator nozzle and a separate pipette.

I found it too thick for ballasting work as supplied, but perfect for applying static grass, Woodland Scenics' thick turf clumps/fine turf and Gagemaster/Noch foliage and grass clumps, when brushed onto a plaster bandage surface.

It can also be used to secure sand, crushed stone, flock powders and more as it dries clear within a few hours.

► **Product:** Busch 7593 Scenery Adhesive

► **Price:** £5.80

► **Verdict:** Low surface tension, versatile, good hold, but there are cheaper solutions.

A recent visit to Golden Valley Hobbies' warehouse yielded a number of products that will be useful to British modellers, but have not been widely seen to date.

This 'Tried & Tested' differs somewhat from the normal format in that there's no step-by-step guide to using the products. Instead, I've incorporated as many of them as possible into a short embankment diorama that has allowed me

to practice a range of techniques that will be employed on my own layout when the scenic works start. Each one gets a short review. To complete the diorama, I also used a Woodland Scenics Landscape Starter Kit and static grasses and a Finescale Model Railways static grass device. It's not perfect, but for a first attempt it has turned out better than I expected and the various Auhagen and Busch products more than play their part in that. **BRM**



BUSCH MOBILE TELEPHONE MASTS

Transmitter/receiver masts are the most visible evidence of the relentless march of mobile communications. There can be few places in the UK where they are not now seen, and they are becoming increasingly common at the lineside as Network Rail installs GSM-R mobile communications equipment across the system.

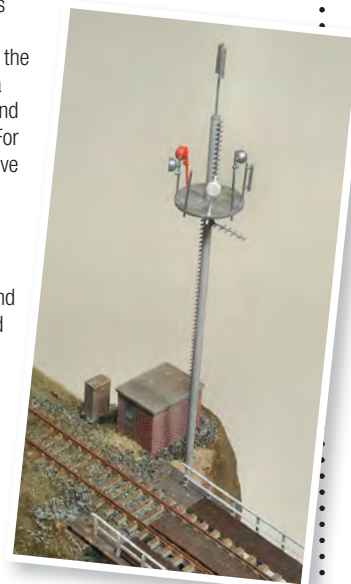
This pack contains enough parts to assemble two masts to your requirements; I built a short one of the type seen alongside railways and a much taller structure in grey, red and white, as is common in Germany. For each mast, a collection of microwave dishes, aerials and antennae is supplied, along with maintenance/inspection platforms, ladders, a switchgear cabin and a wire mesh fence that can be assembled around the base of the mast. Also included are signs and even some placards from anti-mast demonstrators - a nice humorous touch!

I added the smaller of the two masts to my diorama, along with a small brick-built generator building borrowed from set by Faller. Although the pre-coloured plastic is OK, a quick squirt of grey primer and some light weathering will result in a more pleasing finish. Perhaps not everyone's 'cup of tea', but an essential scenic accessory for the modern world nevertheless.

► **Product:** Busch 1021 Mobile Telephone Masts x 2, 1:87 scale HO/OO

► **Price:** £19.99

► **Verdict:** Easy to build, good instructions, assembly/mast options, needs painting/weathering to reduce plasticky finish.



TURN OVER FOR A STEP-BY-STEP GUIDE ON BUILDING THE BRIDGE



STEP-BY-STEP GUIDE

BUILDING THE EMBANKMENT

To show off these products, I built an embankment from a few spare materials I had saved 'just in case'. The basis is a hardboard off-cut. In hindsight, something about 50% wider would have been more suitable to achieve the right ratio between the height of the bridge and gradient of the embankment. It's far too steep as it is, but made a quick and cheap showcase for the bridge kit and an ideal practice project.



Using the hardboard as a template, I cut two pieces of Knauf expanded polystyrene insulation board rescued from a household DIY job, fixed them in place with UHU and then cut them to shape. As I didn't have a hot wire cutter to hand, I used an old bread knife, heated on the kitchen hob to slice through the Knauf board at the required angle. It's not perfect, but it worked well enough, although the knife won't be cutting any bread again - don't use your best cutlery for this job!



Once I was happy with the position of the Auhagen bridge, I then applied Woodland Scenics plaster bandage material (more often known here as 'Mod-Roc') over the top of the polystyrene to form the base of the landscape. Believe it or not, it was the first time I'd ever used this, but I found it to be an easy and satisfyingly messy job.



Once it had dried, it was painted with Woodland Scenics 'earth green' undercoat, although poster paint works just as well. Use earthy greens and browns to colour the plaster landscape before applying your grass.



On top of the embankment, a double layer of Proses cork trackbed was needed to match the height of the bridge deck. Again, this was fixed with UHU before the weathered concrete sleeper track was laid and ballasted (see above).



A few days later I summoned up the courage to have a first crack at 'static grassing' and was really pleased with the result. Using a Finescale Model Railways static grass device, a mix of Woodland Scenics and Javis green/brown fibres was applied quickly and easily.

SUPPLIER

All the above items are available from Golden Valley Hobbies. For a full list of Busch, Auhagen and Proses products it imports, see the Golden Valley Hobbies website:
T 01981 241237
W www.goldenvalleyhobbies.com



In a couple of areas where the grass didn't cover quite as well, I added WS dark turf fixed with Scenic Cement to fill the gaps, which had the added bonus of varying the colour and texture of the greenery. In a couple of places I also added narrow columns of ballast that have been washed out from the trackbed. Finally, any gaps around the bridge and base were hidden with WS dark green clumps, fixed with Busch scenic adhesive.

Apart from the steep sides of the embankment, I was pleased with this first venture into scenics and found the Auhagen and Busch products a pleasure to use.

It turned out better than I expected and the Auhagen and Busch products more than played their part

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C.W.S. 7 plank open wagon	
Chatterley Whitfield 7 plank open wagon	
Kestell Bros 7 plank open wagon	
Nook and Wyrley 5 plank open wagon	
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Thorncliffe IZal 8 plank open wagon	
NEW Enoch Haythorne 8 plank open wagon	
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DATES FOR YOUR DIARY

CONTACT US

Diary Dates entries are published free of charge to bona fide model railway clubs and societies.

PLEASE SEND FULL DETAILS OF FORTHCOMING EVENTS TO
Diary Dates, **BRM**,
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Lincolnshire. PE10 9PH
Or, fax them on
01778 425437

EMAIL diarydates@warnersgroup.co.uk

WEBSITE Enter them on our website at www.model-railways-live.co.uk

MODEL RAILWAYS LIVE

Closing date for the April issue is 1st March 2015

Suitable for disabled visitors.

EXHIBITIONS

SATURDAY FEBRUARY 28 TO SUNDAY MARCH 1

North Kent MRG - Model Exhibition
Homewood School, Ashford Road, Tenterden Kent TN30 6LT **Saturday:** 1000 - 1700 **Sunday:** 1000 - 1600 **Prices:** £4.50 adult, £2.50 child, £3.50 concessions, £12.00 family **Tel:** 07803 229 235

SATURDAY MARCH 7

March & District Model Railway Exhibition
Westwood Community Junior School, Maple Grove, March, Cambridgeshire PE15 8JT **Saturday:** 1000 - 1630 **Prices:** £4.00 adult, £2.00 child, £11.00 family (2 + 2) **Contact:** Dave Evans **Tel:** 01353 663 024 **Web:** www.mdmrc.co.uk

SATURDAY MARCH 7 TO SUNDAY MARCH 8

Rainhill MRC Model Rail 2015 Rainhill Village Hall, Weaver Avenue, (behind shopping precinct), off Warrington Road, Rainhill, Merseyside L35 4LU **Saturday:** 1000 - 1700 **Sunday:** 1000 - 1630 **Prices:** £4.00 adult, £3.50 child, £3.50 concessions, £11.00 family (2 + 2) **Contact:** Brian Davis **Tel:** 01925 226 266 **Email:** brian@andertondavis.fsnet.co.uk **Web:** www.rainhillmrc.org.uk

SATURDAY MARCH 7 TO SUNDAY MARCH 8

Mansfield St Peter's MRG - Model Railway Exhibition St Peter's Centre, Church Side, Mansfield, Nottinghamshire NG18 1AP **Saturday:** 1000 - 1700 **Sunday:** 1000 - 1600 **Prices:** £3.50 adult, £1.00 child, £2.00 concessions **Contact:** Ian Mellors **Tel:** 01623 469 068

SATURDAY MARCH 7 TO SUNDAY MARCH 8

Birtley Model Railway Engineers 51st Model Railway Exhibition Birtley Community Centre, Ravensworth Road, Birtley, Gateshead DH3 1EN **Saturday:** 1000 - 1700 **Sunday:** 1000 - 1600 **Prices:** £4.00 adult, (Under 12yrs) free **Contact:** James Abbott **Tel:** 01914 871 110

SATURDAY MARCH 7 TO SUNDAY MARCH 8

Romsey & District Railway Modeller's Society Crosfield Hall, Broadwater Road, Romsey, Hants, SO51 8GL **Saturday:** 1030 - 1700 **Sunday:** 1000 - 1630 **Prices:** £4.00 adult, £2.00 child **Contact:** Patrick Collins **Web:** www.rdrms.hampshire.org.uk

SUNDAY MARCH 8

Chesham Model Railway Exhibition
The White Hill Centre, White Hill, Chesham, Buckinghamshire HP5 1AG **Sunday:** 1000 - 1700 **Prices:** £4.00 adult, £2.50 child, £10.00 family (2 + 2) **Contact:** Ron Nettleto **Tel:** 01494 785 865

SATURDAY MARCH 14

Swindon MRC - Wiltshire Modrail 2015 STEAM Museum, Fire Fly Avenue, Swindon, Wiltshire SN2 2EY **Saturday:** 1000 - 1630 **Prices:** £4.00 adult, child (Under 16yrs) free **Contact:** Ian Burbidge **Tel:** 07880 654 755 **Email:** imburbidge@btinternet.com **Web:** www.modrail.org.uk

SATURDAY MARCH 14

West Bromwich Rail Model Club
Wednesbury Hall, Holyhead Road, Wednesbury WS10 7DF **Saturday:** 1000 - 1630 **Prices:** £3.50 adult, £2.50 seniors, child free **Contact:** Ian Miles **Tel:** 01215 595 673

SATURDAY MARCH 14

Sawbridgeworth show 2015 Sawbridgeworth Memorial Hall, The Forebury, Sawbridgeworth, Hertfordshire, CM219DB **Saturday:** 1030 - 1630 **Prices:** £3.00 adult, £1.00 child (Under 17yrs) **Contact:** Ray Pond **Tel:** 01279 739 389 **Email:** info@raysrails.co.uk **Web:** raysrails.co.uk

SATURDAY MARCH 14 TO SUNDAY MARCH 15

Perth Green Model Railway Club Exhibition
Perth Green C.A. Inverness Road, Jarrow, Tyne and Wear NE32 4AQ **Saturday:** 1000 - 1700 **Sunday:** 1000 - 1600 **Prices:** £5.00 adult, £2.00 child, £12.00 family (2 + 2) **Email:** exhibition@perthgreenmrc.org **Web:** www.perthgreenmrc.org

SATURDAY MARCH 14 TO SUNDAY MARCH 15

Macclesfield MRG Macclesfield Model Railway Exhibition Tytherington High School Manchester Road, Macclesfield, Cheshire SK10 2EE **Saturday:** 1000 - 17.00 **Sunday:** 1000 - 1630 **Prices:** £5.00 adult **Tel:** 07796 457 978 **Web:** www.macclesfieldmrg.org.uk

SATURDAY MARCH 14 TO SUNDAY MARCH 15

Nailsea & District Model Railway Club Exhibition Nailsea School, Mizzymead Road, Nailsea, Bristol, Somerset BS48 2HN **Saturday:** 1030 - 1700 **Sunday:** 1000 - 1600 **Prices:** £5.50 adult, £2.50 child, £4.50 OAP, £13.00 family **Web:** www.nailsea_district_mrc.co.uk

Moray Model Railway Group

The Great North of Scotland Model Railway Exhibition 2015

T.A. Centre, Edgar Rd, Elgin / 28th & 29th March 2015

10am-5pm Sat, 10am-4pm Sun
An array of layouts from around Scotland
Trade stands & Refreshments available.



See Web site for further information
www.moraymrg.org.uk

A great value day out for all railway modellers

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Saturday 7th March 2015
10.00 – 16.00

**Over 90 Trade Stands
Layouts • Test Track
Demonstrators
Modellers' Help Desk**

Admission

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All tickets are family tickets and admit purchaser,
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**More info and e-ticket sales at
www.gauge0guild.com**



Picture courtesy Brian Daniels

Advance tickets from: Alan Jones, 8 Upper Coltbridge Terrace, Murrayfield, Edinburgh EH12 6AD

FAST ANGLIAN **MODEL RAILWAY EXHIBITION**

**NEW
VENUE**

SATURDAY 14th & SUNDAY 15th MARCH 2015

**The Britten Arena, Wood Green Animal
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**SUPERB FACILITIES AND
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Saturday 10am - 5pm

Sunday 10am - 4pm

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- Specialist Trade Stands
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- Live Steam Models & Rides Outside
- Free Vintage Bus Transfers from Huntingdon Station



EVENT DIARY

SATURDAY MARCH 14 TO

SUNDAY MARCH 15

St Neots MRC East Anglian Model

Railway Exhibition 2015 The Britten Arena, Wood Green Animal Charity Centre, Huntingdon PE29 2NH **Saturday:** 1000 - 1700 **Sunday:** 1000 - 1600 **Prices:** £7.00 adult, £4.00 child, £20.00 family (2 + 2) **Web:** www.stneotsmrc.com

SATURDAY MARCH 21

Wealden Railway Group - Personal

layout Show Saxon Room, The Steyning Centre, Fletcher's Croft, Steyning, West Sussex, BN44 3XZ **Saturday:** 1000 - 1630 **Prices:** £3.50 adult **Email:** andrew.knights@btinternet.com **Web:** www.wealden.weebly.com

SATURDAY MARCH 21 TO

SUNDAY MARCH 22

Ormesby Hall Model Railway Weekend

Ormesby Hall National Trust, Ladgate Lane Middlesbrough TS3 0SR **Saturday:** 1000 - 1700 **Sunday:** 1000 - 1700 **Prices:** £2.50 adult £1.00 child **Web:** www.nottingham-modelrailway.org

SATURDAY MARCH 21 TO

SUNDAY MARCH 22

Nottingham Model Railway Exhibition

Hadden Park High School, off Harvey Road, Beechdale, Nottingham NG8 3GP **Saturday:** 0930 - 1730 **Sunday:** 1000 - 1700

Tel: 07724 696 006 **Web:** www.nottingham-modelrailway.org

SATURDAY MARCH 21 TO

SUNDAY MARCH 22

Heywood Model Railway Group

Exhibition Rochdale Town Hall, The Esplanade, Rochdale, Lancashire OL16 1AB **Saturday:** 1100 - 1700 **Sunday:** 1000 - 1600 **Prices:** £4.00 adult, £3.00 child, £3.00 OAP, £11.00 family (2 + 2) **Web:** www.hmrg.co.uk

SATURDAY MARCH 21 TO

SUNDAY MARCH 22

40th Keighley Model Railway Exhibition

Victoria Hall, Keighley, BD21 3JN **Saturday:** 1100 - 1700 **Sunday:** 1000 - 1600 **Prices:** £5.00 adult, £3.00 child, £4.00 Concessions, £13.00 family (2+2) **Web:** www.keighley-mrc.org.uk

SATURDAY MARCH 28

Carlton Railway Society - Goole Show

The Courtyard, Boothferry Road, Goole DU14 6AE **Saturday:** 1000 - 1600 **Prices:** £5.00 adult, £4.00 concessions, £10.00 family **Contact:** Chris Raywood **Tel:** 01405 762 476 **Email:** chrisandlesley948@btinternet.com

SATURDAY MARCH 28

Tendring Hundred Model Railway Exhibition

Brotherhood Hall, St Osyth Road, Clacton-on-Sea CO15 3BW **Saturday:** 1000 - 1630

Prices: £3.00 adult, £2.00 child, £7.00 family

Contact: Mr Smith **Tel:** 01255 435 733

SATURDAY MARCH 28

Belper MRG Model Railway Exhibition

Strutts (opposite Babington Hospital) Derby Road, Belper, Derbyshire DE56 1UU **Saturday:** 1000 - 1700 **Prices:** £3.00 adult, £1.50 child (5-16yrs), £2.50 OAP **Contact:** Stephen Shepherd **Tel:** 01283 703 300 **Web:** www.bmrg.coffeecup.com

SATURDAY MARCH 28 TO

SUNDAY MARCH 29

Moray Model Railway Group - The Great

North of Scotland Model Railway Exhibition T.A Centre, Edgar Rd, Elgin, Morayshire IV30 6YQ **Saturday:** 1000 - 1700 **Sunday:** 1000 - 1600 **Prices:** £4.00 adult, £2.00 child **Web:** www.moraymrg.org.uk

SATURDAY MARCH 28 TO

SUNDAY MARCH 29

Warners Exhibitions The London Festival of

Railway Modelling Alexandra Palace, London N22 7AY **Saturday:** 1000 - 1700 **Sunday:** 1000 - 1630 **Prices:** £12.00 adult, £6.00 child **Web:** www.model-railways-live.co.uk

TRAIN & TOY FAIRS

SUNDAY FEBRUARY 15

SRP Toy Fairs Orpington Station Rd, Orpington, Kent BR6 8PR **Sunday:** 1000 - 1400 **Prices:** £2.00 adult **Contact:** Gerald Widdowson **Tel:** 07739 998 012 / 01322 662 729 **Email:** srptoy1@hotmail.co.uk **Web:** www.srptoyfairs1.co.uk

SUNDAY FEBRUARY 28

SRP Toy Fairs Crowborough

Crowborough Community Centre, East Sussex TN6 1FE **Sunday:** 1000 - 1400 **Prices:** £2.00 adult **Contact:** Gerald Widdowson **Tel:** 07739 998 012 / 01322 662 729 **Email:** srptoy1@hotmail.co.uk **Web:** www.srptoyfairs1.co.uk

SUNDAY MARCH 1

New Toy & TrainFair - Chester le Street

1030 - 1530 **Prices:** £2.50 adult, £1.50 child, £1.50 OAP **Contact:** Jim **Tel:** 07504 035 955

SUNDAY MARCH 1

SRP Toy Fairs Rayleigh Swayne Park School, Sir Walter Raleigh Drive, Rayleigh, Essex SS6 9BZ **Sunday:** 1000 - 1400 **Prices:** £2.00 adult **Contact:** Gerald Widdowson **Tel:** 07739 998 012 / 01322 662 729 **Email:** srptoy1@hotmail.co.uk **Web:** www.srptoyfairs1.co.uk

SUNDAY MARCH 1

Ray Heard Train & Toy Fair

North Petherton, The Venue, Junction 24 Marketway, North Petherton, Somerset TA6 6DF **Sunday:** 1000 - 1500 **Prices:** £2.00 adult **Contact:** Ray Heard **Tel:** 01823 480 097 / 07717 278 420 **Email:** rayheard66@btinternet.com

SUNDAY MARCH 1

Ashfield Toy & Train Fair

Festival Hall, Hodgkinson Road, Kirby-in-Ashfield, Nottinghamshire NG17 7DJ **Sunday:** 1000 - 1500 **Prices:** £2.00 adult

OPEN DAYS

SATURDAY MARCH 7

West Sussex Area Group of the

N Gauge Society, Sompting Village Hall West Street, Nr. Worthing, West Sussex BN15 0BE **Saturday:** 1000 - 1600 **Prices:** £1.00 adult, 50p child **Contact:** Nigel Appleton **Email:** n.appleton888@btinternet.com **Web:** www.wsng.co.uk

SATURDAY MARCH 21

Felixstowe Area "N" Gauge Model

Railway Group Open Day The Welcome Hall High Road, Trimley St Mary, Suffolk IP11 0TN **Saturday:** 1100 - 1800 **Contact:** Chris Shum **Tel:** 01349 277 211 **Web:** www.felixstowengauge.org.uk

SATURDAY MARCH 21

Harrogate Model Railway Club Open

Day Bilton United Reformed Church, Corner Skipton Road and Woodfield Road, Harrogate, North Yorkshire HG1 4LN **Saturday:** 1000 - 1600 **Prices:** £2.00 adult, £1.00 child **Tel:** 01423 521 542

SATURDAY MARCH 22

Three Counties Model Railway

Society - Open Afternoon The Railway Room, Cublington Road, Aston Abbots, Buckinghamshire HP22 4ND **Sunday:** 1400 - 1700 **Prices:** £2.00 adult **Contact:** John A. Page **Tel:** 07541 241 714 **Web:** www.mentmoremrg.tripod.com

Contact: Malc **Tel:** 07951 072 790 / 01623 722 115 **Email:** malctow@hotmail.co.uk **Web:** www.tttf.co.uk

WEDNESDAY MARCH 4

Hoddesdon Toy & Train Fair

Sheredes School, Cock Lane, Hoddesdon, Hertfordshire EN11 9JY **Wednesday:** 1900 - 2100 **Prices:** £1.00 adult **Contact:** Joe Lock **Tel:** 07866 641 215

SUNDAY MARCH 8

Stowmarket Railway Club Train & Model Collectors' Fair

Needham Market Community Centre, School Street, Needham Market, Suffolk IP6 8BB **Sunday:** 1030 - 1500 **Prices:** £1.50 adult **Contact:** John Stark **Tel:** 01449 672 698 **Web:** www.stowrailclub.org.uk

SUNDAY MARCH 8

Tony Oakes Fairs - Reading Vintage Toyfair

& Exhibition Rivermead Leisure Centre, Richfield Avenue, Reading, Berkshire RG1 8EQ **Sunday:** 1030 - 1530 **Prices:** £3.50 adult **Contact:** Tony Oakes **Tel:** 01270 652 773

SUNDAY MARCH 8

SRP Toy Fairs - Chessington

The Atrium, Chessington Sports Centre, Garrison Lane, Surrey KT9 2JS **Sunday:** 1000 - 1400 **Prices:** £2.00 adult **Contact:** Gerald Widdowson **Tel:** 07739 998 012 / 01322 662 729 **Email:** srptoy1@hotmail.co.uk **Web:** www.srptoyfairs1.co.uk

Model Rail Scotland

The Association of Model Railway Societies in Scotland

SECC Glasgow 2015

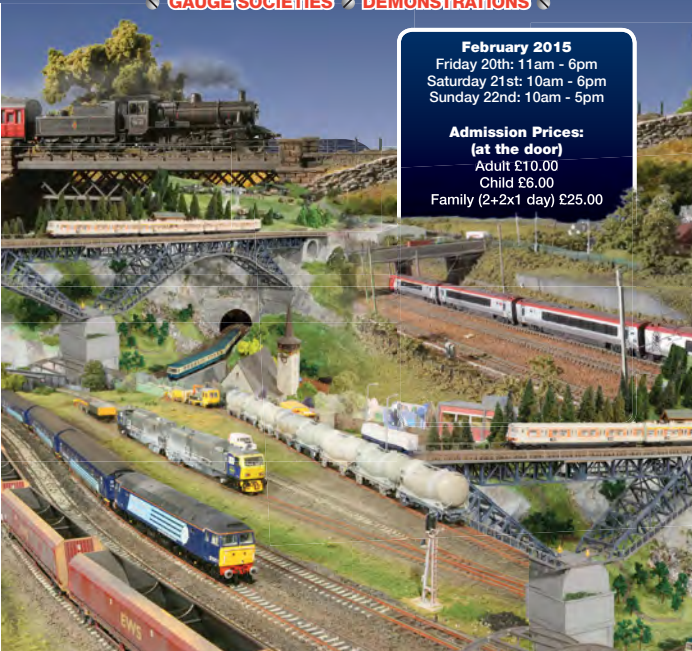
Fri 20th, Sat 21st and Sun 22nd February

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DEMONSTRATIONS

February 2015
 Friday 20th: 11am - 6pm
 Saturday 21st: 10am - 6pm
 Sunday 22nd: 10am - 5pm

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 (at the door)
 Adult £10.00
 Child £6.00
 Family (2+2x1 day) £25.00



Advance Ticket Prices: Adult £9.00 Child £5.00 Family (2+2x1 day) £23.00. Advance ticket holder can enter 30 minutes prior to official opening times.

Tickets may be bought at the show or in advance by visiting our website www.modelrail-scotland.co.uk.

To purchase advance tickets by post, please forward a cheque or postal order made payable to 'AMRSS' together with a self addressed stamped envelope, to arrive no later than 10th February 2015.

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10AM-4PM

Sunday

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**Squires will be exhibiting at the following shows in 2015 –
Diary updated as bookings are confirmed.**

Feb 14 - NEWBURY Model Railway Show, St. Bartholomews 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, Hellesdon High School, Norwich **NR6 5SB**. Sat 10-4.30.

April 11/12 - HORSHAM Crawley MRS Exhibition, Tanbridge House School, Farthings Hill, Guildford Rd, Horsham, **RH12 1SR**. Sat/Sun 10-5.

April 11/12 MELKSHAM 2015 Trainwest Model Railway Exhibition, Christie Miller Sports Centre, Bowerhill Industrial Estate, Melksham, Wiltshire, **SN12 6QU**. Sat/Sun 10-5

April 25 LEIGH O SCALE NORTHWEST Leigh Sports Village, Sale Way, Leigh, Lancs. **WN7 4JY**.

April 25/26 - SUTTON COLDFIELD Model Railway Exh, Bishop Walsh School, Wyld 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 Exh, North Bridge Leisure Centre, Halifax, **HX1 1XH**. Sat/Sun 10 - 5.

Oct 3/4 PORTSMOUTH Fareham & District Model Railway Exhibition, 1000 North Harbour, Portsmouth, **PO6 3EN**. Sat/Sun 10-5.

Oct 10/11 - SHILDON, Model Railway Exhibition, Locomotion Museum, Shildon, **DL4 1PQ** Sat/Sun 10-5.

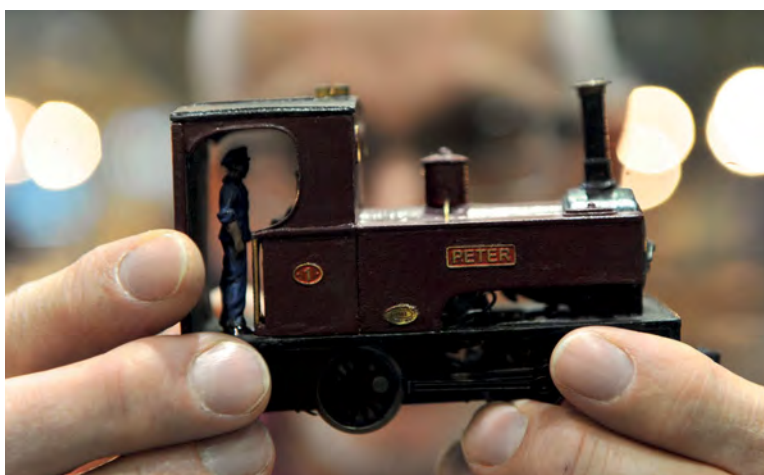
Nov 7 - LANCING West Sussex Area Group N Gauge Society Model Railway Exhibition, Parish Hall, South Street, Lancing, **BN15 8AJ**. 10-5.

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.

New Tools Shop Extension Opening Soon – New Printed Mail Order Catalogue to be published soon – reserve your copy now.
Exhibition Invitations always welcomed.



Haymarket Cross will be present at the 40th Keighley Model Railway exhibition on March 21 and 22.



The London Festival of Railway Modelling will be held at Alexandra Palace on March 28 and 29. It promises to be a fun day out for all the family.

MEETINGS & TALKS

SUNDAY MARCH 1

Rusper Model Railway Club - Operating Meeting Pickhurst, Nr Bromley, Kent
Contact: Tim Crumplin
Web: www.ruspermrcc.co.uk

MONDAY MARCH 2

Plymouth Railway Circle - 'No Longer Seeing Red: German Railways today'
St Edwards Church Hall, Home Park Avenue, Peverell, Plymouth, Devon PL3 4PG
Monday: 1930 **Prices:** £1.00 adult
Contact: Barrie Lanyon
Email: barrielanyon@hotmail.com

MONDAY MARCH 2

Mirfield Railway Enthusiasts Society - J.R. and Other Artists Part 2 The Navigation Tavern, Station Road, Mirfield, West Yorkshire WF14 8LG **Monday:** 1930
Contact: Pete Whitworth **Tel:** 01924 498 451

TUESDAY MARCH 3

Southern Electric Group - Eastleigh Meetings Eastleigh Railway Institute, Romsey Road **Tuesday:** 1930 **Prices:** £3.00 adult **Contact:** John Goodrich **Tel:** 02380 774 186

TUESDAY MARCH 3

Enfield Transport Circle - Malcolm Alderman Memorial Transport Video Collection 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

THURSDAY MARCH 5

Lutterworth Railway Society - AGM + Model and Photo competition United Reformed Church, George Street, Lutterworth LE17 4EF **Thursday:** 7.30pm
Contact: Dave Hanger **Web:** www.lutterworthrailwaysociety.webplus.net

FRIDAY MARCH 6

North London Railway Historical Society Meeting Keen House, 4 Calshot Street, London N1 9DA **Prices:** £3.00 adult

Contact: Chris Turner **Tel:** 01235 511 004
Email: optimistic@phonecoop.coop

FRIDAY MARCH 13

Purbeck Railway Circle Harman's Cross Village Hall **Friday:** 1930 **Contact:** Bob Taylor **Email:** gensec@purbeckrailwaycircle.org.uk **Web:** www.swanagerrailway.co.uk

MONDAY MARCH 16

Plymouth Railway Circle - Lostwithiel to Plymouth St Edwards Church Hall, Home Park Avenue, Peverell, Plymouth, Devon PL3 4PG **Monday:** 1930 **Prices:** £1.00 adult
Contact: Barrie Lanyon
Email: barrielanyon@hotmail.com

MONDAY MARCH 16

Lutterworth Railway Society - Robert Day The United Reformed Church, George Street, Lutterworth, Leicestershire LE17 4EF **Monday:** 1930 **Contact:** Dave Habger **Web:** www.lutterworthrailwaysociety.webplus.net

THURSDAY MARCH 19

Irish Railway Record Society IRRS - Bord na Mona Railways Today The Exmouth Arms, 1 Starcross Street, London **Thursday:** 1900 **Email:** irrslondon@hotmail.com **Web:** www.irrs.ie

SUNDAY MARCH 29

Rusper Model Railway Club - Operating Meeting Pickhurst, Nr Bromley, Kent
Contact: Tim Crumplin
Web: www.ruspermrcc.co.uk

MONDAY MARCH 30

Plymouth Railway Circle - Preserved Steam from both sides of the Atlantic on film St Edwards Church Hall, Home Park Avenue, Peverell, Plymouth, Devon PL3 4PG **Monday:** 1930 **Prices:** £1.00 adult
Contact: Barrie Lanyon
Email: barrielanyon@hoitmail.com

MONDAY MARCH 30

Nantwich & Market Drayton Railway Society - Bob Yate King's Head Inn, Shrewsbury Road, Market Drayton TF9 3EH **Monday:** 2000 **Contact:** John Slyn **Web:** www.the-gingerbread-line.co.uk

SUNDAY MARCH 8

Train & Toy Fair Newton Abbot Racecourse, Newton Abbot, Devon TQ12 3AF **Sunday:** 1000 - 1500
Prices: £2.00 adult **Contact:** Ray Heard
Tel: 01823 480 097 / 07717 278 420
Email: rayheard66@btinternet.com

WEDNESDAY MARCH 11

Burton Upon Trent Toy & Train Fair Town Hall, St Georges Square, Burton-on-Trent, Staffordshire DE14 2EB **Wednesday:** 1830 - 2030 **Prices:** £2.00 adult **Contact:** Malc **Tel:** 07951 072 790 / 01623 722 115 **Email:** malctow@hotmail.co.uk **Web:** www.tttf.co.uk

FRIDAY MARCH 13

Alfreton Toy and Train Fair Leisure Centre, Church Street, Alfreton, Derbyshire DE55 7BD **Friday:** 1900 - 2100
Prices: £2.00 adult **Contact:** Malc **Tel:** 07951 072 790 / 01623 722 115
Email: malctow@hotmail.co.uk
Web: www.tttf.co.uk

SUNDAY MARCH 15

Barry Stockton Train & Toy Fair - Haydock Park Racecourse Haydock Park Racecourse Exhibition Centre, Haydock Park, Merseyside WA12 0HQ **Sunday:** 1030 - 1500
Prices: £2.00 adult, 50p child
Contact: Barry Stockton **Tel:** 01513 343 362
Web: www.barrystocktonfairs.co.uk

WEDNESDAY MARCH 18

South Croydon Toy & Train Fair St John's Community Hall, Upper Selsdon Road, South Croydon CR2 8DD **Wednesday:** 1830 - 2030 **Prices:** £1.00 adult **Contact:** Joe Lock **Tel:** 07866 641 215

SATURDAY MARCH 21

SRP Toy Fairs Hawkinge Community Centre, Heron Forstal Avenue, Hawkinge, Kent CT18 7FP

Saturday: 1000 - 1400 **Prices:** £2.00 adult
Contact: Gerald Widdowson **Tel:** 07739 998012 / 01322 662 729
Email: srptoy1@hotmail.co.uk
Web: www.srptoyfairs1.co.uk

SATURDAY MARCH 28

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

SATURDAY MARCH 28 TO SUNDAY MARCH 29

Barry Stockton Fairs, Merseyside Hobbies & Model Railway Show St. Mary's Catholic College, Wallasey Village, Wallasey, Wirral CH45 3LN **Saturday:** 1100 - 1600 **Sunday:** 1030 - 1600 **Prices:** £4.50 adult, £1.00 child
Contact: Barry Stockton **Tel:** 01513 343 362
Web: www.barrystocktonfairs.co.uk

SUNDAY MARCH 29

SRP Fairs Dartford Dartford Science & Technology College, Lower Heath Lane, Dartford, Kent DA1 2LY **Sunday:** 1000 - 1400
Prices: £2.00 adult **Contact:** Gerald Widdowson **Tel:** 07739 998 012 / 01322 662 729 **Email:** srptoyfairs1@hotmail.co.uk
Web: www.srptoyfairs1.co.uk

Whilst **BRM** makes every attempt to include all Diary Date events and exhibition dates, occasionally, due to limited space, we may have to leave some out.

Gold (paid for) listings are always included.



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SATURDAY 10am - 5pm

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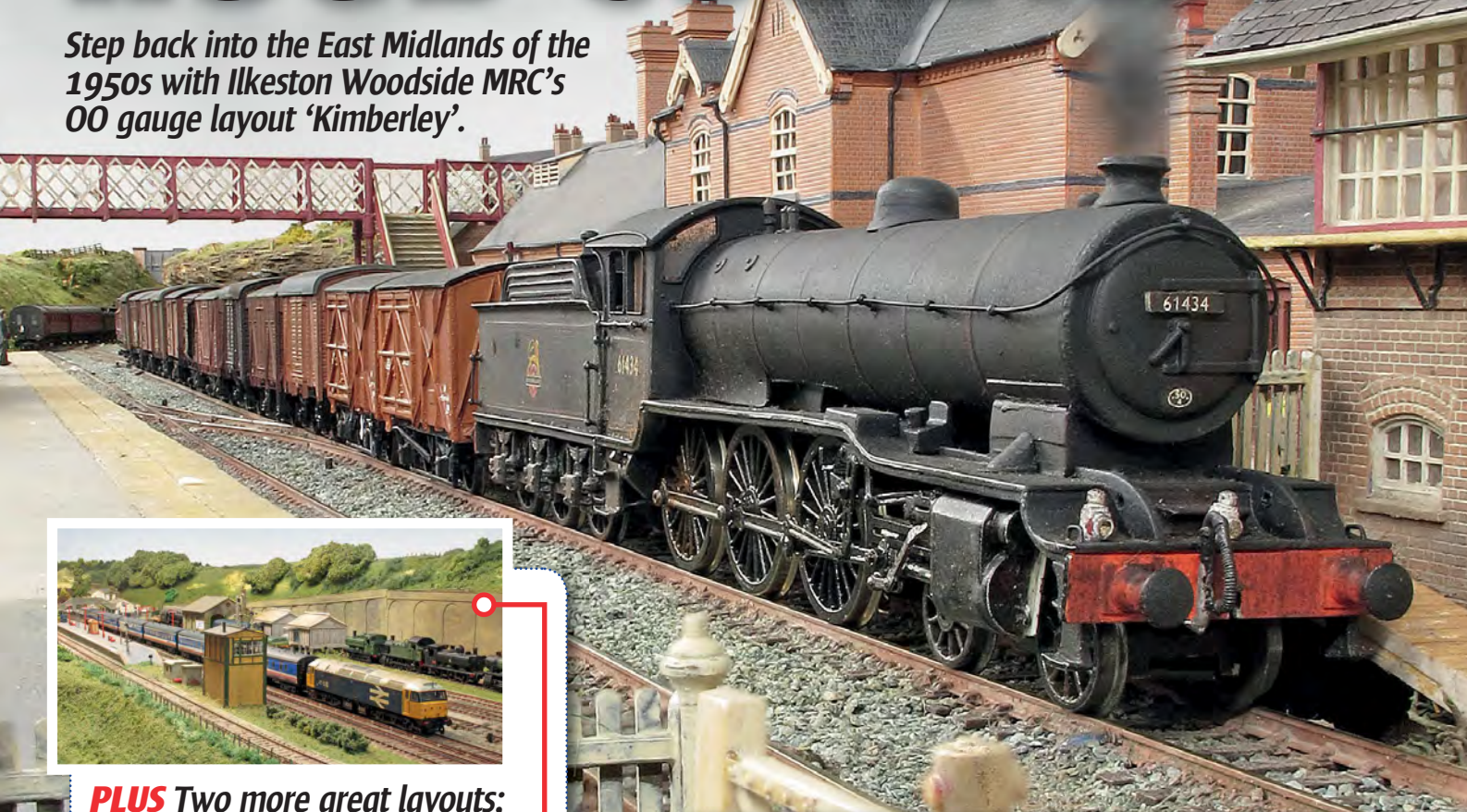
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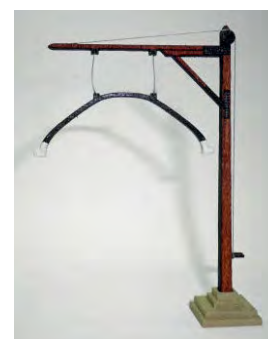
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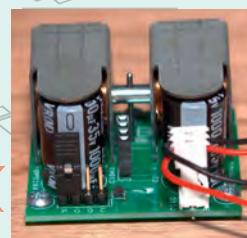
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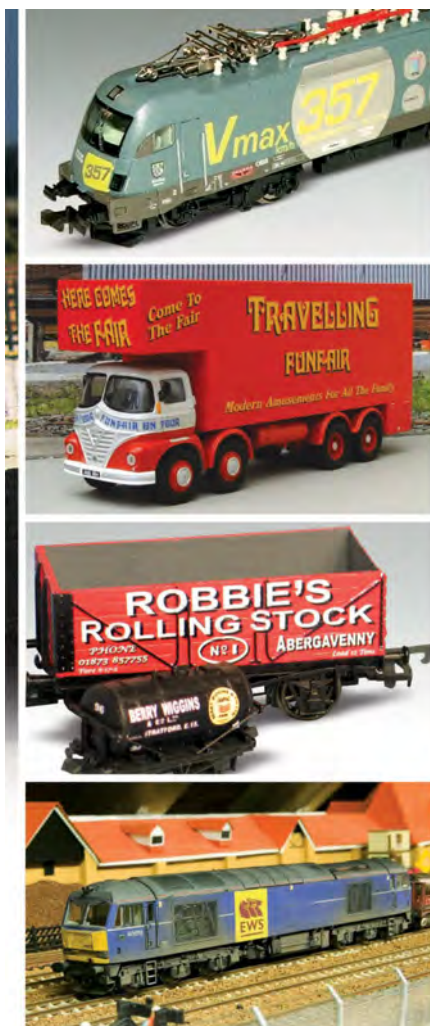
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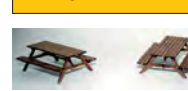
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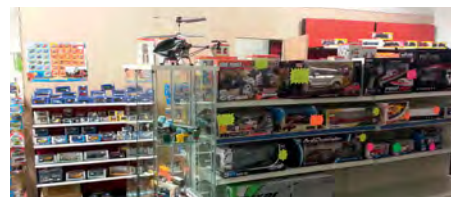
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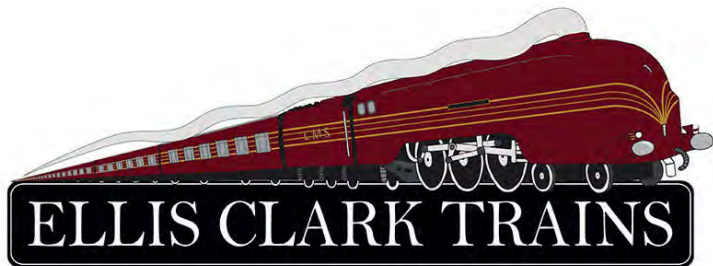
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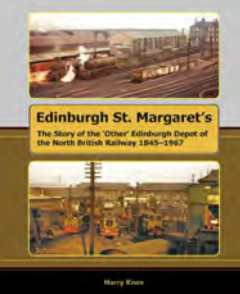
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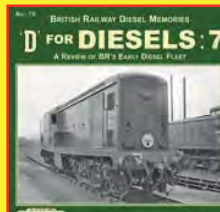
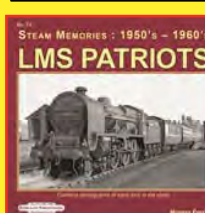
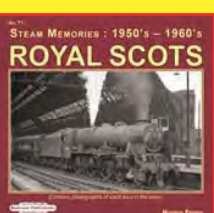
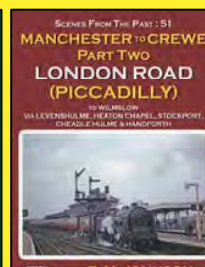
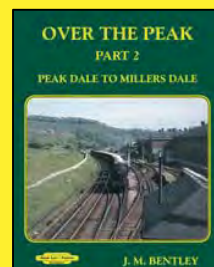
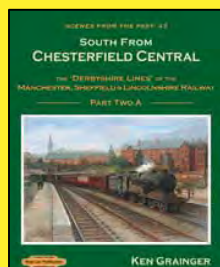
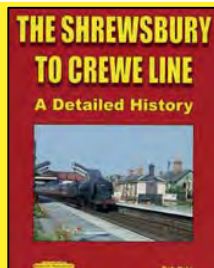
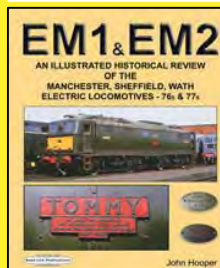
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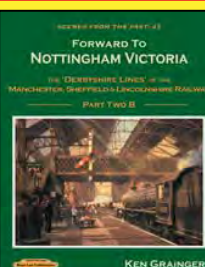
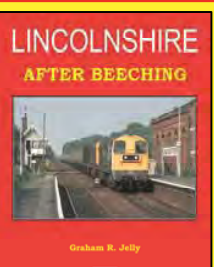
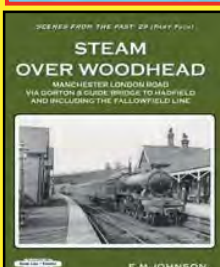
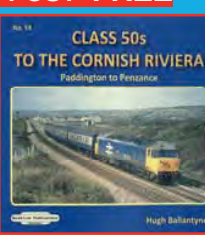
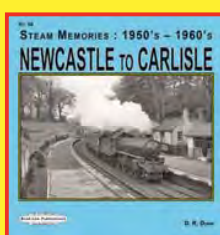
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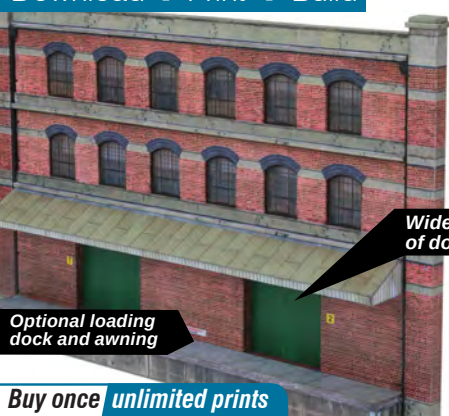
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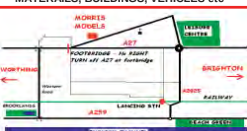
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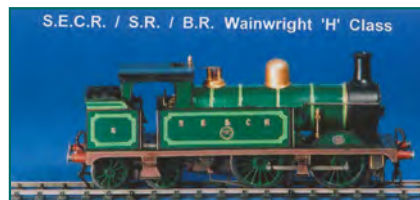
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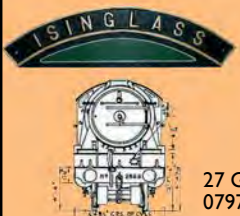
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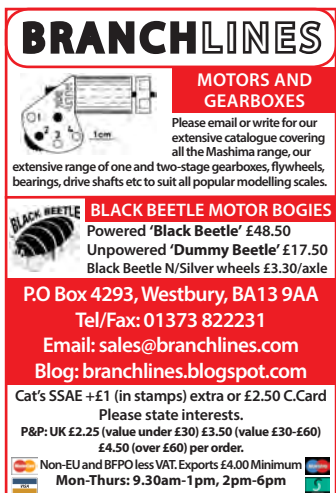


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Back to Back Gauges

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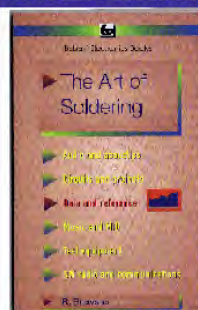
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TAIL LAMP



Like many on 17th December I was curious to see what Hornby had to offer for 2015. Consequently I logged onto the Hornby website and absorbed what delights the Margate firm was revealing.

Having digested what was new and appreciating some of the subtler aspects of the future introductions, I was amazed that within an hour or so my PC 'pinged' and there was a message from Hornby suggesting that I pre-order with them, presumably to avoid disappointment. I would certainly have expected this type of approach from some of the larger retailers, those residing in Liverpool or Sheffield for example, but not from a major producer. But, why would I be surprised when a quick check of my inbox reveals that at the end of last November a large quantity of e-mails from Hornby promoting 'Black Friday' savings bombarded my computer, which was interesting, as they appeared to have started on the previous Tuesday!

Being serious, are we really witnessing a major change in the way our leading model railway producer is marketing and selling its products? How long will it be before the most desirable models will only be available direct from Hornby? What will be left for the loyal Hornby retailer; just the bits and pieces that Hornby do not wish to be bothered with? Of course other great brands sell direct, such as Lego, and closer to home so does Dapol and both from time to time offer 'exceptional' deals, so is Hornby any different? Some may say yes as its approach seems to be much more focused and consistent.

Hornby, and prior to that Tri-ang, built an enviable reputation, either directly or via its Service Dealers for providing an excellent aftersales service to the model railway buying public, be they modellers or those who had simply purchased a train set and found it difficult to get it going.

Of course, over time things have changed and people's expectations have altered but through thick-and-thin Hornby stockists and in particular its Service Dealers were a valuable asset. Service

Dealers were ambassadors of the brand - some more than others - but they were there on the ground so to speak, waving the Hornby flag. Some of these dealers have been supporting Hornby at the sharp end for many years but in recent times little-by-little the reciprocal support they received from Margate has been eroded to a point where it is not surprising to hear long-term supporters asking the 'Why do we bother?'

That same question is being echoed by Hornby Stockists everywhere. Why should they support a company that gazumps the sales of the people who have supported it for so many years, especially at the busiest time of year for selling?

It is not for me to comment on how Hornby conducts itself or to explain that loyalty is a two-way street. We live in an ever-changing commercial world with financial pressures being imposed from all quarters. I am sure that in time Hornby will explain its business model to not only its consumers but, more importantly, to its long-suffering and supportive retailers because in my opinion an explanation is long overdue.

I would suggest that at the moment Hornby is playing with fire. I also have a strong suspicion that there is no-one in the current ranks of Hornby decision-makers who has any practical knowledge or general commercial understanding when it comes to model railways.

What Hornby does - and has done for many years - is rely heavily on its Dealer network for aftersales support and the highlighting of problems. I believe that it would be impractical for Hornby to even think that it could manage without this feedback and assistance from its Dealers.

So Hornby think on; no brand is indispensable in this day and age. You may test the loyalty of your Service Dealers but remember they can also be very selective as to which products to stock and which to ignore. Can you really afford for them to do that? **BRM**

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2D-019-002 - HST Bookset Class 43 First Great Western 43177 & 43165

Also released this month include;

2D-020-001 - Class 153 Motorised Central Trains 153378

2D-020-002 - Class 153 Motorised London Midland 153371

2F-021-001 - Class 156 2 Car Set Strathclyde Livery 156508

2D-021-002 - Class 156 2 Car Set Provincial Railway 156419



2D-019-001 - HST Bookset Class 43 Intercity 125 Blue/Grey W43047 & W43046

'OO' releases in February



4F-015-007 - Fruit Mex - BR B833359



4F-080-007 - 8 Plank - BR P308263



4F-051-013 - 5 Plank - GWR 25134

4F-015-008 - Fruit Mex - BR B833359 Weathered

4F-080-008 - 8 Plank - BR P308263 Weathered

4F-051-014 - 5 Plank - GWR 25134 Weathered



4F-012-005 - Ventilated Van - BR B768124

4F-012-006 - Ventilated Van - BR B768124 Weathered

All product release dates correct at time of going to press

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AXMINSTER: **Buffers Model Railways** tel:01297 35557
AYLSHAM: **Bure Valley Railway** tel:01263 733858
BARROW IN FURNES: **Crafty Hobbies** tel:01229 820759
BIDEFORD: **Osborn's Models** tel:01237 423453
BRISTOL: **Model Railways Direct** tel:01275 774224
BURTON-ON-TRENT: **The Tutbury Jinny** tel:01283 814777
CAMBORNE: **Kernow Model Railway Centre** tel:01209 714099
CARLISLE: **C & M Models** tel:01228 514689
CHELTENHAM: **Cheltenham Models** tel:01242 523117

HEREFORD: **Hereford Model Shop** tel:01432 352809
KIDDERMINSTER: **DMB/Footplate Models** tel:01562 750076
LIVERPOOL: **Hattons** tel:0151 733 3655
NANTWICH: **Trident Trains** tel:01270 842400
NORTH LANCING: **Morris Models** tel:01903 754850
ROCHESTER: **The Signal Box** tel:01634 826370
SHEFFIELD: **Rails of Sheffield** tel:01142 551436
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