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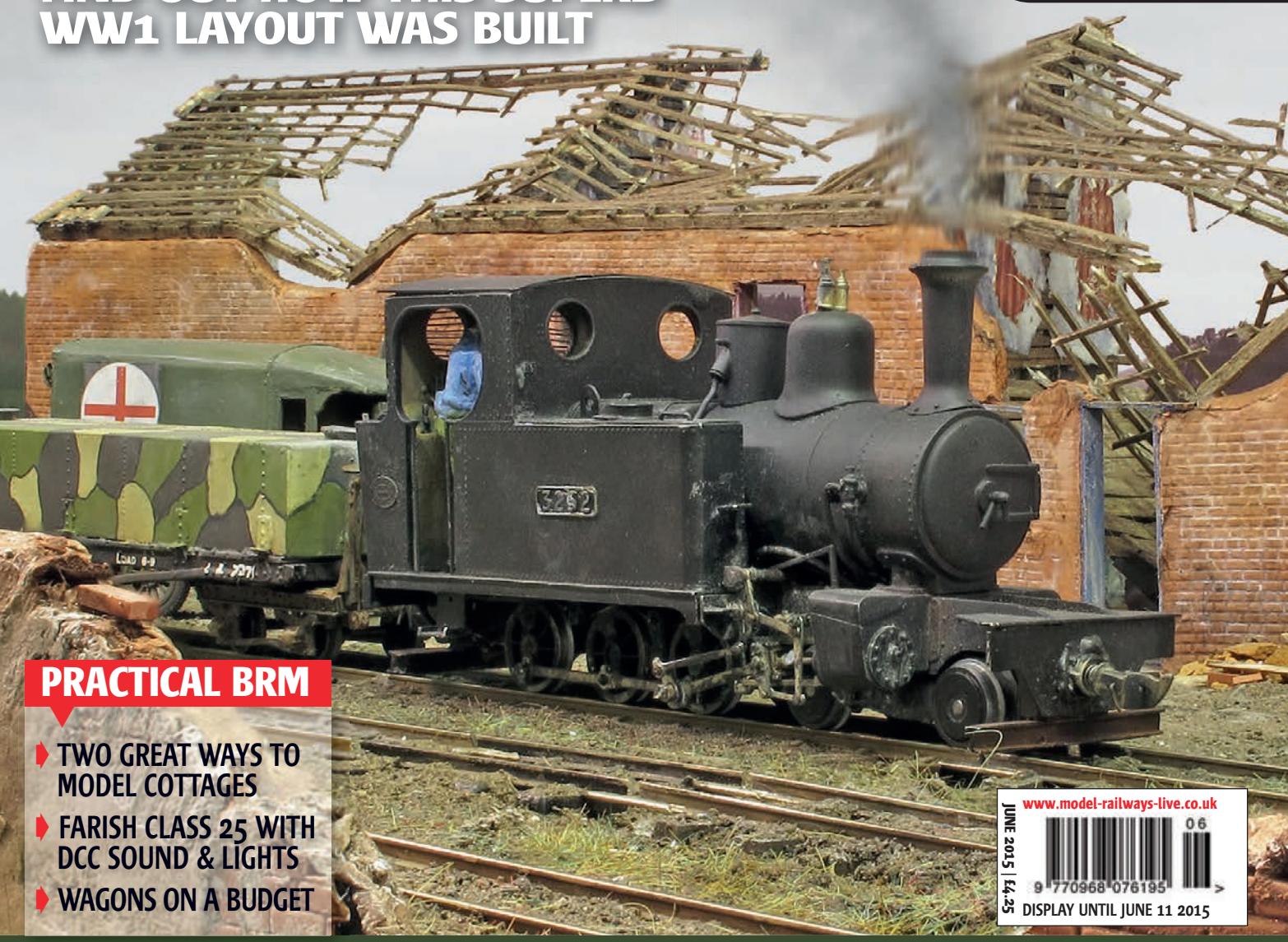


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- WAGONS ON A BUDGET

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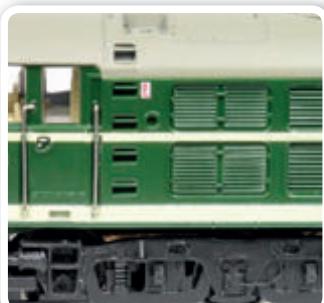
371-112 Class 31 Diesel, BR Blue, No.31173



- Two body versions to choose from
- Double heading lighting options
- NEM Couplings & 6 pin decoder socket
- Bi-directional lighting
- Powerful twin flywheel mechanism
- Electrical pick up on four axles



Accessories on buffer beam



Prototypical AIA-AIA bogie



Etched grille & engraved roof fan detailing



Illuminated headcode box

Also Available:

371-110 Class 31 Diesel, BR Green Full Yellow Ends, No. 5826



371-111 Class 31 Diesel, BR Green Small Yellow Panel, No. D5596



Era 5 = 1957-1966. Era 6 = 1967-1971. Era 7 = 1971-1982.



features 6 pin DCC Socket.



fitted with directional lighting.



features NEM Couplings.



Cobalt iP digital

the ultimate turnout motor ...for both dc and dcc modellers

Cobalt iP Digital works equally well either way, so it really does not matter if you choose to drive the trains with DC or DCC...

Cobalt iP Digital always comes up trumps!

Just as happy on either 12~23v DC or DCC, the versatile Cobalt iP Digital is easy to install and it is simple to connect as it needs no soldering.

It has two built-in SPDT changeover switches you can use for point frogs, signals or control panel lights too, so there is nothing else to buy, install, tweak or adjust once it is installed!

Control is very versatile... and very simple!

DCC modellers can use full computer control, macros or routes, a conventional local control panel or their handset... or all of them at once.

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Or BOTH DC and DCC modellers can choose to use The New Cobalt & Alpha Digital encoder.

This clever new product simply converts all kinds of traditional switching methods to "digital input devices" and it lets you connect your control panel to your DC or DCC layout...

With only TWO wires!



Cobalt iP Digital is compact, smooth and almost totally silent. Beautifully engineered and designed to last, it is supplied with a lifetime Warranty.



Cobalt point motors and all other DCCconcepts products are distributed world-wide by DCCconcepts Pty. Ltd 3/13 Lionel St, Naval Base WA 6165 Australia P+61 8 9437 2470 F+61 8 9437 2471 www.dccconcepts.com

DCCconcepts welcomes Retailer & Distributor enquiries. In the UK, DCCconcepts products are distributed by Gaugemaster Controls Ltd., Ford Rd, Arundel BN18 0BN Ph. +44 1903 884 488 www.gaugemaster.com

This month's OXFORD New Releases



1:72

Me 110G-2 - JG/1 Wespen
Geschwader. 1943
AC051 1:72



DH Dragon Rapide
TX310/GAIDL, RAF -
Classic Air Force
72DR008 1:72

1:43



Healey Tickford -
Pale Blue
HT003 1:43



Bentley MK VI -
Ivo Peters
BN6001 1:43
**NEW
Tooling!**



Austin 3 Way Van -
British Rail
AK016 1:43

1:76



ERF EC Olympic 40ft Fridge
Trailer - Scotlee Transport
76EC001 1:76



Ford Transit LWB
Hi-Top - Coca Cola
76FT013CC 1:76



Ford Transit LWB Hi-Top -
Coke Zero (Bottles)
76FT015CC 1:76



Ford Transit LWB Hi-Top -
Diet Coke (Bottles)
76FT018CC 1:76



Green Goddess -
Robert Brothers Circus
76GG009 1:76



Dennis F8 -
Devon Fire Brigade
76F8005 1:76



Land Rover Defender
Station Wagon - RAF
76DEF013 1:76



Scammell Pioneer Artillery
Tractor - Luftwaffe, Crete 1943
76SP001 1:76



Mini Coupe -
Chilli Red/Black
76MC003 1:76



Rover P6 - Paprika
76RP004 1:76



Reliant Regal Supervan 3 -
Honey Beige
76REL004 1:76



Wolseley 18/85 -
Maroon/Ivory
76W0004 1:76



Land Rover Defender -
Berlin Scheme
76DEF012 1:76

1:87



1965 Ford Mustang
Convertible - Poppy Red
87MUG5001 1:87
**NEW
Tooling!**



1956 Lincoln Continental
Mk II - Presidential Black
87LC56001 1:87



1957 Mercury Turnpike -
Black/Pastel Peach
87MT57001 1:87
**NEW
Tooling!**



1961 Lincoln Continental
X100 - Presidential Blue
87LC61001 1:87
**NEW
Tooling!**



1956 Ford Thunderbird -
Goldenglow Yellow/White
87TH56005 1:87



1949 Mercury - Black
87ME49005 1:87

1:148

1:43 sets

Scammell Scarab
Flatbed - BRS Parcels
NRAB005 1:148



5 Piece Land Rover Set
76SET32 1:43



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WELCOME



We've heard a lot about pricing over the last 18 months, so I won't go over the topic again here. Suffice to say that while many realise new RTR models still - largely - represent good value for money, there's growing evidence that some are getting beyond the reach of parts of the hobby.

For some of us, the days of impulse purchases of locomotives we don't really need but can 'justify' somehow are disappearing into the distance. Even those who are fortunate enough not to worry about such purchases are faced with an ever-increasing choice so that they can afford to be more specific in their purchases. A quality problem to have, you might say.

A couple of articles in this month's **BRM** feature contrasting ends of the current spectrum. Tony Wright's review of the Bachmann/Locomotion Models Ivatt 'Large Atlantic' (pictured) looks at a stunning new RTR OO gauge model towards the top end of the current price range. At £179.00 it's a pricey item, but considerably cheaper than the kit-built alternative - which would be nigh on impossible to build and finish to the same standard as Bachmann's Chinese factory. There have been grumbles about the price, but sources suggest that it would have been considerably higher had Bachmann and Locomotion Models not come to an arrangement last year.

I've seen some 'keyboard warriors' suggesting that they will give up model railways because they can no longer afford it. I would argue that they're missing the point. If you really enjoy your hobby, and want to continue, you will always find a way, as Phil Parker shows us in his Second Hand Savers series.

Although they would never be so blunt as to say it, the manufacturers don't have a responsibility to make the hobby more affordable for all; their

priority is to produce successful models that make a profit and ensure that all costs are met and staff can be paid while still making enough to fund future developments. This can be achieved by selling lots of low-cost products or a smaller number of higher-priced, higher-quality items (or a combination of the two). Hornby's Railroad range proved that there was room for both business models in this hobby. Either way, if they don't make a profit, we will eventually lose out. So what's the answer?

That depends on your situation, but Phil Parker's 'Second Hand Savers' series is showing us a great way for us all to enjoy modelling on a budget, by raiding the secondhand bins at shows, toyfairs and model shops. Saving money by recycling older buildings, rolling stock and accessories makes good sense and might just make the difference between getting that shiny new RTR locomotive and missing out.

That's where our new online marketplace, **RMweb Buy & Sell** comes in too. Now up and running and growing every day, it features thousands of pre-owned items; from the vintage to the highly collectable. And it's not just locomotives and stock; you can buy or sell scenic, accessories, books, controllers - in fact anything related to railways and model railways. New members can make their first sales free of charge, but after that it's still considerably cheaper than existing online auction sites. See www.rmwebbuyandsell.co.uk and give it a try!

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BRM

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BRM TV

This month we have a great line up, from the narrow gauge layout Up the Line, to practical tips from **Phil Parker** on how to work with card. And, **Howard Smith** demonstrates his completed Road Railer and takes a look at some of the models to arrive from Bachmann Europe during 2015.

WHAT'S ON THE DVD



Wartime in narrow gauge 'UP THE LINE'



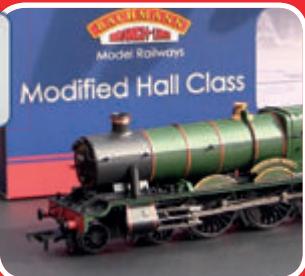
PRACTICAL BRM

Phil Parker's guide to working with card



BRM PRODUCT PREVIEW

Bachmann's 2015/16 models.



BRM MODELS IN FOCUS

Howard Smith's road railer project.



From the BRM ARCHIVE

The Devon countryside with 'Ashburton'.



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THINK OF THIS
MONTH'S DVD**

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the conversation.



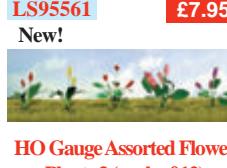
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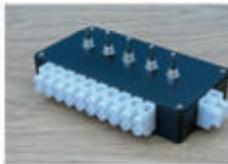
3. Slide the heat shrink over the joint and heat with a hair dryer or gas torch



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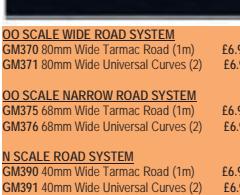
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DCC11 Prodigy Extension Plate £36.95 DCC12 Prodigy Adv2 Wireless Walkaround £174.95 DCC14 Prodigy Adv2 Backlit Walkaround £125.95		MAIN POWERED TRANSFORMERS		UNCOUPLERS		OO SCALE FLEXIBLE TRACK		GM194 Scenic Starter Pack £26.95		STANDARD TREES GM180 Plum Trees (3) £6.95 GM181 Plum Trees in Blossom (3) £6.95 GM182 Fruit Trees (3) £6.95 GM183 Apple Trees (3) £6.95 GM184 Birch Trees (3) £6.95	
DCC11 Prodigy Extension Plate £36.95 DCC12 Prodigy Adv2 Wireless Walkaround £174.95 DCC14 Prodigy Adv2 Backlit Walkaround £125.95		MAIN POWERED TRANSFORMERS		UNCOUPLERS		OO SCALE FLEXIBLE TRACK		GM194 Scenic Starter Pack £26.95		FOLIAGE GM150 Fine Light Green Foliage (30g) £3.05 GM151 Fine Dark Green Foliage (30g) £3.05 GM152 Fine Mid Green Foliage (30g) £3.05 GM153 Fine Light Brown Foliage (30g) £3.05 GM154 Fine Brown Foliage (30g) £3.05	
ANALOGUE CONTROL		MAIN POWERED CONTROLLERS		OPEN TRANSFORMERS		TRACK		OO GREY BALLASTED UNDERLAY SYSTEM		GM194 Scenic Starter Pack £26.95	
 ANALOGUE CONTROL		 MAIN POWERED CONTROLLERS		 OPEN TRANSFORMERS		 TRACK				GM194 Scenic Starter Pack £26.95	
GMC-COM1 Single Track Controller £39.95 GMC-100M Single Track £84.95 GMC-100M Single Track Z Scale £104.95 GMC-100MO Single Track O Scale £84.95 GMC-10LGB Single Track G Scale £99.95 GMC-10LGB5 Single Track G Scale Fan £164.95 GMC-P Single Track Simulation £99.95 GMC-PO Single Track Simulation O Scale £199.95		GMC-WM1 Output 1x 16v AC or 12v DC £18.95 GMC-WM2 Output 1x 9v DC (0.6a) £18.95		GMC-HF1 Single Track Unit £38.95 GMC-HF2 Double Track Unit £48.95		AXLE-HUNG TRACK CLEANING PADS		GM117 OO/HO Granite Ballast (200g) £2.25 GM200 Flexible Ballasted Underlay (6m) £22.95 GM204 Point & Crossing Ballasting Kit £7.95		GM194 Scenic Starter Pack £26.95	
GMC-COM1 Single Track Controller £39.95 GMC-100M Single Track £84.95 GMC-100M Single Track Z Scale £104.95 GMC-100MO Single Track O Scale £84.95 GMC-10LGB Single Track G Scale £99.95 GMC-10LGB5 Single Track G Scale Fan £164.95 GMC-P Single Track Simulation £99.95 GMC-PO Single Track Simulation O Scale £199.95		GMC-WM1 Output 1x 16v AC or 12v DC £18.95 GMC-WM2 Output 1x 9v DC (0.6a) £18.95		GMC-HF1 Single Track Unit £38.95 GMC-HF2 Double Track Unit £48.95		AXLE-HUNG TRACK CLEANING PADS		GM117 OO/HO Granite Ballast (200g) £2.25 GM200 Flexible Ballasted Underlay (6m) £22.95 GM204 Point & Crossing Ballasting Kit £7.95		GM194 Scenic Starter Pack £26.95	
GMC-COM1 Single Track Controller £39.95 GMC-100M Single Track £84.95 GMC-100M Single Track Z Scale £104.95 GMC-100MO Single Track O Scale £84.95 GMC-10LGB Single Track G Scale £99.95 GMC-10LGB5 Single Track G Scale Fan £164.95 GMC-P Single Track Simulation £99.95 GMC-PO Single Track Simulation O Scale £199.95		GMC-T1 Output 2x 16v AC (1a) £20.95 GMC-T1DC Output 2x 12v DC (1a) £25.95 GMC-T2 Output 1x 18v AC (2.5a) £20.95 GMC-T3 Output 1x 16v AC (1.25a) £20.95 GMC-T4 Output 2x 12v AC (1a) £20.95 GMC-T5 Output 1x 12v AC (5a) £20.95 GMC-T6 Output 1x 24v AC (2.5a) £27.95 GMTFK1 Fitting Kit for T1/T3/T4 £13.95 GMTFK2 Fitting Kit for T2 £13.95		GM37 OO/HO Track Cleaning Pads (3) £5.50 GM39 N Track Cleaning Pads (3) £5.50		TRACK TESTER		GM117 OO/HO Granite Ballast (200g) £2.25 GM200 Flexible Ballasted Underlay (6m) £22.95 GM204 Point & Crossing Ballasting Kit £7.95		GM194 Scenic Starter Pack £26.95	
GMC-COM1 Single Track Controller £39.95 GMC-100M Single Track £84.95 GMC-100M Single Track Z Scale £104.95 GMC-100MO Single Track O Scale £84.95 GMC-10LGB Single Track G Scale £99.95 GMC-10LGB5 Single Track G Scale Fan £164.95 GMC-P Single Track Simulation £99.95 GMC-PO Single Track Simulation O Scale £199.95		GMC-T1 Output 2x 16v AC (1a) £20.95 GMC-T1DC Output 2x 12v DC (1a) £25.95 GMC-T2 Output 1x 18v AC (2.5a) £20.95 GMC-T3 Output 1x 16v AC (1.25a) £20.95 GMC-T4 Output 2x 12v AC (1a) £20.95 GMC-T5 Output 1x 12v AC (5a) £20.95 GMC-T6 Output 1x 24v AC (2.5a) £27.95 GMTFK1 Fitting Kit for T1/T3/T4 £13.95 GMTFK2 Fitting Kit for T2 £13.95		GM37 OO/HO Track Cleaning Pads (3) £5.50 GM39 N Track Cleaning Pads (3) £5.50		TRACK TESTER		GM117 OO/HO Granite Ballast (200g) £2.25 GM200 Flexible Ballasted Underlay (6m) £22.95 GM204 Point & Crossing Ballasting Kit £7.95		GM194 Scenic Starter Pack £26.95	
GMC-D Twin Track £94.95 GMC-DZ Twin Track Z Scale £109.95		MODULES		TRACK TESTER		N GREY BALLASTED UNDERLAY SYSTEM		GM194 Scenic Starter Pack £26.95			
GMC-D Twin Track £94.95 GMC-DZ Twin Track Z Scale £109.95		GMC-SS1 Super Shuttle Unit £32.95 GMC-SS1LGB Super Shuttle Unit G Scale £44.95		GM52 Multi Scale Track Tester £4.95		N GREY BALLASTED UNDERLAY SYSTEM		GM194 Scenic Starter Pack £26.95			
GMC-D Twin Track £94.95 GMC-DZ Twin Track Z Scale £109.95		MODULES		TRACK TESTER		N GREY BALLASTED UNDERLAY SYSTEM		GM194 Scenic Starter Pack £26.95			
GMC-D Twin Track £94.95 GMC-DZ Twin Track Z Scale £109.95		GMC-SS1 Super Shuttle Unit £32.95 GMC-SS1LGB Super Shuttle Unit G Scale £44.95		GM52 Multi Scale Track Tester £4.95		N GREY BALLASTED UNDERLAY SYSTEM		GM194 Scenic Starter Pack £26.95			
GMC-D Twin Track £94.95 GMC-DZ Twin Track Z Scale £109.95		MODULES		TRACK TESTER		N GREY BALLASTED UNDERLAY SYSTEM		GM194 Scenic Starter Pack £26.95			
GMC-D Twin Track £94.95 GMC-DZ Twin Track Z Scale £109.95		GMC-SS1 Super Shuttle Unit £32.95 GMC-SS1LGB Super Shuttle Unit G Scale £44.95		GM52 Multi Scale Track Tester £4.95		N GREY BALLASTED UNDERLAY SYSTEM		GM194 Scenic Starter Pack £26.95			
GMC-D Twin Track £94.95 GMC-DZ Twin Track Z Scale £109.95		MODULES		TRACK TESTER		N GREY BALLASTED UNDERLAY SYSTEM		GM194 Scenic Starter Pack £26.95			
GMC-D Twin Track £94.95 GMC-DZ Twin Track Z Scale £109.95		GMC-SS1 Super Shuttle Unit £32.95 GMC-SS1LGB Super Shuttle Unit G Scale £44.95		GM52 Multi Scale Track Tester £4.95		N GREY BALLASTED UNDERLAY SYSTEM		GM194 Scenic Starter Pack £26.95			
GMC-D Twin Track £94.95 GMC-DZ Twin Track Z Scale £109.95		MODULES		TRACK TESTER		N GREY BALLASTED UNDERLAY SYSTEM		GM194 Scenic Starter Pack £26.95			
GMC-D Twin Track £94.95 GMC-DZ Twin Track Z Scale £109.95		GMC-SS1 Super Shuttle Unit £32.95 GMC-SS1LGB Super Shuttle Unit G Scale £44.95		GM52 Multi Scale Track Tester £4.95		N GREY BALLASTED UNDERLAY SYSTEM		GM194 Scenic Starter Pack £26.95			
GMC-D Twin Track £94.95 GMC-DZ Twin Track Z Scale £109.95		MODULES		TRACK TESTER		N GREY BALLASTED UNDERLAY SYSTEM		GM194 Scenic Starter Pack £26.95			
GMC-D Twin Track £94.95 GMC-DZ Twin Track Z Scale £109.95		GMC-SS1 Super Shuttle Unit £32.95 GMC-SS1LGB Super Shuttle Unit G Scale £44.95		GM52 Multi Scale Track Tester £4.95		N GREY BALLASTED UNDERLAY SYSTEM		GM194 Scenic Starter Pack £26.95			
GMC-D Twin Track £94.95 GMC-DZ Twin Track Z Scale £109.95		MODULES		TRACK TESTER		N GREY BALLASTED UNDERLAY SYSTEM		GM194 Scenic Starter Pack £26.95			
GMC-D Twin Track £94.95 GMC-DZ Twin Track Z Scale £109.95		GMC-SS1 Super Shuttle Unit £32.95 GMC-SS1LGB Super Shuttle Unit G Scale £44.95		GM52 Multi Scale Track Tester £4.95		N GREY BALLASTED UNDERLAY SYSTEM		GM194 Scenic Starter Pack £26.95			
GMC-D Twin Track £94.95 GMC-DZ Twin Track Z Scale £109.95		MODULES		TRACK TESTER		N GREY BALLASTED UNDERLAY SYSTEM		GM194 Scenic Starter Pack £26.95			
GMC-D Twin Track £94.95 GMC-DZ Twin Track Z Scale £109.95		GMC-SS1 Super Shuttle Unit £32.95 GMC-SS1LGB Super Shuttle Unit G Scale £44.95		GM52 Multi Scale Track Tester £4.95		N GREY BALLASTED UNDERLAY SYSTEM		GM194 Scenic Starter Pack £26.95			
GMC-D Twin Track £94.95 GMC-DZ Twin Track Z Scale £109.95		MODULES		TRACK TESTER		N GREY BALLASTED UNDERLAY SYSTEM		GM194 Scenic Starter Pack £26.95			
GMC-D Twin Track £94.95 GMC-DZ Twin Track Z Scale £109.95		GMC-SS1 Super Shuttle Unit £32.95 GMC-SS1LGB Super Shuttle Unit G Scale £44.95		GM52 Multi Scale Track Tester £4.95		N GREY BALLASTED UNDERLAY SYSTEM		GM194 Scenic Starter Pack £26.95			
GMC-D Twin Track £94.95 GMC-DZ Twin Track Z Scale £109.95		MODULES		TRACK TESTER		N GREY BALLASTED UNDERLAY SYSTEM		GM194 Scenic Starter Pack £26.95			
GMC-D Twin Track £94.95 GMC-DZ Twin Track Z Scale £109.95		GMC-SS1 Super Shuttle Unit £32.95 GMC-SS1LGB Super Shuttle Unit G Scale £44.95		GM52 Multi Scale Track Tester £4.95		N GREY BALLASTED UNDERLAY SYSTEM		GM194 Scenic Starter Pack £26.95			
GMC-D Twin Track £94.95 GMC-DZ Twin Track Z Scale £109.95		MODULES		TRACK TESTER		N GREY BALLASTED UNDERLAY SYSTEM		GM194 Scenic Starter Pack £26.95			
GMC-D Twin Track £94.95 GMC-DZ Twin Track Z Scale £109.95		GMC-SS1 Super Shuttle Unit £32.95 GMC-SS1LGB Super Shuttle Unit G Scale £44.95		GM52 Multi Scale Track Tester £4.95		N GREY BALLASTED UNDERLAY SYSTEM		GM194 Scenic Starter Pack £26.95			
GMC-D Twin Track £94.95 GMC-DZ Twin Track Z Scale £109.95		MODULES		TRACK TESTER		N GREY BALLASTED UNDERLAY SYSTEM		GM194 Scenic Starter Pack £26.95			
GMC-D Twin Track £94.95 GMC-DZ Twin Track Z Scale £109.95		GMC-SS1 Super Shuttle Unit £32.95 GMC-SS1LGB Super Shuttle Unit G Scale £44.95		GM52 Multi Scale Track Tester £4.95		N GREY BALLASTED UNDERLAY SYSTEM		GM194 Scenic Starter Pack £26.95			
GMC-D Twin Track £94.95 GMC-DZ Twin Track Z Scale £109.95		MODULES									



HIGHWAYS



OO SCALE WIDE ROAD SYSTEM

GM370 80mm Wide Tarmac Road (1m) £6.95
GM371 80mm Wide Universal Curves (2) £6.95

OO SCALE NARROW ROAD SYSTEM

GM375 68mm Wide Tarmac Road (1m) £6.95
GM376 68mm Wide Universal Curves (2) £6.95

N SCALE ROAD SYSTEM

GM390 40mm Wide Tarmac Road (1m) £6.95
GM391 40mm Wide Universal Curves (2) £6.95



TSOO131 French Travel Posters
TSOO132 French Travel Posters
TSOO133 German Travel Posters
TSOO134 German Travel Posters
TSOO137 London Transport Posters
TSOO138 London Transport Posters
TSOO139 London Transport Posters

N SCALE REPLICA SIGNS

TSN9E BR (Eastern) Station Signs
TSN9LML BR (Midland) Station Signs
TSN9NE BR (Northern) Station Signs
TSN9PS BR (Southern) Station Signs

TSN21 Street Signs

TSN22 Modern Image Station Signs

TSN23 Cornish Riviera Boards 1

TSN24 Cornish Riviera Boards 2

TSN25 Early Station Signs

TSN26 Pub Signs

TSN71 Road Signs

TSN79 Trackside Notices

TSN81 Enamel Advert Signs 1

TSN82 Enamel Advert Signs 2

TSN83 Enamel Advert Signs 3

TSN84 Enamel Advert Signs 4

TSN91 GWR Travel Posters

TSN92 LMS Travel Posters

TSN94 SR Travel Posters

TSN95 BR Travel Posters

TSN96 Modern Travel Posters

TSN97 Trackside Notices

TSN100 Station Set

TSN101 Suburban Set

TSN103 Farm Set

TSN104 Farmhouse Set

TSN105 LNER Travel Posters Small

TSN106 LNER Travel Posters Small

TSN112 BR Travel Posters Large

TSN113 BR Travel Posters Large

TSN114 BR Travel Posters Large

TSN115 BR Travel Posters Large

TSN116 BR Travel Posters Large

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METCALFE

READY CUT CARD KITS

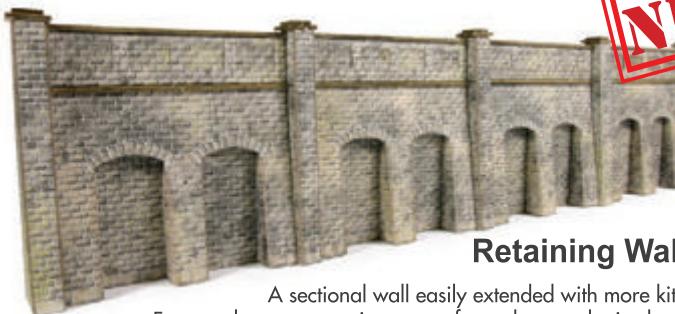
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Metcalfe Models, Bell Busk
Skipton, North Yorkshire, BD23 4DU

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01729 830072

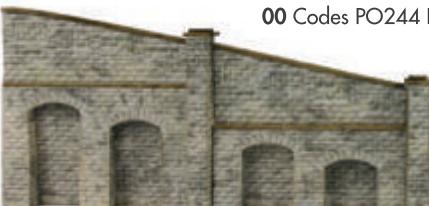
RAILWAY



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

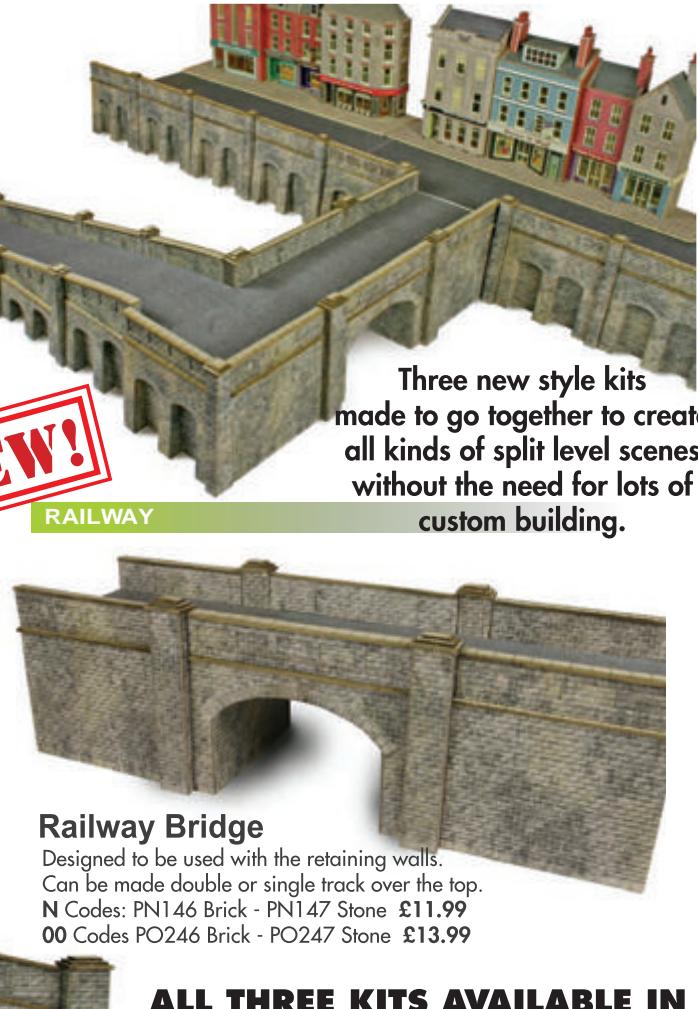


Tapered Retaining Walls

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 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

**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



MIDI KIT



Wooden Pavilion

A sports or cricket clubhouse.
Ideal for the edge of a village green.
00 / PO410 / £6.50

MINI KIT



Picnic Tables

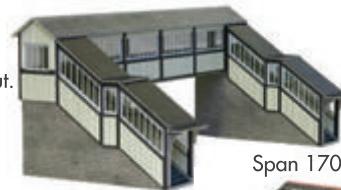
Pack contains three table with umbrellas. Note: Umbrella poles not included. Made from paper clips. Only in 00.
00 / PO510 / £5.50

RAILWAY

Footbridge

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

00 / PO236 / £10.35
N / PN136 / £9.50



Span 170mm.

Visiting Skipton? You will find the full range of Metcalfe kits at Craven Model Centre, Mount Pleasant, Skipton High Street, BD23 1JZ



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

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INDUSTRIAL PERFECTION...

Three industrial buildings that can be arranged in different ways to create superb mills and factories...

INDUSTRIAL

INDUSTRIAL

00/ HO Boilerhouse & Factory Entrance

A grand entrance for your factory designed to stand with the PO283 and PO282 kits. The boilerhouse with its large chimney creates a spectacular scene.

PO284 - £13.99



00/HO Warehouse

A very sturdy industrial building, that can be built as low relief or stand alone.

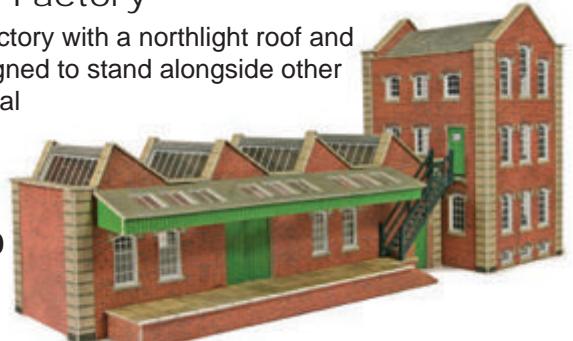
PO282 - £13.99

INDUSTRIAL

00/HO Small Factory

A single storey factory with a northlight roof and loading bay. Designed to stand alongside other kits in the industrial range.

PO283 - £13.99



STOP PRESS!

N Scale versions of these industrial buildings to be released very soon...

TOWN & COUNTRY

00 LOW RELIEF HIGH STREET BUILDINGS

PO205

PO206

PO271

Great for backdrops and limited spaces.

Works well with our retaining walls as shown here.

Pub & Shops:

PO205 - £9.20

Cinema:

PO206 - £9.20

Bank & Shop:

PO271 - £11.50





Branchline 2015 New Items



Class J72 0-6-0T Pre-order for £75.00



31-060 8680 in LNER lined green
31-061 69001 in BR black with early emblem
31-062 69028 in BR black with late crest

Class 6P Royal Scot 4-6-0 Pre-order for £135.00



31-285 6130 'The West Yorkshire Regiment' in LMS crimson
31-286 46163 'Civil Service Rifleman' in BR black
31-287 46151 'The Royal Horse Guardsman' BR green

Class V2 2-6-2 Pre-order for £135.00



31-566 3645 in LNER black
31-567 60881 in BR green with late crest

Class J39 0-6-0 Pre-order for £80.00



31-866 1803 in LNER Black
31-867 64792 in BR black with early emblem

Class K3 2-6-0 Pre-order for £95.00



32-279A 1304 in LNER lined black
32-281 61862 in BR lined black with early emblem

Class 94xx 0-6-0 Pre-order for £85.00



35-026 9402 in GWR Green
35-026 9487 in BR black with early emblem
35-027 9479 in BR black with late emblem

LNWR 0-6-2T Webb Coal Tank Pre-order for £102.00



35-050 LNWR plain black livery

35-051 LMS black livery

35-052 BR black early emblem

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

Class 70 diesel



31-590 70015 in Freightliner livery with air intake modifications £152.95

31-591 70805 in Colas livery with air duct boxes £98.00

Class 55 Diesel Pre-order for £113.01



32-532 55007 "PINZA" BR blue - Finsbury Park white cab windows
31-533 D9001 "St. Paddy" in BR two-tone green - weathered

See the entire range at ehatton.com/bachmann2015

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

Limited Edition J94s & Austerities, Class 14xx & Kings from Hatton's, being produced by DJ Models

Class 14xx Pre-order for £99



Pristine

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

Lightly Weathered

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

Heavily Weathered

H1412 14xx 1474 in BR unlined black early emblem
H1415 14xx 1432 BR lined green late crest
Due Q4 2015 - Q1 2016
www.ehatton.com/j94

Austerity's & 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.ehatton.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 VII" in GWR un-lined wartime green
HK05 6018 "King Henry VI" in GWR lined green

HK06 6025 "King Henry III" in BR ultramarine blue

HK07 6027 "King Richard I" in BR/GWR lined green

HK08 6028 "King George VI" in BR lined blue with early crest



HK09 6023 "King Edward II" in BR lined blue with early crest
HK10 6009 "King Charles II" in BR lined green with early crest

HK11 6017 "King Edward IV" in BR lined green with late crest

HK12 6026 "King John" in BR lined green with late crest

HK13 6005 "King George I" 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

DCC Fitted versions also available for £179

HK01DCC - HK15DCC

Due Q4 2015 - Q1 2016

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Steam locos



266208 Beyer Garratt 2-6-0 0-6-2 47996 BR early emblems on cabsides & numbers on tanks 1949-56. Heavily weathered (Hel) £199
31-931 Class 1000 Midland Compound 4-4-0 1169 in LMS black (Bac) £118.95
R3106 Class 2600 2-6-0 steam loco 2807 in GWR as preserved (Hor) £120



32-828A Class 2MT Ivatt 2-6-0 46526 in BR lined green late crest - weathered (Bac) £110.46



31-128A Class 30xx 2-8-0 ROD 3036 in BR black early emblem - weathered (Bac) (list £142.95) **BARGAIN** £94



31-727 Class 3700 City 4-4-0 3439 "City Of London" GWR Green Monogram (Bac) £106.21
R3006 Class 3800 2-8-0 3964 in BR weathered black early emblem. (Hor) £106
31-826A Class 3F 0-6-0 43257 in BR black early emblem (Bac) £84.96



31-628DC Class 3F 0-6-0 43620 in BR black late crest - weathered. DCC On Board (Bac) £101.96
R3229 Class 4000 Star 4-6-0 4021 "British Monarch" BR green early crest (Hor) £125.10



R322 Class 42XX 2-8-0 4261 in Great Western green (Hor) £112.20



R3170 Class 4900 4-6-0 Hall 4901 "Adderley Hall" in GWR (livery tbc) (Railroad range). New tooling for 2013 (Hor) £67
R3169 Class 4900 4-6-0 Hall 5972 Olton Hall in GWR (Railroad range). New tooling for 2013 (Hor) £67
31-880 Class 4F 0-6-0 3851 in LMS black Johnson/Deeley tender (Bac) £76.46



31-881 Class 4F 0-6-0 43875 in BR black early emblem and Johnson/Deeley tender (Bac) £84.96



R2881 Class 5 Black 5 5112 in LMS lined black (Railroad Range) (Hor) £66



31-188 Class 5XP Jubilee 4-6-0 45565 'Victoria' in BR lined green late crest - weathered (Bac) £127.46



31-213DS Class 6P Patriot 4-6-0 45504 "Royal Signals" in BR green late crest. DCC Sound Fitted (Bac) (list £268) **BARGAIN** £189



R3086 Class A1 "Flying Scotsman" in LNER Apple green. Upgraded to 3-pole motor flywheel (Railroad range) (Hor) (list £82.49) **BARGAIN** £64
32-550B* Class A1 4-6-2 60163 "Tornado" in BR lined Brunswick green (Bac) (list £159.95) **BARGAIN** £98
R3245TTS Class A1 Peppercorn 4-6-2 "Tornado" in BR Blue (as running on mainline) - TTS Sound (Hor) £143.70
R3285TTS Class A4 4-6-2 4469 "Gadwall" in LNER Garter blue TTS Sound - Railroad range (Hor) £92.70



R2784X Class A4 4-6-2 60022 "Mallard" in BR green late crest - DCC Fitted (Railroad range) (Hor) (list £92.25) **BARGAIN** £59
R2929X Class B1/6 Sandringham 4-6-0 61635 "Grimsby Town" in BR late crest DCC Fitted (Hor) £125
31-146 Class D11/1 4-4-0 62663 'Prince Albert' BR black early emblem (Bac) £101.96



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



35-078 Class E4 Brighton tank 0-6-2 32500 in BR black late crest (Bac) **NEW** £93.46



35-077 Class E4 Brighton tank 0-6-2 32556 in BR black early emblem (Bac) **NEW** £93.46



35-076 Class E4 Brighton tank 0-6-2 473 in Southern green (as preserved) (Bac) **NEW** £93.46



31-320DC Class J11 Robinson (GCR 9J) 64325 in BR black late crest. DCC Fitted (Bac) £93.46



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



R3243 Class K1 2-6-0 62024 in BR late crest (Hor) £120.50



R3208 Class V Schools 4-4-0 30915 "Brighton" in BR black early emblem & tender (Hor) (list £139.99) **BARGAIN** £105



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 BR lined black late crest (Bac) £101.96

32-508 Standard Class 5MT 73049 BR lined green late crest & BR1 tender (Bac) £110.46



32-261 WD Austerity 2-8-0 90441 in BR black early emblem (Bac) £114.71
32-260DC WD Austerity 2-8-0 90448 BR black with late crest. DCC On Board (Bac) £130

Train packs



30-325 Ambulance Train No.40 Train Pack GWR Class

3700 No.3711 "City of Birmingham" in WWI khaki, 3 x

coaches in olive green & 6 x WWI figures (Bac) £140.20



25-2014 Bachmann OO Scale Silver Anniversary Set Class 5P

Jubilee & Class 47 locos in wooden box certificate (Bac) £212.46

R2670 Class 101 0-4-0 steam loco GWR green open wagon, closed van & brake van (Hor) £42



30-575 The Railway Children Train Pack GWR 57xx

Pannier in GNSR, 2 x GNSR Coaches & Scenecraft

Hawkhill Station Building (Bac) £114.71



R3220 Tyseley Connection train pack Hall Class

"Pitchford Hall" in GWR green & 3 Mk1 coaches in

chocolate and cream (Hor) (list £199.99) **BARGAIN** £149

Diesel locos



31-366 Class 03 0-6-0 diesel shunter D2016 in BR Green (Bac) £70.51



31-364 Class 03 0-6-0 diesel shunter D2383 in BR green

wasp stripes - weathered (Bac) £76.46

R3281 Class 09 09017 National Railway Museum maroon - Railroad range (Hor) £34.20



1405^ Class 14 "Teddy Bear" (ex British Rail Green) Blue Circle

Cement (ex D9526) (Weathered), (Hel) (list £115) **BARGAIN** £75

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



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



D1000 Class 22 B-B Diesel Hydraulic D6328 (font A) in

BR blue full yellow ends (Dap) £104

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



32-232 Class 23 Baby Deltic D5905 green headcode discs

and no frost grilles (Hel) (list £129.95) **BARGAIN** £69

2308^ Class 23 Baby Deltic D5900 in BR blue yellow ends, (Hel) (list £119.95) **BARGAIN** £72

32-431DC Class 24 24077 in BR blue indicator discs, DCC Fitted (Bac) £101.96

2800^ Class 28 Co-Bo Diesel D5700 Full BR Green - modified windows. (Hel) (list £125) **BARGAIN** £80



2801 Class 28 Co-Bo Diesel D5705 BR Green small

Yellow Panels (as preserved). (Hel) (list £125) **BARGAIN** £89

2810^ Class 28 Co-Bo Diesel D5714 Full BR Green - modified windows. (Hel) (list £125) **BARGAIN** £89

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



3521 Class 35 Hymek D7003 in BR green full yellow

ends (Hel) £94



3519 Class 35 Hymek D7064 in BR blue small yellow warming panels (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

31-655 Class 47/3 47301 'Centurion' BR Railfreight grey red stripe (Bac) £97.71

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



4D-003-005 Class 52 D1072 "Western Glory" in 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-003-008 Class 52 diesel loco D1023 "Western Fusilier" in BR maroon small yellow panels (Dap) £109



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



32-529B Class 55 Deltic D9011 in BR two-tone green.

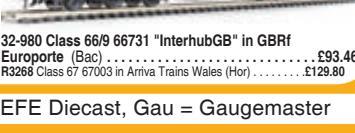
Weathered (advertised earlier as "pristine") (Bac) £93.46

5822 Class 58 58006 Railfreight Redstripe Livery. (Hel) £125



5826 Class 58 58028 Plain Triple Grey Livery (Hel) £125

5824 Class 58 58030 in EWS Livery (Hel) £125



32-980 Class 66/9 66731 "InterhubGB" in GBRf

Europo (Bac) £93.46

R3268 Class 67 67003 in Arriva Trains Wales (Hor) £129.80

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R3272 Class 67 67006 'Royal Sovereign' (Hor) (list £139.99) **BARGAIN** £110
31-995 Class D/16 LMS 10000 BR Brunswick green lined orange & black (Bac) £101.96
31-996 Class D/16 LMS 10000 in BR Brunswick green part eggshell blue waistband (Bac) £101.96



4010- English Electric DP2 prototype in BR Brunswick green (as per 1962 to May 1965) (Hel) (list £129.95) **BARGAIN** £75



4011- English Electric DP2 prototype in BR two-tone green (as per 1965 until withdrawal in 1967) (Hel) (list £129.95) **BARGAIN** £70



4005- 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 £124.45) **BARGAIN** £86
31-677 Class 85 (AL5) Bo-Bo Electric E3056 BR Blue single pantograph. (Bac) £118.96



R3347 Class 92 90219 "Wagner" in Railfreight/EWS (Hor) **NEW** £74.06

HSTs



R3270 Class 43 twin pack - Midland Mainline HST in teal green (Hor) **NEW** £194.70

DMUs

32-287 Class 101 2 Car DMU BR blue & grey "Cambridge/Norwich" (Bac) £135.96



32-285 Class 101 2 Car DMU in BR green speed whiskers "Newcastle/Middlesbrough" (Bac) £135.96

32-912 Class 108 3 Car DMU in BR blue full yellow ends (Bac) (list £169.95) **BARGAIN** £132

8940 Class 128 DPU Blue full yellow ends and flush fronts M55993 (Hel) (list £119.95) **BARGAIN** £69



8942 Class 128 DPU in BR blue - weathered M55995 (Hel) (list £129.95) **BARGAIN** £69



8902 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) £148.71



32-938 Class 150/2 2-car DMU 150204 in Northern Rail (Bac) £140.21

Train sets - DCC

30-042 DCC starter train set 0-6-0 Saddle Tank loco & 0-6-0 Junior Diesel Shunter, 2 wagons, brake van & 36-500 controller (Bac) £127.49
H173 4-link DCC Western Master train set GWR Class 2/21 steam loco & 3 wagons (Hor) £120
30-048 Highland Towner Digital Sound Set Class 37/4 37418 in BR blue and Mk2 TSO & BSO coaches in Far North green & cream (Bac) £255

Coaches



R4633 BR blue & grey MK3 TF first class lights (Hor) £32.90
R4633A BR blue & grey MK3 TF first class lights (Hor) £32.90



R4611 BR blue & grey MK2E FO first open lights (Hor) £27.80
R4613 BR blue & grey MK2E TSO tourist second open (Hor) £23.10



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



R4642 BR chocolate & cream MK1 BG full brake/parcels coach (Hor) (list £24.99) **BARGAIN** £19
R4643 BR chocolate & cream MK1 TSO tourist second open (Hor) (list £24.99) **BARGAIN** £19



R4620 BR crimson and cream Mk1 SO second open (Hor) (list £24.99) **BARGAIN** £19
R4609 BR green Mk1 BSK brake second corridor in lights (Hor) £33.80



R4607 BR green Mk1 CK composite corridor lights (Hor) £33.80
R4608 BR green Mk1 SK second corridor in lights (Hor) £33.80
R4634B BR InterCity blue & grey MK3 TS second class lights (Hor) £32.90
R4619 BR Maroon MK1 BG full brake/parcels coach (Hor) (list £24.99) **BARGAIN** £19



R4643 BR maroon MK1 SO second open (Hor) (list £24.99) **BARGAIN** £19



R4621 BR maroon MK1 TSO tourist second open (Hor) (list £24.99) **BARGAIN** £19
38-503 BR MK1 SL/TP Sleeper Car in blue & grey InterCity (Bac) £23
38-503 Pack of 4 (Bac) (list £155.80) **BARGAIN** £122
38-363 BR MK2A TSO Tourist Second Open Network SouthEast (Bac) £39.95



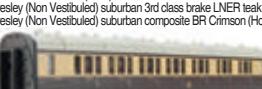
R4643 BR maroon MK1 SO second open (Hor) (list £24.99) **BARGAIN** £19



R4676 BR Mk3 Intercity Coach Pack x 3 (Hor) **NEW** £92.58
R4580 Eurostar Class 373 Blue Livery Divisible Centre Saloons Coach Pack (Hor) **NEW** £41.66
R4370D First Great Western Mk3 Standard Open Coach (Hor) £26.38



R4522B Gresley (Non Vestibuled) suburban 3rd class



R4518A Gresley (Non Vestibuled) suburban 3rd class brake LNER teak (Hor) £39
R4521B Gresley (Non Vestibuled) suburban composite BR Crimson (Hor) £37.30



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



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



R4632A Intercity 125 Executive MK3 TS second class (Hor) £26.40
R4616 Intercity MK2E TSO tourist second open (Hor) £23.10
R4747 LNER Thompson Teak effect Non-Corridor Brake third class coach (Hor) £40



R4351 MK1 CK corridor composite in BR maroon. New

R4351 MK1 CK corridor second in BR maroon. New tooling for 2013 (Hor) £17
34-326A Period III 50ft parcels in BR crimson & cream (Bac) £22.91



34-330 Period III 50ft parcels van in BR departmental black 'Electrification' (Bac) £22.91
R4481 Pullman 3rd Class Kitchen 'Car No. 60' - Matchboard type (Hor) (list £49.99) **BARGAIN** £25

Wagons

R6679A BR Horse Box 'M42178' (Hor) £18.51
R6679 BR Horse Box 'M42369' (Hor) £18.51



R6707 BR Railfreight HAA MGR Wagon Triple Pack (Hor) £64.81



R6713A BR Vent Van Bauxite Triple Pack (Hor) **NEW** £25.92



R6717 Hornby Wagon 2015 Conflat and Container (Hor) **NEW** £9.25



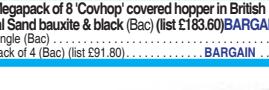
R6678A LMS Horse Box '42409' (Hor) **NEW** £18.51
R6678 LMS Horse Box '42513' (Hor) £18.51
R6682C LNER Extra Long CCT Van '1238' (Hor) £12.49



38-500 Megapack of 8 'Covhop' covered hopper in BR bauxite (Bac) (list £183.60) **BARGAIN** £126
38-501 Single (Bac) £18.28
38-500 Pack of 4 (Bac) (list £91.80) **BARGAIN** £66



38-502 Megapack of 8 'Covhop' covered hopper in British Industrial Sand bauxite & black (Bac) (list £183.60) **BARGAIN** £126
38-502 Single (Bac) £16.28
38-502 Pack of 4 (Bac) (list £91.80) **BARGAIN** £66



38-501 Megapack of 8 'Covhop' covered hopper in soda ash light grey (Bac) (list £183.60) **BARGAIN** £126
38-501 Single (Bac) £18.28
38-501 Pack of 4 (Bac) (list £91.80) **BARGAIN** £66



38-479 1 plank wagon in BR bauxite (Late) (Bac) £8.46
38-478 1 plank wagon in LMS bauxite (Bac) £8.46



38-700 12 Ton Pipe Wagon BR Bauxite (Early) (Bac) £17.81
38-701 12 Ton Pipe Wagon BR Bauxite (Late) (Bac) £17.81
38-072 12 ton Southern 2-2 planked ventilated wagon of Express Dairies Eggs (Bac) £11.86



38-325~ 13 Ton high sided steel open wagon chain pockets in BR bauxite (early) (Bac) (list £14.50) **BARGAIN** £10
38-327~ Pack of 4 (Bac) (list £5.68) **BARGAIN** £3.88
38-325~ Megapack of 8 (Bac) (list £116) **BARGAIN** £20.36



38-327~ Megapack of 8 13 Ton high sided steel open wagon smooth sides in BR bauxite (early) (Bac) (list £116) **BARGAIN** £70
38-327~ Single (Bac) (list £14.50) **BARGAIN** £9.50
38-327~ Pack of 4 (Bac) (list £5.68) **BARGAIN** £3.88
38-327~ 13 Ton high sided steel open wagon smooth sides in BR grey-weathered (Bac) £12.71
37-532 20 ton brake van CAP/ZTV in BR bauxite (Bac) **NEW** £20.36

Train sets - analogue



R30-160 Rural Commuter set Class 105 2 car DMU in BR green small yellow panels (Bac) £148.91



R1169 Tornado Pullman Express train set Class A1 4-6-2 60163 Tornado' & 3 Pullman cars (Hor) (list £150). **BARGAIN** £93



R4351 MK1 CK corridor composite in BR maroon. New tooling for 2013 (Hor) £17
R4351 MK1 CK corridor second in BR maroon. New tooling for 2013 (Hor) £17
34-326A Period III 50ft parcels in BR crimson & cream (Bac) £22.91



Prices valid until 10/06/15

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



37-531 20 ton brake van in BR bauxite - weathered (Bac) **NEW** £20.83
37-530 20 ton brake van in BR grey - weathered (Bac) **NEW** £20.83
37-529A 20 ton brake van in LNER oxide (Bac) **NEW** £20.36



38-425 Megapack of 8 Bulk grain bogie hopper in VTG Traffic Services - weathered (Bac) (list £479.60) **BARGAIN** £37.50
38-425 Single (Bac) **BARGAIN** £51.39
38-425 Pack of 4 (Bac) (list £239.80) **BARGAIN** £192



38-402A 25 ton Pill Box brake van in BR bauxite (Bac) £20.36



R6663 20 Ton tank wagon 'Victor Blagden & Co. Ltd.' (Hor) (list £13.99) **BARGAIN** £11
33-307 20 ton Toad brake van in BR bauxite (Bac) £11.86
33-308 20 ton Toad brake van in BR grey - weathered (Bac) £12.71



4F-013-011 Gunpowder Van GWR W105762 (Dap) **NEW** £9
4F-013-012 Gunpowder Van GWR W105762 - weathered (Dap) **NEW** £10
569 GWR Brake Van 20t Toad (Rat) **NEW** £6.50



R6625 GWR Moqo Van (Hor) (list £11.49) **BARGAIN** £9



37-313 Intermodal bogie wagon 2 x 45ft containers in Maersk (Bac) £42.46



R9706 3 x open wagons - S C Ruffey, Sodor Scrap & brake van (Thomas the Tank range) (Hor) (list £34.99) **BARGAIN** £14



38-041B Megapack of 8 31 Tonne OBA open wagon in Railfreight (Bac) (list £175.60) **BARGAIN** £16
38-041B Single (Bac) **BARGAIN** £16.53
38-041B Pack of 4 (Bac) (list £87.80) **BARGAIN** £60



38-120B Megapack of 8 35 Ton VAA box van sliding door in Railfreight red & grey - weathered (Bac) (list £191.60) **BARGAIN** £36
38-120B Single (Bac) **BARGAIN** £20.36
38-120B Pack of 4 (Bac) (list £95.80) **BARGAIN** £72



38-200A Megapack of 8 JPA bogie cement hopper "VTG - Lafarge Cement" (Bac) (list £287.60) **BARGAIN** £212
38-200A Single (Bac) **BARGAIN** £30.56
38-200A Pack of 4 (Bac) (list £143.80) **BARGAIN** £112



38-751 Long Tube Wagon BR Bauxite (Early) (Bac) **NEW** £22.06



38-752 Long Tube Wagon BR Bauxite (Late) (Bac) **NEW** £22.06
38-750 Long Tube Wagon BR Bauxite (previously announced as BR grey) (Bac) **NEW** £22.91



38-352A BAA steel carrier steel coils in Railfreight red & black (Bac) £22.06



38-427 Megapack of 8 Bulk grain bogie hopper in 'Traffic Services Limited' (Bac) (list £479.60) **BARGAIN** £330
38-427 Single (Bac) **BARGAIN** £46.71
38-427 Pack of 4 (Bac) (list £239.80) **BARGAIN** £172



38-287 Pack of 3 22 ton Presflos in BR bauxite - weathered (Bac) £66.73
38-285 Pack of 3 22 ton Presflos in Tunnel Cement (Bac) £46.71
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) **BARGAIN** £6



B909F Megafret Twin Pack & 2 X 40' High Cube Containers, Malcolm Group (Dap) £25



B909E Megafret Twin Pack & 2 X 40' High Cube Containers, Malcolm Group (Dap) £25



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) £110
DCR-21PIN-Direct Single (Hat) £57
DCR-21PIN-Direct Box of 5 (Hat) £57



36-557 Pack of 5 21-pin E-Z Command 4-function 1A decoder back EMF (Bac) (list £92.50) **BARGAIN** £70
36-557 Single (Bac) £14.50
X6659 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



36-8249 Box of 6 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) £76
R8249 Single (Hor) £14



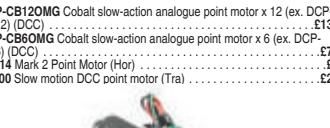
DCR-8PIN-Direct Box of 10 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) £105
DCR-8PIN-Direct Single (Hat) £13
DCR-8PIN-Direct Box of 5 (Hat) £59
DCD-Z360-5 ZEN 360 8-pin Direct 4-function 1.1A Decoder Stay Alive (14.2x12.5x3.5mm) (5 Pack) (DCC) £100



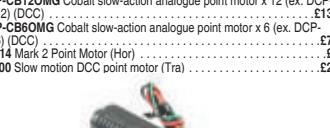
R8247 DCC accessory decoder (for points and motors) (Hor) £32
PC2 One Touch DCC Quad Point Controller x4 (Tra) £32



PC2 One Touch DCC Quad Point Controller x4 (Tra) £32



R8312 e-LINK Module, Railmaster Software & 1 Amp Transformer (PC/Laptop Required) (Hor) £68
36-504 EZ Command Dynamis Ultima DCC system (Bac) £250.71



Point motors



R8243 Surface Mounted point motor (Hor) £7

Lighting equipment

DML-LLBW BR loco lamp white x 6 (DCC) £37.95
CL2 Standard Coach Lighting Strips - Warm White (Tra) £17
44-561 Wood post yard lamps (Bac) £10.16

Cables & Wires



PL-80 Power feed joiners - Code 100/124 (x4 pairs) (Pec) £5.50

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



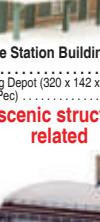
SL-110 Finescale rail joiners/fishplates (for code 70, 75 & 83) for OO & HO gauge - Pack of 24 (Pec) £2
SL-111 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) £2



SL-10 Metal rail joiners/fishplates (for code 100 rails inc Hornby, Peco & Peco Streamline), For OO, HO & O gauge - Pack of 24 (Pec) £2.50
36-030 Mk2 Couplings NEM shaft (straight) pocket x 10 (Bac) £6
19KADEE NEM-362 Long Coupler - 10.81 mm (27/64") (w/o Draft Gear Boxes) (2 pair) (Kad) £3.50



R8096 Metal disc wheels on axles (10 axles) (Hor) £5.50



18KADEE NEM-362 Medium Coupler - 8.63 mm (11/32") (w/o Draft Gear Boxes) (2 pair) (Kad) £3.50
GM50 OO/HO gauge loco wheel cleaner (Gau) £24



LK-20X Double length overall arched station roof (Pec) £20



44-144 Highley Station Booking Hall (215 x 80 x 105mm) (Bac) £59.46
PO216 Platform kit in red brick - Makes up to 8ft (Card Kit) (Met) £73.91



44-164 Shillstone Station Building (265 x 120 x 105mm) (Bac) £59.46
44-178 Traction Servicing Depot (320 x 142 x 100mm) (Bac) £73.91



LK-20 Double length overall arched station roof (Pec) £25



44-164 Shillstone Station Building (265 x 120 x 105mm) (Bac) £59.46
44-178 Traction Servicing Depot (320 x 142 x 100mm) (Bac) £73.91



LK-20 Train Shed Unit (Pec) £25



R803 Box of 6 Buffer Stop (Hor) £8
R803 Single (Hor) £1.40
44-501 Line side Cabinets (Bac) £6.76
553Ratio Signal Box Interior Kit (Unpainted) (Rail) £10.50
R460 Straight Platform (Hor) £3.50

Signals

R169 Home junction signal (Hor) £10

Buildings - general

4L-002-001 Signal - Motorised, LMS home (OOSIGN3) (Dap) £22



4L-001-001 Signal - Motorised, Square post GWR home lower quadrant (OOSIGN1) (Dap) £22.91

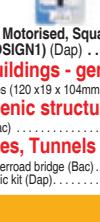


44-246 Low relief terraces (120 x 19 x 104mm) (Bac) £22.91



Man-made scenic structure - non-railway

44-562 Metal fencing (Bac) £8.46



Bridges, Tunnels & Walls

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



C003 Girder Bridge plastic kit (Dap) £6.65

Opening Hours

Shop 8am to 6pm Mon to Sat
10am to 4pm SunPhones 7am to 9pm Mon to Thu
8am to 6pm Fri & Sat
9am to 5pm Sun44-225 Low Relief Retaining Walls (168 x 10 x 85mm) (Bac) £14.41
PO247 Railway Bridge in Stone (Met) £13
44-152 Railway Road Over Bridge (102 x 184 x 66mm) (Bac) £13.21
PO244 Retaining Wall in Red Brick - 4 sections per kit (Met) £11PO245 Retaining Wall in Stone - 4 wall sections per kit (Met) £11
People - civil £11
36-407 1950s Train Crew x 6 (Bac) £6.2136-047 Locomotive staff x 6 (Bac) £6.21
36-044 Station passengers standing x 6 (Bac) £6.21

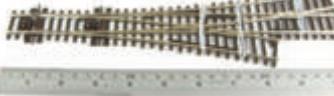
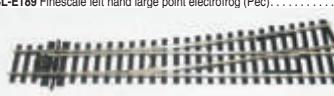
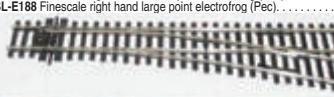
Track - Code 100 Setrack

ST-245 Setrack curved double radius left handed point insulfrog (Pec) £14
ST-244 Setrack curved double radius right handed point insulfrog (Pec) £14
ST-201 Setrack double straight (Pec) £12
ST-247 Setrack medium radius Y point insulfrog (Pec) £10ST-241 Setrack No.2 radius left handed point insulfrog (Pec) £9
ST-240 Setrack No.2 radius right handed point insulfrog (Pec) £9
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) £3.50
ST-204 Box of 24 (Pec) £7.65

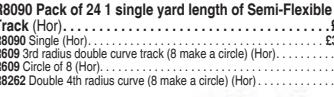
Track - Code 100 Streamline

SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) £66
SL-100 Single (Pec) £3SL-102 Pack of 25 1 yard (91.5cm) length of Nickle Silver concrete-sleeper flexible track (Pec) £70
SL-102 Single (Pec) £3
SL-99 3 way medium radius point electrofrog (Pec) £25
SL-99 3 way medium radius point insulfrog (Pec) £25SL-90 Double slip insulfrog (Pec) £31
SL-89 Large Y point electrofrog (Pec) £11
SL-87 Left hand curved point (Pec) £12.50
SL-88 Left hand curved point electrofrog (Pec) £12.50
SL-89 Left hand large point electrofrog (Pec) £12SL-89 Left hand large point insulfrog (Pec) £12
SL-89 Left hand medium point (Pec) £10
SL-89 Left hand medium point electrofrog (Pec) £10SL-92 Left hand small point (Pec) £9.50
SL-82 Left hand small point electrofrog (Pec) £9.50
SL-86 Long crossing insulfrog (Pec) £10
SL-86 Right hand curved point (Pec) £12.50
SL-86 Right hand curved point electrofrog (Pec) £12.50
SL-88 Right hand large point electrofrog (Pec) £12
SL-95 Right hand medium point (Pec) £10SL-E95 Right hand medium point electrofrog (Pec) £10
SL-91 Right hand small point (Pec) £9.50
SL-91 Right hand small point electrofrog (Pec) £9.50
SL-80 Single slip insulfrog (Pec) £28

Track - Code 75 FineScale Streamline

SL-102F Pack of 25 1 yard (91.5cm) length of finescale Nickle Silver concrete-sleeper flexible track. (Pec) £72
SL-102F Single (Pec) £3SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver finescale flexible track (Pec) £72
SL-100F Single (Pec) £3SL-E199 3 way finescale medium radius point electrofrog (Pec) £27
SL-E1098 Code 75 Medium Radius Concrete sleeper turnout LH (Pec) £12.50
SL-E1098 Code 75 Medium Radius Concrete sleeper turnout RH (Pec) £12.50
SL-E189 Finescale left hand large point electrofrog (Pec) £12.50SL-E196 Finescale left hand medium point electrofrog (Pec) £12
SL-E192 Finescale left hand small point electrofrog (Pec) £10
SL-E188 Finescale right hand curved point electrofrog (Pec) £12.50
SL-E188 Finescale right hand large point electrofrog (Pec) £12SL-E195 Finescale right hand medium point electrofrog (Pec) £12
SL-E191 Finescale right hand small point electrofrog (Pec) £10

Track & Points

R8090 Pack of 24 1 single yard length of Semi-Flexible Track (Hor) £79
R8090 Single (Hor) £3.50
R609 3rd radius double curve track (8 make a circle) (Hor) £3
R609 Circle of 8 (Hor) £2.22
R8262 Double 4th radius curve (8 make a circle) (Hor) £3R601 Box of 24 Double Straight (Hor) £49
R601 Single (Hor) £2.25
R8244 Extension Pack D. 1 x R8072, 3 x R605, 1 x R608, 1 x R636, 1 x R803 (Hor) £3
R8072 Left Hand Standard Point (Hor) £936-603 Box of 10 Long straight track nickel silver (same as R603) (Bac) (list £34) £24.80
BARGAIN! £22.76DCX-PBVP PowerBase OO Gauge Value Pack - use to setup PowerBase on 16ft (5 metres) of track and run 3 locos - 12 magnets (DCC) £24
R8075 Right hand curved point (Hor) £14.40R8073 Right Hand Standard Point (Hor) £9
36-873 Right-Hand Standard Point (Bac) £7.52
R8010 Short Straight (Hor) £1.50
R621 Single 970mm length of flexible track (Hor) £3
R621 Pack of 24 (Hor) £66R600 Box of 24 Standard Straight (Hor) £33
R600 Single (Hor) £1.40

Track underlay

GM200 5 metres of realistic grey ballasted OO gauge underlay (Gau) £19

GM210 Brown ballasted underlay x 5 metres (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

Railway publications



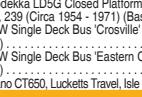
36-2015 Bachmann Branchline 2015 Catalogue (Bac) £6.80



R8150 Hornby 2015 Catalogue (Hor) £7.50



Buses



34003FEE AEC 2/2T Bus "London Transport" (EFE) £26.50



23232FEE AEC RF Coach "Valliant / Silverline" (EFE) £26.50



27704FEE AEC STL Bus (N Roof Box) Green Country "London Transport" (EFE) £26.50



B112B Bristol Lodekka LDSG Closed Platform "Eastern Counties" - Route 216 (Circa 1955 - 1972) (Bas) NEW £21



B112A Bristol Lodekka LDSG Closed Platform "Eastern Counties" - Route Circular, Service 239 (Circa 1954 - 1971) (Bas) NEW £21



B202A Bristol MW Single Deck Bus "Cromwell" to Cromer (circa 1964-1977) (Bas) £16



B201A Bristol MW Single Deck Bus "Eastern Counties" to Cromer (circa 1959-1974) (Bas) £16



R64410A Caetano CT650, Luckets Travel, Isle of Wight Festival (Cor) £30



28011FEE Daimler DMS 1 door "West Midlands P.T.E" (EFE) NEW £26.50



18013FEE Daimler MCW Fleetline "Birmingham City Transport" (EFE) £26.50



18014FEE Daimler MCW Fleetline "Greater Manchester Transport" (EFE) £26.50



27318FEE Leyland TD1 "Wilts & Dorset" (EFE) NEW £26.50



28824FEE Leyland Titan 2 door "London Transport" (EFE) NEW £26.50

36903FEE Park Royal Regent V "East Kent N.B.C" (EFE) NEW £26.50

76PAN001 Plaxton Panorama 1 Southdown (Oxf) £13

28823FEE Titan London Transport Golden Jubilee Bus (EFE) £29

NEW



76FT013CC Ford Transit Coca-Cola (Oxf) NEW £4.95

NEW



76FT015CC Ford Transit LWB High Roof Coke Zero (Bottles) (Oxf) NEW £4.95

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76FT018CC Ford Transit LWB High Roof Diet Coke (Bottles) (Oxf) NEW £5

NEW



76GG009 Green Goddess Robert Bros circus (Oxf) NEW £10

NEW



76SP009 Scammell Pioneer Artillery Tractor Luftwaffe Crete 1943 (Oxf) NEW £10

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76SCL001 Scania Crane Topline Drawbar Unit "Eddie Stobart" (Oxf) £13

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76DBU001 Fowler B6 Crane Marstons Duke of York (Oxf) £22

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76CTR001 Thurston Canvas Trailer (Oxf) NEW £10

NEW



76DEF013 Land Rover Defender Station Wagon RAF (Oxf) NEW £4.75

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76LAN180008 Land Rover Series 1 80" Canvas 34th Light AA Reg, RAF Firdan (Oxf) NEW £5

Public Service vehicles

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76F8005 Dennis F8 Devon Fire Brigade (Oxf) NEW £11

BS-HO-01 HO/00 Scale Ballast Spreader (Pro)

BS-HO-01 HO/00 Scale Ballast Spreader (Pro) £11

N Gauge

Steam locos

NEW



ND095a Britannia Pacific 4-6-2 70000 "Britannia" in BR Green late crest and original smoke deflectors (Dap) £107

NEW



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

NEW



2S-015-003 Class 2MT Ivatt 2-6-2 in BR black late crest (Dap) £53

Commercial vehicles

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76RP004 Rover P6 Paprika (Oxf) NEW £4.45

NEW

76WOB010 Bedford OWB Bristol Tramways (Oxf) £13

NEW

76DT003 Diamond T Charles Thurston (Oxf) £10

NEW

76EC001 ERF EC Olympic 40ft Fridge Scottee Transport (Oxf) NEW £18

NEW

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

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for new releases



Coaches

374-430 Bulleid 63ft Second Brake Corridor Open BR (SR) green (Gra) £20.83

2P-012-101 Maunsell Coach 3rd Class Lined Green (Dap) £20

2P-012-251 Maunsell Coach Set 469 Maunsell Lined Green (Dap) £72

2P-005-520 Mk 3 Arriva Trains Wales Coach #12179 (Dap) £19

374-084 Mk1 BCK Brake Corridor Composite Maroon - Weathered (Gra) £21.68



2S-010-003D Class 49xx Hall steam loco 4958 'Priory Hall' in GWR lined green. DCC fitted (Dap) £111



2S-016-003 Class M7 0-4-4 in BR black late crest (Dap) £53



2P-016-001 Class M7 0-4-4 in Southern Railway green (Dap) £53



372-061 Class 4F 0-6-0 3851 in LMS black Johnson tender (Gra) £93.46

372-062 Class 4F 0-6-0 43875 BR black early emblem & Johnson tender (Gra) £93.46

372-060 Class 4F 0-6-0 43924 BR black late crest & Fowler tender (Gra) £93.46



372-139 Class 5 4-6-0 45206 in BR Lined Black Early Emblem (Gra) £118.96

372-138 Class 5 4-6-0 5190 in LMS plain black (Gra) £10.46



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

2S-007-008 Class 57xx Pannier #5724 GWR Green 'GWR' Lettering (Dap) £61

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

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



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

25-001-011 Class 7800 Manor 4-6-0 7801 'Anthony Manor' in GWR green shirtbutton emblem. DCC Fitted (Dap) £119

25-017-002 Class 7MT Britannia 4-6-2 70009 'Alfred the Great' in BR green late crest (Dap) £101

25-017-002D Class 7MT Britannia 4-6-2 70009 'Alfred the Great' in BR green late crest, DCC Fitted (Dap) £119

2S-017-004 Class 7MT Britannia 4-6-2 70021 'Morning Star' BR green late crest (Dap) £101



2S-017-005 Class 7MT Britannia 4-6-2 70025 'Western Star' in BR green late crest - weathered (Dap) £107



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



372-184 Class 8P Duchess 4-6-2 46245 'City of London' BR crimson late crest (Gra) £127.46

25-013-005 Class 9F 2-10-0 92006 in BR black early emblem & BR1G tender - weathered (Dap) £94

25-013-001 Class 9F 2-10-0 92086 BR black late crest & BR1G tender (Dap) £87



372-802 Class A1 4-6-2 60147 'North Eastern' in BR green early emblem (Gra) (list £144.40) **BARGAIN** £111

372-800 Class A1 4-6-2 60163 'Tornado' BR lined Brunswick green (Gra) £133.75

ND129G Class A3 steam loco 2744 'Grand Parade' LNER apple green (Dap) £99



2S-008-001 Class A4 steam loco 60012 'Commonwealth of Australia' in BR green early crest (Dap) £105

372-402 Class J39 0-6-0 64791 BR black late crest & stepped tender (Gra) £80.71

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

2S-016-002 Class M7 0-4-4 in BR black early emblem (Dap) £53



371-112 Class 31 diesel 31173 in BR blue full yellow ends (Gra) £100.26



371-110 Class 31 diesel 5826 in BR green full yellow ends (Gra) £100.26



371-111 Class 31 diesel D5596 in BR green small yellow panels (Gra) £100.26



2D-018-004 Class 35 Hymek D7024 in BR green - weathered (Dap) £85

2D-018-003 Class 35 Hymek D7026 in BR green (Dap) £79



371-455 Class 37 diesel 37251 in BR blue, weathered (Gra) £106.21



371-454 Class 37 diesel D6827 BR green centre headcode, weathered (Gra) £106.21



371-456 Class 37/0 diesel 37133 in Engineers Dutch (Gra) £101.96

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

371-168 Class 37/5 diesel 37505 Railfreight Red Stripe (Gra) £89.21

371-167 Class 37/5 diesel 37514 in Railfreight Metal Sector (Gra) £89.21

371-605 Class 42 Warship diesel 810 'Cockade' BR blue, weathered (Gra) £106.21



371-604 Class 42 Warship diesel D832 'Onslaught' in BR green (as preserved) (Gra) **NEW** £100.26



2D-19-002 Class 43 HST Book Set in First Great Western purple - 43177, 43165 & two Mk 3 coaches (Dap) **NEW** £135



2D-19-003 Class 43 HST Book Set in Intercity Executive W43126, W43125 & two Mk 3 coaches (Dap) £135

2D-003-010 Class 52 diesel loco D1062 'Western Courier' in BR Blue full yellow ends - weathered (Dap) £94

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



2D-004-006D Class 56 diesel 56070 in BR blue (Doncaster built) - DCC fitted (Dap) £116

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

371-385 Class 66 diesel 66546 in Freightliner (Gra) £89.21



2D-007-003 Class 66 diesel loco 66177 in EWS Experimental white roof (Dap) £78

Electric locos

ND099d Class 86 Bo-Bo Electric 86425 in Rail Express Systems Livery (Dap) (list £104.95) **BARGAIN** £67

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

HSTs



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

ND122J Class 43 HST Book Set in Virgin Trains 43094 & 43104 (Dap) £135

DMUs



ND1-002 Class 101 2-car DMU BR blue & grey 'Express Parcels' (motor in each car) (Gra) (list £119.95) **BARGAIN** £98

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

371-511 Class 101 3-car DMU in BR blue & grey (Gra) £118.96

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



BARGAIN



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 £169.95) **BARGAIN** £122

371-701 Class 350/2 Desiro 4-car EMU 350 238 in London Midland (Gra) £122

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



BARGAIN



372-676 Class 411 4 CEP 4 car EMU in BR green (Southern Region) yellow warning panels (Gra) £137.02

372-675 Class 411 4 CEP 4 car EMU in BR green. (Gra) £137.02



Train sets - analogue



370-180 Seaside Excursion Class 4F 44044 in BR black late crest and BR Mk1 BCK & SO coaches in maroon (Gra) £104.46

370-140 The Steel Worker Class 08 D3406 in BR green & 3 x 24 tonne hopper wagons (Gra) £93.46



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 63ft Second Brake Corridor Open BR (SR) green (Gra) £20.83

2P-012-101 Maunsell Coach 3rd Class Lined Green (Dap) £20

Wagons

2P-012-251 Maunsell Coach Set 469 Maunsell Lined Green (Dap) £72

2P-005-520 Mk 3 Arriva Trains Wales Coach #12179 (Dap) £19

374-084 Mk1 BCK Brake Corridor Composite Maroon - Weathered (Gra) £21.68

Wagons

2P-012-001 MKIII DVT in Network Rail (Dap) £19

CM002 Mk3 book set 4 coaches in blue/grey buffers (Dap) £71

2D-017-001 MKIII DVT in Network Rail (Dap) £19

Signals

2P-012-001 Signal - Motorised, GWR home lower quadrant (ex-NSIGN1) (Dap) £22

Buildings - railways

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

Signals

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

Buildings - railways

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

Signals

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



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PN144 Retaining Wall (Stone) (Met) £7.50

Track - Code 80 Setrack



ST-11 Double straight track (Pec) £1.50
ST-19 N Setrack No. 4 radius double curve (Pec) £2.50
ST-17 N Setrack No.3 radius double curve (8 form a circle), 298.5mm/11.75" radius (Pec) £2
ST-12 No.1 radius double curve (Pec) £1.50
ST-15 No.2 radius double curve (Pec) £1.50



ST-6 Setrack left hand point insulfrog (Pec) £8.50
ST-5 Setrack right hand point insulfrog (Pec) £8.50
ST-1 Standard straight track (Pec) £30
ST-300 Starter Track Set (Pec) £44
379-450 Straight Track 174mm (Gra) £1
379-450 Pack of 12 (Gra) £10

Track - Code 80 Streamline

SL-300 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) £3
SL-300 Pack of 25 (Pec) £64



SL-396 Left hand medium point insulfrog (Pec) £9
SL-E395 Right hand medium point electrofrog (Pec) £9
SL-395 Right hand medium point insulfrog (Pec) £9

Track - Code 55 Finescale Streamline



SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible track (Pec) £84
SL-300F Single (Pec) £3
SL-302F 1 Yard of Nickel Silver Flexible Track Concrete Sleepers (Pec) £3.50
SL-302F Pack of 30 (Pec) £91
SL-E399F 3-way finescale turnout (Pec) £26
SL-E387F Finescale curved double radius left hand point electrofrog (Pec) £11
SL-E388F Finescale curved double radius right hand point electrofrog (Pec) £11



SL-E390F Finescale double slip electrofrog (Pec) £35
SL-390F Finescale double slip insulfrog (finescale only) (Pec) £35
SL-E398F Finescale left hand large point electrofrog (Pec) £11
SL-E396F Finescale left hand medium point electrofrog (Pec) £10
SL-E392F Finescale left hand small point electrofrog (Pec) £9
SL-E388F Finescale right hand large point electrofrog (Pec) £11



SL-E395F Finescale right hand medium point electrofrog (Pec) £10
SL-E391F Finescale right hand small point electrofrog (Pec) £9



SI-E383F Finescale scissors crossover electrofrog (Pec) £58

Track underlay

GM201 Flexible grey ballasted N gauge underlay real granite stone (Gau) £18

Railway publications

379-015 Graham Farish 2015 Catalogue (Gra) £6

Commercial vehicles



NRAB005 Scammell Scarab Flatbed BRS Parcels (Oxf) £5.95
NEW

HO Gauge (1:87 Scale)

Point motors

DCP-CB120MG Cobalt slow-action analogue point motor x 12 (ex. DCP-CB12) (DCC) £135
DCP-CB60MG Cobalt slow-action analogue point motor x 6 (ex. DCP-CB6) (DCC) £75

Spares

GM50 OO/HO gauge loco wheel cleaner (Gau) £2

O Gauge (1:43 Scale)

Diesel locos

4050 Class 40 1Co-Co1 in BR green small yellow panels (Hel) £500

Coaches



4952 Mk1 BG full brake in BR blue and grey (Hel) £250
4994 Mk1 GUV full brake in Southern Region Green (Hel) £250

Wagons



1042 200xx VAA sliding door van in Railfreight red & grey (Hel) £63

Point motors

DCP-CB120MG Cobalt slow-action analogue point motor x 12 (ex. DCP-CB12) (DCC) £135
DCP-CB60MG Cobalt slow-action analogue point motor x 6 (ex. DCP-CB6) (DCC) £75

Track - Code 124 Bullhead Streamline



SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec) £73
SL-700BH Single (Pec) £6.50



SL-E792B Left hand point bullhead rail and electrofrog (Pec) £39
SL-E791B Right hand point bullhead rail and electrofrog (Pec) £39
ST-725 Setrack Bullhead 2nd radius standard curve 410mm (16") radius 1020mm (40.5"). 16 make a circle (Pec) £6

Cars



43AK016 Austin 3 Way British Rail (Oxf) £11
43ASS002 Austin Seven RN Saloon Light Royal Blue (Oxf) £13



43BN6001 Bentley MK VI Ivo Peters (Oxf) £18



VA13700 BMW (E30) Alpina C2.5 Convertible, Brilliant Red (Cor) (list £22.99) BARGAIN £14



VA10812 Ford Capri Mk3 2.8 injection, Forest Green and Crystal Green (Cor) (list £22.99) BARGAIN £14



43HT003 Healey Tickford Pale Blue (Oxf) £19



VA13105 Vauxhall Cavalier GSi, David Leslie & Ecurie Ecosse Team, 1993 Auto Trader RAC British Touring Car Championship (Cor) (list £26.99) BARGAIN £16

G Scale



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

Train sets - analogue

10LGB Single Track Cased Controller for G Scale (Gau) £79



Analogue controllers

10LGB Single Track Cased Controller for G Scale (Gau) £79

Track & Points

16050 Right hand point, electrical switch, 22.5 degrees radius 3 (LGB) £78

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

10610 Single (LGB) £23

Any or Multiple Scales

Analogue controllers



COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau) £30

DS Double power controller brake simulator (Gau) £119



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



Q Quadruple 4 circuit power controller (Gau) £130



M1 Transformer Output 2 x 16v AC 1A (Gau) £37



CDU Capacitor Discharge Unit (Gau) £11



PL-15 Twin Microswitch (Pec) £7



DCC decoders

10311-02 2-function 2-sided 0.50.8A Silver mini decoder NEM651 plug (Len) £29

10321-01 21-pin 4-function 1-sided 1.1A Silver decoder (Len) £25

DCR-8PIN-2SAX 5-pin (harness) 2-function 1.1Amp small & thin decoder back EMF (Hat) £11

DCR-8PIN-2SAX Box of 5 (Hat) £50

DCR-8PIN-2SAX Box of 10 (Hat) £99



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

DCR-8PIN-Harness Single (Hat) £40

DCR-8PIN-Harness Box of 5 (Hat) £48

36-553 8-pin 3-function 0.75A decoder back EMF (Bac) £15.50

10231-01 8-pin 3-function 1-sided 1/8A decoder (Outputs A, B & C) (Len) £16

10331-01 8-pin 4-function 1-sided 1.1A Silver decoder (Len) £24



DCC accessory decoders

DCD-AD8FX COBALT ip Accessory Decoder (8 Way) (DCC) £41



DCC controllers



524-042 NCE Power Cab controller 12V 1.5A (NCE) £136



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



DCCC14 Prodigy Advance 2 Backlit Walkaround controller (Gau) £99



DCS51 Prodigy Wireless Conversion Set (Gau) £200



524-027 SBS Smart Booster Entry level 5A DCC system for use Power Cab controller (NCE) £144



Point motors



DCP-CB12IP COBALT ip Slow Action Analogue Point Motor (12 Pack) (DCC) £146



DCM-RRA6 Rolling Road - Active Set - 6 Way - For OO, N, HO, TT Gauge - See Description (ex DCP101) (DCC) £61



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



DCP-CB12DIP COBALT ip Slow Action Digital Point Motor (12 Pack) (DCC) £177



DCP-CB1DIP COBALT ip Slow Action Digital Point Motor (Single) (DCC) £17



DCP-CB120MG Cobalt slow-action analogue point motor x 12 (ex. DCP-CB12) £135



PL-10 Bag of 6 Point Motor (Switch Machine) (Pec) £34



PL-10 Single (Pec) £6



PM-2 Slop point motor (Gau) £3.50



PM-4 Slop point Motor Self Latching Switch (Gau) £5



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



PL-11 Side mounted point motor (Pec) £7.50



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



Switches & Levers



PL-13 Accessory Switch for fitting to turnout motor PL10 (Pec) £3



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



DCP-CBS6 Cobalt S - Lever all accessories - unpainted x 6 (DCC) £90



PL-26B Passing Contact Switch - Black Lever (Pec) £5.50



PL-26R Passing Contact Switch - Red Lever (Pec) £5.50



PL-26W Passing Contact Switch - White Lever (Pec) £5.50



PL-26Y Passing Contact Switch - Yellow Lever (Pec) £5.50



Accessories



SL-14 Track Fixing Pins (Pec) £1.50



Cables & Wires



PL-34 Pre-wired Wiring Loom for use PL-10 and PL-10E motors (Pec) £4



Track underlay



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



Tools



XU2175B Flexible track cutters (XURON) (Gau) £15



PL-71 Loco servicing kit - servicing cradle, infills, Powerlube, brush & scraper (Pec) £17



PL-72 Loco servicing kit - servicing cradle, infills, Powerlube, brush & scraper (Pec) £17



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AYOUT OF THE MONTH

UP THE LINE

**FACT FILE**

- ▶ **Layout Name:** Up The Line
- ▶ **Scale/Gauge:** 7mm:1' scale, 16.5mm gauge
- ▶ **Size:** 21' x 9"
- ▶ **Era/Region:** Northern France, 1915
- ▶ **Location:** Portable
- ▶ **Layout Type:** End-to-end
- ▶ **Control:** Gaugemaster Prodigy DCC
- ▶ **Photography:** Andy York

Built to a tight deadline by *Kevin Hughes*, this impressive O-16.5 gauge model recalls the devastated landscape of northern France during the First World War.



Against a backdrop of destroyed houses, a WD Hunslet 4-6-0T passes through the village with a train of supplies.





2

An injured 'Tommy' perches on a crate, waiting for a ride in the AEC ambulance.

Although it's not based on any specific location, I have used many contemporary images from the area around Arras.

When it says in job adverts 'someone who works well to targets' - that is me! I had been building up a small collection of War Department locomotives and stock for some time but lacked anything to run them on. When I saw a post on a narrow gauge forum asking for First World War themed layouts for the Apedale Railway's 'Tracks to the Trenches' event in September 2014 I volunteered immediately. Eighteen months to build a layout - no problem! Well I did it but not much DIY happened on the house during that time!

Much of the detail is scratchbuilt in wood, with extensive use of that most useful resource - coffee stirrers.

The model is based on the highly efficient system of 60cm gauge light railways that were developed in the latter half of the First World War. They were built to supply front line troops with vast variety of stores they needed on a day-to-day basis. Although not based on a specific location, I have used many contemporary images, mostly from the area around Arras, as inspiration and have recreated a number of scenes. My aim was to create a very authentic atmosphere, fairly open and uncluttered without any obvious clichés and above all to be respectful to the people who carried out these, often very dangerous, tasks.

My previous attempts, many years ago, had been in 009 but I was never happy with the running quality I achieved; it would be interesting to see what I can manage now though with modern N gauge mechanisms. So, I decided to move up to 7mm scale. The correct track gauge to represent 60cm is 14mm in this scale and this is widely modelled as O-14.

Although the stock would have been no problem to convert, I already had several locomotives built that would have been difficult to convert. Finally, I felt that given the time available, building the track to the standard I required would be beyond me. The decision was therefore made to use Peco O-16.5 gauge track. As this is heavily weathered and mostly ballasted over the sleepers, the compromise is not noticeable to most people.

However, the track has not been without its problems. Due to the small size of the wheels used, I have found a tendency for them to fall into

the frog gap of the points, causing stalling at low speeds and rather too many derailments. After much experimentation, the solution was to solder two small strips of nickel-silver into the gap and then flood it with solder. This was then cut back with an old hacksaw blade and files so that some support for the flange is provided.

Much work was also involved in converting the points to run reliably with DCC so that all parts are independently powered and automatically switched by the point motors.

I initially just used fishplates to join the track at the baseboard joins but quickly found this to be inaccurate and a major task to get all three parallel tracks aligned correctly. The solution was to relay the track across the joins in one piece over a large piece of PCB board firmly glued and screwed on each side. The plastic sleepers were removed from the central section and the rails then soldered to the PCB board. The PCB and rails were then laboriously cut across, blunting several razor saws!

After gapping to insulate the rails the whole was covered with ballast which is dried and sieved soil from the garden; also used for roads and ground cover. This is definitely one aspect which would have been easier if I had done it correctly the first time. Working amongst the scenery and buildings has made it rather more interesting than I would have liked!

The layout is powered by a Gaugemaster Prodigy Advance DCC system. Points are operated with DCCconcepts 'Cobalt' motors and can be switched either



Cleverly modelled ruins and a hand-painted backscene disguise the fact that the layout is only 9" deep. The artillery shells and duckboards loaded into the open wagons are all hand-made.





KEY DETAILS WAGON LOADS

The whole reason for the railways' existence was to bring supplies to the front and, being carried in open wagons, there was no alternative but to model a wide variety of loads. Very little of any use was available commercially so a lot of ingenuity was required.

Shell loads were cast in resin (something I had not done before), from moulds made from real small calibre bullets. Duckboards and 'A' frames were made from balsa cut to size with a stripper intended for model aircraft construction, and assembled on top of templates covered with double-sided tape.

Ammunition boxes were moulded in resin from masters made from wood strip with the strapping made in paper with a Cameo Portrait cutter - a device I wish I had obtained earlier!

Corrugated 'Elephant Iron' for dugout construction was from a vacuum-formed sheet, heated in hot water and strapped to a tin of beans until it had cooled. Hay bales were from cubes of balsa, textured with sandpaper then sealed with sanding sealer. Empty shell cases are from small diameter drinking straws with a base stamped out with a hole punch.

All the loads have a piece of iron wire (florist's wire from a craft shop), included so they can be lifted out of the wagons easily with a magnet.



from a handset or from either of the two control panels with LED Route indicators. Short circuit protection is by NCE units which cut in before the throttles re-set themselves. There are an awful lot of wires involved despite it being DCC but this is mainly down to my requirement that the layout can be operated from either end simultaneously.

LOCOMOTIVES AND STOCK

The working fleet is mostly built from Wrightlines and Chivers kits although some 3-D printed items are now making an appearance. Locomotives are mostly fitted with DCC sound.

Couplings are scale narrow gauge style 'choppers' from Zamzoodle which work very well but require a lot of work to make sure they are fitted correctly. All stock is weathered with a mixture of washes, pastels, weathering powders and dry brushing - all held in place with a coat of acrylic varnish. A lot of effort has been made to provide the wagons with suitable loads all of which have iron wire included to allow them to be picked out easily with a magnet. The shell loads are resin castings from real bullets of a suitable calibre kindly supplied by a shooting friend. Lettering was custom made for me by Peter Blackham.

An important contribution to the smooth running of the locomotives is the addition of Zimo Super Capacitors which provide a second or two of power if track current is lost for any reason - rather like a huge flywheel. Coupled with my improvements to the points this has meant that very realistic slow running is possible even with the smaller locomotives.



4

Field railways replaced horses on much of the heavier WW1 supply work.

The capacitors are easy to install as they just replace the existing smaller capacitor on the Digitrax sound decoders fitted to most of the locomotives. All have been reprogrammed with more suitable sounds but some compromises had to be made and so far no one has noticed that the Hunslet is actually a Stanier 'Black Five'! In time, I intend to record my own sound profiles but in the case of the Hunslet I'll have to wait for them to restore a real one!

Roofs were built in full and then damaged in situ to give an authentic effect.

6



A word of warning to road users, and a clue to why internal combustion engine locomotives became so important.

A SOLID BASE

The baseboards were made from ply girders cut to size by my very helpful local independent DIY store, softwood pieces sandwiched inside and holes cut through to reduce the weight. The top surface is ply with all track on a foamboard base. Pattern makers dowels toggle clips are used to align and bring the boards together but they are then firmly joined by large bolts and plywood plates passing through the lightening holes at the baseboard ends.

The baseboards are supported on metal trestles (again from eBay), with the top bar drilled to take two M10 bolts which locate in the bottom of the boards and provide height adjustment via a butterfly nut. These trestles have now been made narrower by cutting sections and re-welding to make a much neater presentation and to save valuable space while transporting.

I would certainly make sure that the method for joining and supporting the baseboards was fully decided before laying any track next time, along with paying more attention to the positioning of point motors. The baseboards are probably over-engineered and I would make the lightening holes larger. They are very useful for passing cables through but have become a bit congested.

Many thousands of sandbags were created using DAS modelling clay.



FIRST WORLD WAR LOCOMOTIVES



HUNSLET 4-6-0T

A total of 155 were built for the War Department, many seeing service all over the world after the war. No. 1215 is currently nearing the end of a complete restoration in this country and should be steaming soon. My model is from the Chivers whitemetal kit and runs with a Mashima 16 x 24 motor and flywheel through a Markits gearbox. It is fitted with DCC sound with a speaker in each side tank and decoder in the coal bunker.



BALDWIN CLASS 10-12-D 4-6-0T

Perhaps the best known of the First World War field railway locomotives, 495 were built for the War Department by Baldwin in the USA between October 1916 and April 1917 after British manufacturers were unable to supply sufficient numbers of suitable locomotives quickly enough. Mine is built from the long-defunct Wrightlines whitemetal kit with significant modifications to enable it to be fitted with a Mashima 16 x 30 can motor and flywheel running through a Markits gearbox. The pony truck has been rebuilt to use roller bearings, compensation and pick-ups. It is DCC sound fitted with an Icecube speaker lurking in the cab. One of these locomotives is now fully restored and based at the Leighton Buzzard Railway with a further three under restoration in the UK.



40HP OPEN SIMPLEX

In attempt to make operations near the front line safer for locomotive drivers, Motor-Rail produced three 40hp versions with different levels of armour, the 'open', 'protected' and 'closed' version that resembled a small tank. This is the 'open' version built from the Wrightlines whitemetal kit. It has DCC sound although it currently sounds suspiciously like a Class 08 shunter! Accurate sound files for these locomotives are a work in progress. It runs on a Black Beetle motor bogie.



KEY DETAILS BUILDINGS

All were scratchbuilt using contemporary photographs of existing buildings as guides.

Construction is from foamboard clad with embossed plastic sheet, DAS clay or Redutex papers. Floors and roofs are made from coffee stirrers (100 for £4 via eBay!), and balsa sheet cut with an Airscrew balsa stripper designed for aircraft modelling. This saved a huge amount on buying ready-made balsa strip. Plans were drawn up in Photoshop, printed, then used as cutting and construction templates. Plaster walls, wallpapers, floors and carpets are laser-printed textures from the internet suitably distressed by soaking in water then rubbing and weathering with water colours. Roofs were made whole and then broken in situ before I got too attached to them!



Creating the devastated look of the buildings posed a few interesting modelling challenges (see above).

UNUSUAL CHALLENGES

There have been a few things in building this model which have proved pretty challenging to a railway modeller with no experience (and only passing interest in), military modelling. These were not helped by the fact that 1:43.5 is not a usual military scale so little, if anything, is available commercially.

Sandbags were a big problem, solved by reading an article on making dry stone walls. I adapted the technique, which involved rolling out a 'sausage' of DAS modelling clay and placing it in a channel made from suitable thickness plastic card. I then chopped up the now rectangular 'sausage' with a U shaped tool quickly bent up from brass strip to make identical blocks which were then pinched at the ends and left to dry. I made about a thousand bags and developed a deep respect for those who had to do it for real!

Another tricky problem was picket posts for barbed wire. After much experimenting I found that thin florists wire, intended to go up the stalks of Gerberas and the like (they don't like it up them Mr. Mainwaring!), was ideal - easy enough to bend but strong enough to hold its shape.



An 'open' Simplex 40hp built from a Wrightlines kit and fitted with DCC sound.



A simple jig was made up of four brass rods inserted in an offcut of timber and the wire wrapped around these to make the picket. Barbed wire for the posts came from a 1:48 scale etching from the Czech supplier Eduard.

The iconic symbol of the First World War has, of course, become the poppy so I had to find a way to reproduce them. After a couple of unsatisfactory attempts with punching circles of crepe paper, I hit upon the idea of using the insulation from electrical wire.

Firstly, I removed the wire from some red sleeving and then found some black wire of a smaller gauge that fitted snugly inside. Very fine slices were then taken and mounted with a touch of tacky PVA on stems of 'Field Grass' from Hornby or Woodland Scenics; and then repeated over and over again!

The backscene has attracted many favourable comments at shows and really sets the atmosphere. It is a panorama of individual shots taken early one misty morning in the Arras area of France and then stitched together in Photoshop. After some work to tone things down a bit and remove anything that looked too modern it was printed as an outdoor advertising banner 18" high and 24' long! This is not the ideal material as it is slightly textured and reflective but it was relatively cheap and has proved tough and very compact to transport but above all it is one piece there are no joins in the sky! **BRM**

SEE IT IN ACTION...

Having successfully completed its first marathon outing at the three day 'Tracks to the Trenches' event it went on to collect the 'Best in Show' trophy on its second outing. Several appearances are booked for 2015/16:

- 7mm Narrow Gauge AGM, Burton on Trent – June 15
- Welshpool – October 25
- Apedale for TTTT2 – May 2016

Any exhibition organisers wishing to book the layout can contact me via the **BRM** office.

FIRST WORLD WAR LOCOMOTIVES



DICK, KERR PETROL ELECTRIC

Another solution to the problems of running steam locomotives close the front was found in these cleverly designed locomotives which could also be used as generators for workshop trains. Only one is preserved, at the lovely Tacot des Lacs in France



KERR, STUART JOFFRE

This type of locomotive was built to a French design by Kerr, Stuart for the French government so is a bit of an interloper. The model has a 3-D printed body and runs on a Roco chassis. A second version is being prepared now from the etched brass kit by Locomotives 'n' Stuff.



20HP SIMPLEX

The most numerous of the WD locomotives, built by Motor-Rail in Bedford. This innovative design enabled supplies to be delivered far closer to the front line than was advisable with steam locomotives. This diminutive machine is built from the Nigel Lawton kit which is cleverly designed but much tweaking and extra weight has been required to gain satisfactory running.



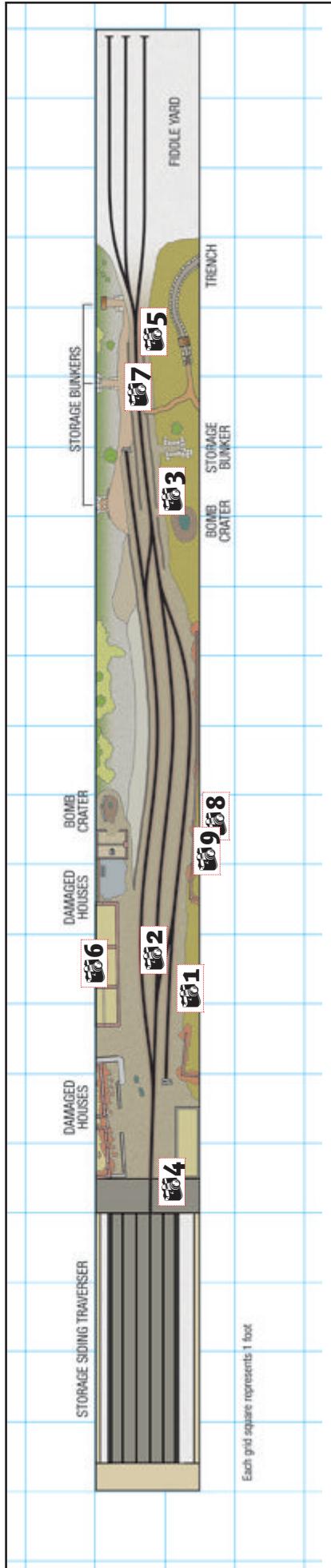
DEUTZ

Another one 'borrowed' from its original owners, this time the Germans. These curious locomotives had an enormous flywheel and water-cooled engines that, on contemporary movie footage, can be seen emitting large amounts of steam. It has a 3-D printed body with extra weight running on a Tenshodo motor bogie. It has been given a deliberately beaten up appearance.

7mm
SCALE

7mm LAYOUT OF THE MONTH UP THE LINE

Unison



FACT FILE

Kevin Hughes

I'm a 'born again' railway modeller having awoken from a 30 year hiatus! This is my first layout since my teenage attempts and was built in just over a year for the 'Tracks to the Trenches' event at Apeadero in September 2014. I have fully embraced the advances in technology that have occurred in the last three decades and use etching, 3-D printing, laser cutting and Photoshop for backgrounds and construction templates. Being self-employed and working from home, I am lucky in that I can fit little bits of modelling in throughout my day but I have to be very disciplined with myself when I have to get some proper work done.



More evidence of common building materials and Kevin's attention to wartime period details.



A large shell crater - dangerously close to the railway - has filled up with water.



Sandbags, corrugated iron and wooden stakes were all used in large quantities in the trenches.

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R2917X	CL2800 BR	£106.45
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R3010X	N15 SR	£133.95
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R3017	PB Patriot	£108.50
R3088	LNER Class 01	£97.45
R3100	NRN Flying Scotsman Black	£111.99
R3025	J94 LNER	£55.45
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R3290A	BR 2 Hal Green	£113.90
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31-325DC	CL105 BR Blue Yellow Ends	£92.05
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31-628DC	Class 3F BR weathered	£93.20
31-931	LMS Compound	£112.90
31-933	BR Compound Late Crest	£112.88
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32-550B	Tornado BR Green	£127.95
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32-955	4MT BR Late	£87.50
32-203A	Class 8750 BR Black	£68.65
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HELJAN

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Phil Parker continues his quest to improve models of yesteryear on a budget. This time he tackles veteran wagons.

If there is one thing all model railways need, it's lots of wagons. For many years, the quality of these lagged behind locomotives, so much so that many cottage industries sprung up to provide replacement parts for the RTR originals. Magazine reviews at the time examined if brake blocks were in line with the wheels and would sing praise if true.

Change occurred when Bachmann's 'Blue Ribband' range started in 1998. Wagon enthusiasts who never considered letting an RTR model contaminate their kit-built fleets were looking at these blue boxes thinking it was a quicker way to increase wagon numbers.

We've since seen quality and variety increase dramatically. It all comes at a price however and as the dozens of separate parts to be assembled has increased, so have the prices. This in turn has lead modellers to say that they are afraid of carrying out any work on a model for fear of ruining its value.

This month I dug under the tables at exhibitions and in the darkest corners of the local model shop for something cheap enough to mess up. Even in the 'old days', some wagons were pretty impressive models and a little work will allow them to sit in a modern fleet. I've picked some RTR wagons and something unusual from the world of kits. All were bought

SECOND HAND SAVERS

PART 2

Despite being made from a kit now over 50 years old, this wagon from Kenline was found secondhand cheaply.



second-hand cheaply and I've seen plenty more examples on stalls around the country as well as on-line auctions.

ROOM FOR IMPROVEMENTS

Many upgrades are simple. The most important is to change the wheelsets from plastic to metal. Plastic treads spread dirt around the layout to the detriment of running quality. If you buy a kit with plastic wheels, they are likely to be poor - don't use them

on a model, especially when Bachmann and Hornby are selling excellent metal versions so cheaply.

A popular upgrade for both kit and RTR models is to replace the buffers. It's an area where old mouldings leave a lot to be desired, but you'll find plenty of options in both whitemetal and turned steel from Alan Gibson or Slater's. At the same time, brake gear replacements can be picked up. Many of those cottage industries supplying upgrade parts years ago still exist after all. **BRM**

These two Airfix wagons can be weathered nicely to blend in with modern wagons. Look at some of my techniques on the page opposite.



READY-TO-RUN WAGONS

1



From a 1985 Mainline moulding, the eight-plank coal wagon (left) was produced by Bachmann. Seen right is an Airfix GWR five-plank, first made in 1978. Neither are bad models but their age means people often ignore them now.

2



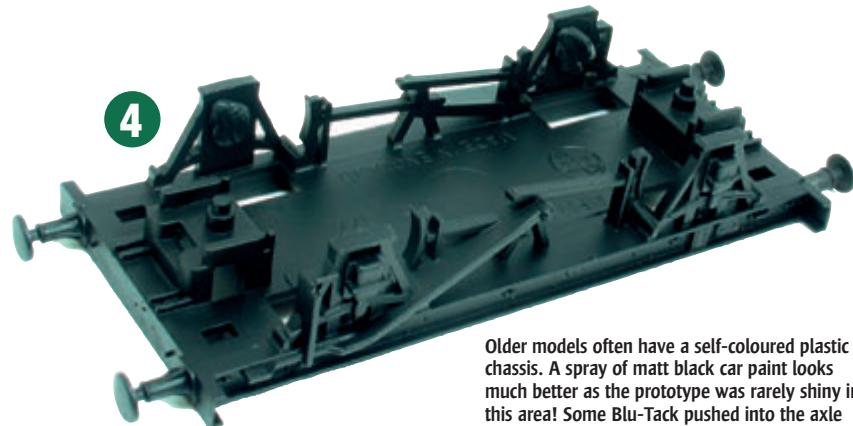
The most important change to be made is to replace the plastic wheels for metal ones. Hornby produces the cheapest option with packs at under 70p per axle. Simply spring the sides apart slightly, pull the old wheels out and pop the new ones in. One axle ran less freely than the other, so I filed the very tip of the pinpoints away to shorten the axle slightly - both now run perfectly.

3



Broken buffers are easily replaced with aftermarket spares. Cut the remains of the old buffer away, drill a hole in the centre where it was and superglue in the replacement. I prefer to replace buffers in pairs. While mismatched examples did exist on the prototype, they weren't common.

4



Older models often have a self-coloured plastic chassis. A spray of matt black car paint looks much better as the prototype was rarely shiny in this area! Some Blu-Tack pushed into the axle boxes keeps paint out.

5

Painting on old models doesn't extend below the body often, but these bufferbeams should be grey. Humbrol Olive Drab (number 66) isn't a bad match although the specialist railway ranges will be better. Once the wagon is weathered, it won't show though.

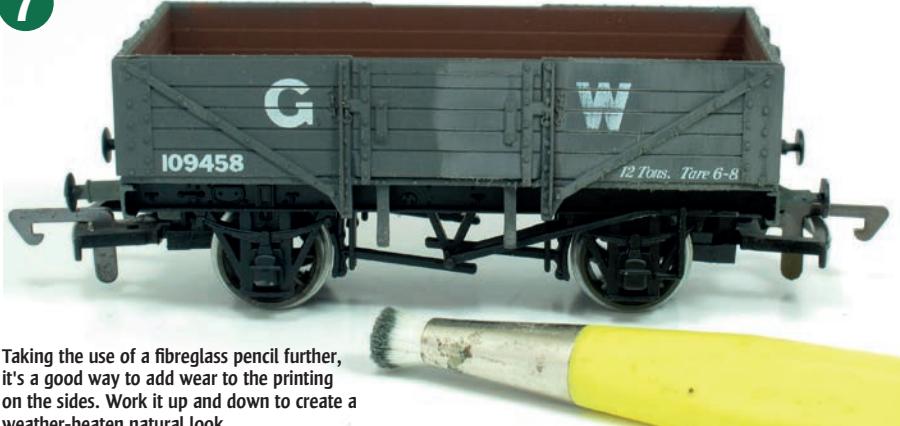


6



If you have more than one example of the same wagon, the running number needs to be changed. Sometimes a solvent works, but I'm using a small fibreglass pen. Try not to polish too far around the number or the surface will be left slightly shiny.

7



Taking the use of a fibreglass pencil further, it's a good way to add wear to the printing on the sides. Work it up and down to create a weather-beaten natural look.

8



Renumbering isn't always easy. I used some HMRS transfers, and as you can see, the sizes don't match those printed by Airfix. If this worries you then replace all the digits, or touch up the number with a fine brush to extend the number.

TURN OVER FOR MORE WAYS TO BOOST YOUR BUDGET WAGON FLEET 

PRACTICAL BRM



STEP-BY-STEP GUIDE

Kenline Kit No.2, an LMS 11-plank coke wagon supplied in a nice stout box with all parts wrapped in tissue paper. Wheels, couplings, paint and transfers have to be supplied by the builder.



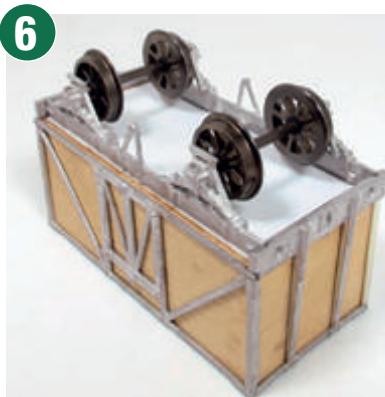
The first task is to cut the sides and ends to build the plywood box. It's important to make sure the corners overlap in the correct way and that the whole thing is square. PVA or superglue is ideal for this work.



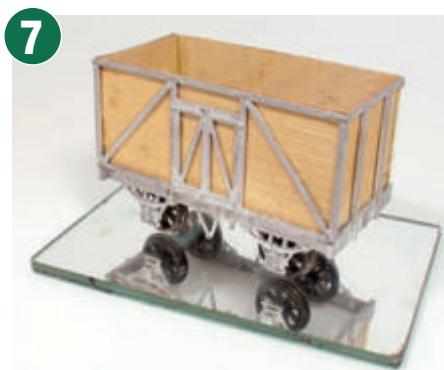
Glue the whitemetal detail for the sides and ends into place. If the box is square, it all fits very well, just make sure you put the sides on the right way up. I've seen a few models spoilt by people getting this wrong. They are usually the ones you find dumped on a stall.



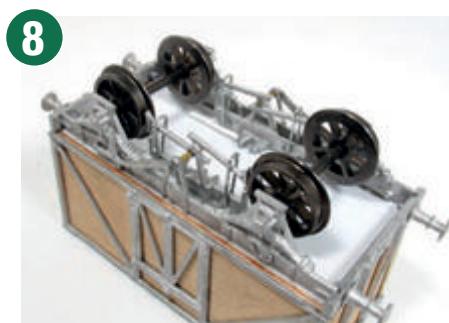
Disaster! Had I checked the contents of the box before purchase (not an easy thing to do on a busy stall admittedly) I'd have noticed that only one set of side detail was included. I'm recreating the parts using Slatters Microstrip. It's perhaps not quite as detailed as the Kenline original, but will pass muster once painted.



The solebars slot into the rear of the bufferbeams. I'm fixing one side first, then I'll insert the wheels, in this case, from Hornby.



Using a mirror, I check that all wheels touch the glass to ensure a flat chassis. A little packing under one end of a solebar should sort out any problems. Once happy, I'll glue this solebar into place with some superglue.



To get the brake gear to line up with the centre of the wheels it needs to sit on a strip of plastic. Whitemetal safety loops are provided, but they're poor mouldings so I'm bending some staples into U-shapes and gluing them into position. It's a worthwhile upgrade for any kit and looks great when you look along a line of wagons.



Ready for paint, the only detail added to those in the kit is the brass wire handrail on the side. I'm off to test the model on the layout and check that the chassis is still flat. If it proves troublesome, you might be able to gently twist the body in your fingers.



Painting wood can be a challenge. When it gets damp, the grain rises leaving the surface fuzzy. The correct way to deal with this is to seal the surface, then sand it smooth. Far quicker is to give the model a spray with grey primer. It'll dry before the grain can swell leaving a lovely finish that still looks like wood.



The transfers I'm using appropriately came from a secondhand stall too. They're the ones normally included in Slater's wagon kits. Annoyingly, the numbers are slightly too big for this wagon so I'd have been better going to Fox Transfers in the first place.

KIT-BUILT

When most people think of a wagon kit, something plastic comes to mind. It's not the only material though - many superb models are built from whitemetal, etches or resin kits. Look back to the very early days of model production and wooden kits were the thing.

The kit I've chosen was produced by Kenline in the 1960s and uses a plywood body with whitemetal strapping and details. It holds a special appeal for me - it's the same as the second wagon kit I built many years ago.

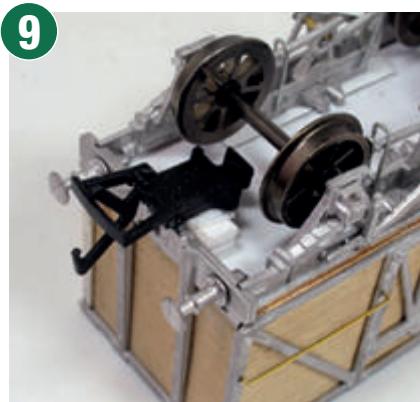
WAGONS

Kenline kits and components turn up regularly on secondhand stalls and in the deeper recesses of old-fashioned model shops and with care, they make up into good-looking models.

As I discovered, second-hand kits are fraught with potential pitfalls. You really want to see a factory sealed package to be sure that no components are missing. Don't be tempted to buy a part-built model either. There might be a good reason why the model wasn't finished, and you could be spending frustrating time fixing someone else's poor workmanship rather than enjoying assembling your model.



Before fitting the solebars, brass bearings from Alan Gibson should be fitted into the axleboxes.



I'm building up strips of 2mm thick plastic so that a Bachmann NEM box can be fitted. When this kit was first sold, NEM boxes weren't even heard of!



The model doesn't need any extra weight so I'm filling the insides with dark coloured foam (from packaging) and covering it with large lumps of coal fixed with runny superglue.

STEP-BY-STEP GUIDE

REPLACING A CHASSIS

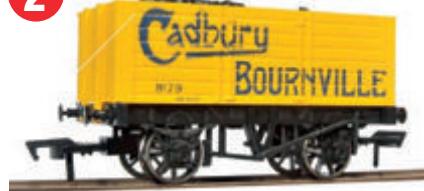
1



Ratio sells plastic wagon chassis kits based on its kit range. Supplied without wheels, they are easy to assemble and provide a lift to older models.

Although a floor is included, you probably won't need this as the parts can be glued to the RTR wagon body floor.

2



Dapol PO wagons are based on the 1985 Airfix range and offer scope for improvement. This is the BRM limited edition Cadbury wagon. Before it appeared, I pinched a pre-production body from the editor's desk. It just needs a chassis to produce a running model.

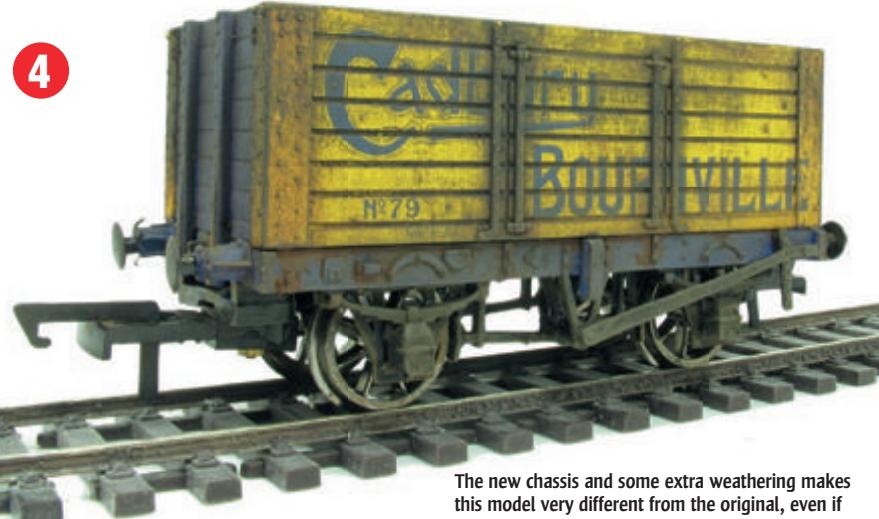
The main area where older wagons show their age is the chassis. Clumsy brake gear with shoes out of line with wheels isn't uncommon. The easiest way to sort this out is to replace the entire chassis. A whole industry has sprung up to provide wagon underframes with options starting from simple plastic replacements to fully-sprung multi-media kits that are complete in every detail, but cost several times the price of the original wagon.

A chassis from the Wonderful Wagons range by Peco is available as a spare. It needs more effort to fit than the Ratio version as holes have to be drilled into the wagon floor. My example came from the 1980s according to the packing slip, so the rubbery plastic used to make the axlebox spring work needs superglue rather than plastic cement for assembly.

3



4



The new chassis and some extra weathering makes this model very different from the original, even if its value as a collector's item has now been reduced.

IS IT ALL WORTH IT?

After all this work, is it worth the effort? It all depends what you enjoy in our hobby.

I had a few hours of pleasant modelling - even recreating the missing side for the coke wagon was fun. The finished models look good and cost less than half the price of a modern RTR model. Most importantly, they allow you to get your hands dirty without worrying about the cost too much.

Many of us have an old wagon in the back of a cupboard - let's dig them out and get them on the layout! **BRM**

FURTHER READING

If you really want to delve in to the world of wagon upgrades, a good point to start is with Iain Rice's books on RTR and kit-built wagons. Published in 1993, they pre-date the modern high quality wagons we now enjoy but are contemporary with the very models now easily available second hand. With the books out of print, you'll need to peruse the second hand book stalls for them unfortunately.





SOUND IN AN N GAUGE DIESEL

John Gymer of YouChoos demonstrates how he installed a Zimo DCC sound system and cab lighting in the new Graham Farish Class 25.

TOOLS FOR THE JOB

- Quality soldering iron with fine tip
- Multi-tool with tungsten carbide cutting disc
- Hand files
- Small crosshead screwdriver
- Fine cutters
- Wire cutters/strippers
- Superglue
- Electrical tape
- Black paint

Putting DCC sound into N gauge models is never going to be a 'walk in the park', but it isn't as difficult as you might think. Sometimes all you need is a photographed example to give you the confidence to take it to the workbench.

In this article I'm taking the recently re-tooled Graham Farish Class 25 diesel with the aim of adding a Zimo MX648 DCC sound decoder, a loud 'sugarcube' style speaker and cab lights that will

illuminate in the direction of travel.

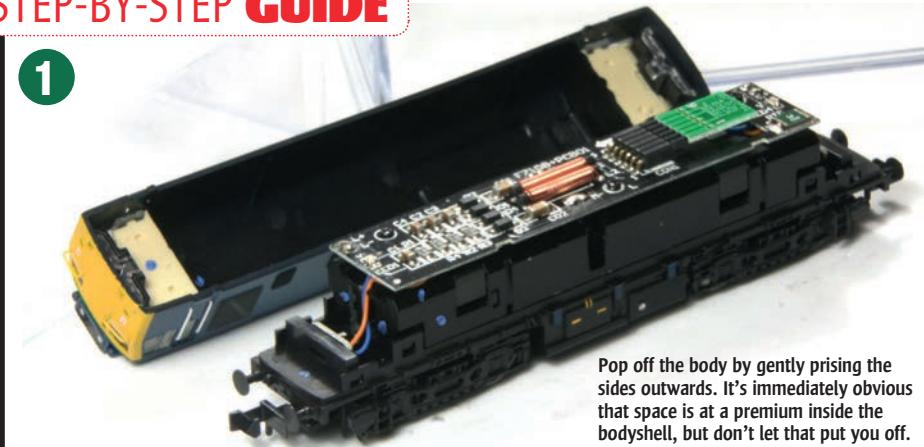
What makes this model a good donor compared to other Farish diesels is that most of the factory circuit board can be retained and therefore it avoids rewiring which could be a little daunting for anyone with limited electronics knowledge. **BRM**

► **John Gymer** is the proprietor of YouChoos, one of the UK's leading DCC sound specialists and has been fitting sound and other enhancements to models for almost a decade.



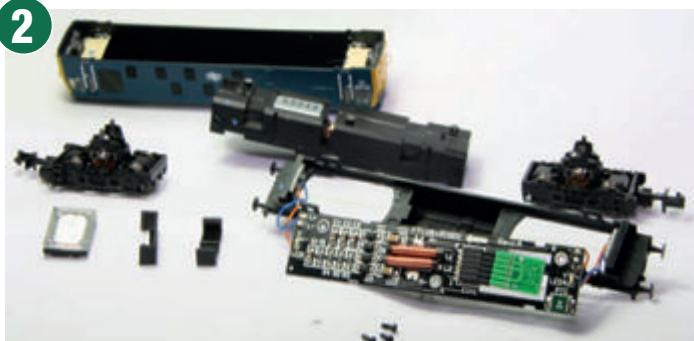
STEP-BY-STEP GUIDE

1



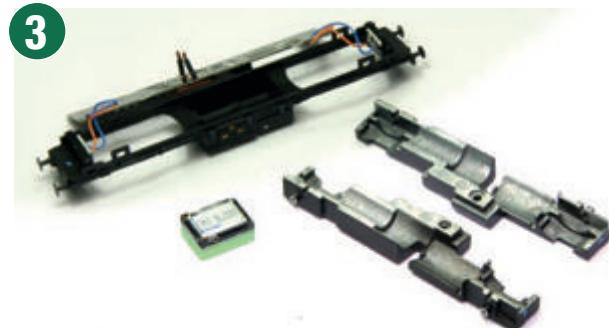
Pop off the body by gently prising the sides outwards. It's immediately obvious that space is at a premium inside the bodyshell, but don't let that put you off.

2



Using a small flathead screwdriver, pop out the bogies, disassemble all the clip-able parts and unscrew the circuit board (three screws).

3



Dismantle the chassis, removing all plastic parts. A YouChoos 'SugarCube7' speaker, ready to measure up for fitment, is also shown here. It will go in the fuel tank.

4



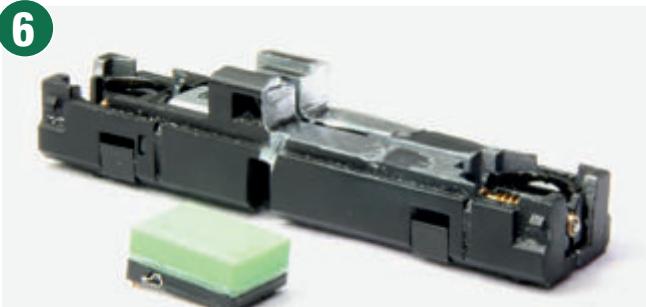
Cut a neat opening in the fuel tank underneath where the speaker will fit. I've removed more than is strictly necessary, but it makes adjustment of the speaker position, and positioning of wires easier later. You won't see any of this later. Be careful to cut away the end away from the chassis retaining screw.

5



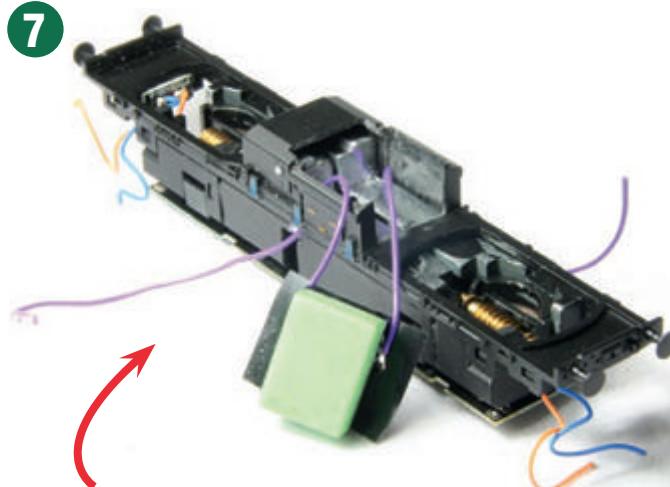
A tungsten carbide disc is used to grind away the metal of the fuel tank almost up to the retaining screw aperture. A milling machine will do a neater (and faster) job, but most modellers will only have access to a Dremel-like tool. Shown left here is before cutting while the right half shows the difference after the cut.

6



Neaten the cuts with a hand file. Measure for size, checking that the speaker will easily fit flush and not sit lower than the bottom of the fuel tank. Note the groove in the side of the chassis where the speaker wire will sit – a groove on each side is required.

7



Reassemble the chassis, and add the plastic frame. Ping out the speaker's electrical tabs, bend them up (so that the speaker will sit flatter), and solder on wires (Zimo uses purple for speakers). Feed these through the grooves made earlier. Insulate the metal side of the speaker with electrical tape and add a couple of dabs of superglue on each side so that the bond is permanent – we don't want the speaker dropping onto the track! Don't get any glue near the motor or into the speaker.

CAN I DO THIS TO OTHER GRAHAM FARISH DIESELS?

The Class 25 is unusual in that you can leave the factory circuit board largely untouched, and the only feasible place to locate such a large speaker is in the fuel tank. Other diesels tend to require total removal of the circuit board, therefore requiring re-wiring of motor, pick-ups and lighting. This isn't necessarily complex, but can be fiddly. Speakers are more commonly fitted on top of the chassis, which would have to be filed down to create extra space. YouChoos' 'SugarCube7' speaker is ideal in those cases as the shape will fit the roof of many diesels perfectly.

SHOPPING LIST

- Graham Farish Class 25: RRP £114.95
- YouChoos Class 25 sounds on Zimo MX648F: £91
- YouChoos 'SugarCube7' speaker: £7
- YouChoos micro cab lights: £3 each (resistor and heat shrink included)
- Graham Farish driver figures

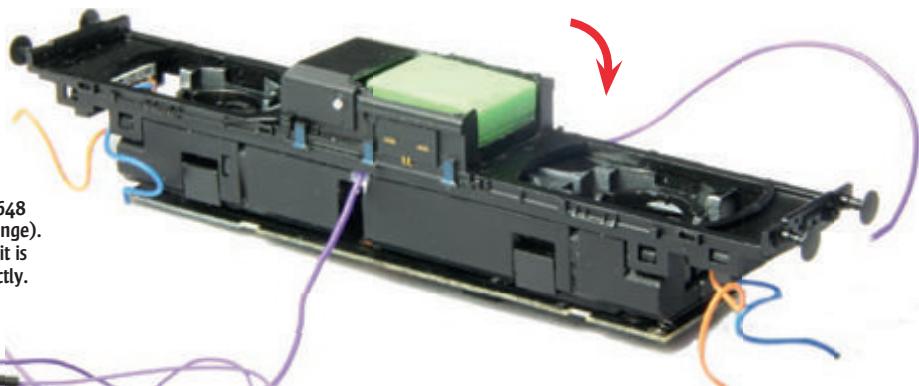
PRACTICAL BRM



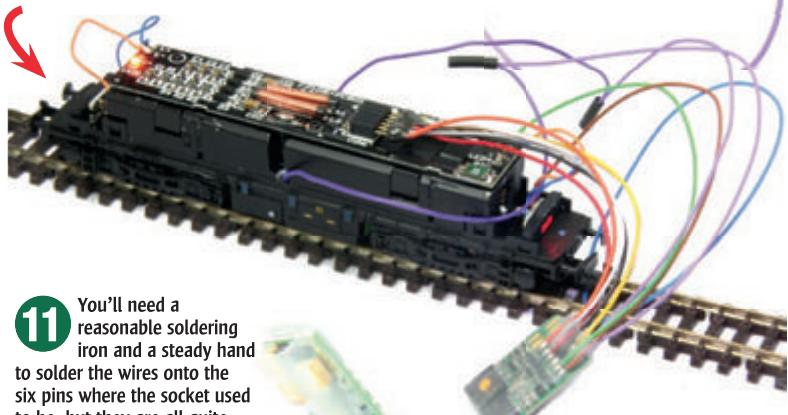
STEP-BY-STEP GUIDE

8

When you are happy with the fit, press the speaker into place, pulling the wires through to the top and refit the factory circuit board. Note that the lighting wires are not attached; the wire is very brittle, so often comes adrift, but it should be easy enough to reattach to the circuit board later (blue is the positive one).



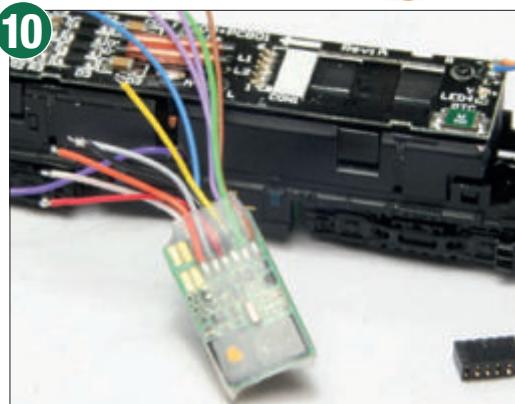
9 As a test, join the speaker wires to those on the MX648 decoder and plug in the six-pin decoder (pin 1 is orange). We'll remove the plug and socket in a moment, but it is important to test that everything so far has been done correctly. Sound, lights and motor should all function on the track.



11 You'll need a reasonable soldering iron and a steady hand to solder the wires onto the six pins where the socket used to be, but they are all quite accessible. Test everything again. You may need to run a craft knife between each pin to ensure that there are no short circuits, as they are very close together.

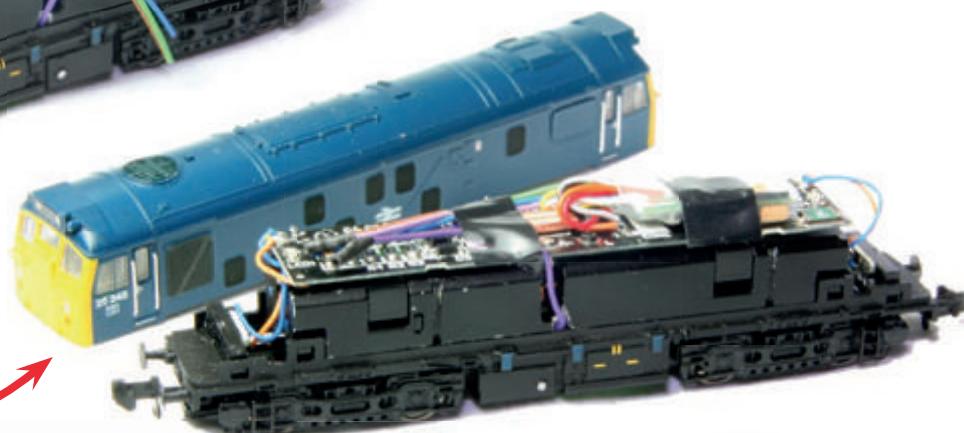


10

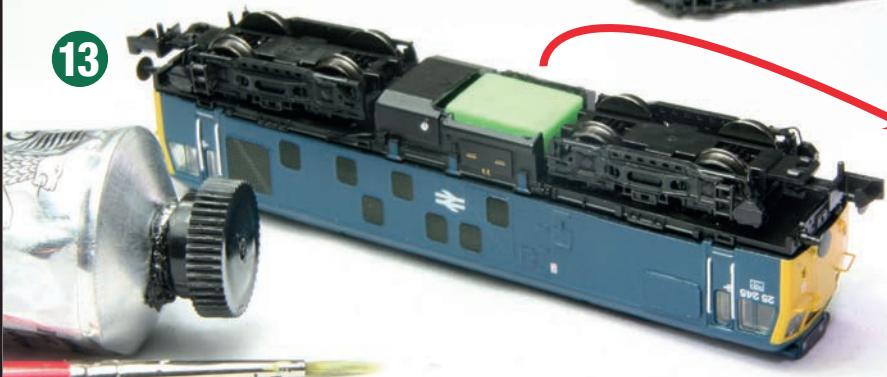


Unfortunately, the MX648 is slightly too big, but we only need a tiny bit more space, so chop off the six-pin socket from the factory circuit board, shorten the decoder motor, pick-up and directional lighting wires, and tin them neatly with a little solder.

12 Fold the decoder down into the opening and check that the body can be placed back on flush. Ideally the decoder should face down with the larger components (yellow capacitors) into the aperture of the circuit board, for the most efficient use of space. Secure with strips of electrical tape.



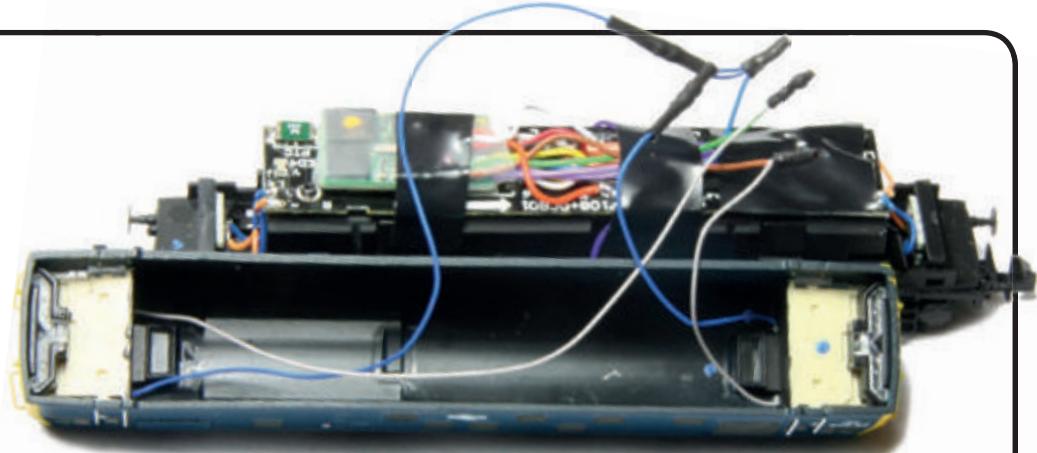
13



The YouChoos 'SugarCube7' speaker comes with a green enclosure, which is very cool, but we don't want it to be visible in our fuel tank, so apply a little black paint to disguise it. Stop here if you wish - the cab lights and drivers in the remaining steps are more a nice-to-have, but do give the model more realism.

14

Pop out the cab mouldings, being careful not to break the clear plastic light ducts. Glue in a driver. Drill small holes for the cab light wires, ensuring that they are sufficiently to the sides so that the overhead lighting block will still fit. I used YouChoos micro cab lights here, which give a pleasant white/yellow glow. Glue it in place and be patient waiting for the glue to dry completely before putting the cab back into the model, or you'll end up with frosted windows.

15**15**

Wiring of the cab lights is very simple; blue goes via a resistor to the decoder's blue. Grey wire goes to decoder's green or brown (green for front light and brown for rear light). Neatly cover the resistors and your joins in heat shrink, and test again on the track to make sure it all works, and in the right direction.

16

Finally, reassemble, taping up the wires inside and taking care not to snag anything as you squeeze it back on. It is a tight fit, but done neatly, the bodyshell will go back on flush. That's it - you're done, and you have a fantastically loud Class 25 in N gauge!



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In the steam era, grain wagons were most often marshalled into mixed goods trains, rather than the block formations seen in later years. However, this 1965 view shows ex-LNER 'J38' 0-6-0 No. 65911 coming off the East Fife line at Thornton Junction with a short train of hoppers. All but the fifth wagon (LMS) are the BR standard 20t design. W.J. VERDEN ANDERSON/RAIL ARCHIVE STEPHENSON



BR GRAIN TRAFFIC

By the end of the 1920s, grain imported to the UK started to be moved in bulk rather than being shifted in sacks travelling in covered vans. All the railway companies produced their own version of a grain hopper. The LNER opted for wooden bodied wagons, the LMS preferred steel and the GWR tried both.

BR inherited a mixed bag of wagons for the trade and set about introducing replacements based on the LMS steel hopper design. This was despite the customers' preference for a wooden wagon which suffered less from condensation damage to the load. As well as condensation, the steel-bodied wagons could also leak through the top loading hatches and when this happened, a tarpaulin would be tied over

the top to protect the goods from damage.

The first build, Lot 1/270, ran to only 40 wagons and were of riveted construction. The next batch to Diagram 1/271 were welded and 570 were produced. It's this version that the Bachmann model represents. These were followed by 1/275 with some dimensional changes, a longer wheelbase and Dowty buffers.

Only 100 of this last type were produced before BR moved to more modern high capacity vacuum braked wagons built by Rootes Pressings Ltd, which were to be owned or leased by private operators. These were the subject of the Trix/Liliput OO gauge model of the 1960s/70s, which was eventually inherited by Bachmann. It has not been produced for many years, but can still be obtained secondhand in a colourful range of liveries. The same applies to the Lima 37t BRT

grain hopper, which features the later style of chassis and suspension but has not been produced since 1984.

OPERATION

Bulk grain was moved in short rakes of three to ten hoppers as part of normal mixed goods trains. Block trains tended to be rarer but Scottish distilleries, such as the Whyte & Mackay Invergordon plant, certainly received them. Traffic rapidly moved from road to rail in the mid-1960s as BR lost interest in anything other than block trains. Bulk grain traffic eventually faded away, although block trains of BR 20t grain hoppers ran between East Anglia and Birkenhead until the early-1980s. It finally disappeared altogether in the early-1990s with the end of the Speedlink network.

Initially, the loads ran to and from ports where

RELATED ROLLING STOCK

The recent release of Bachmann's BR 20t grain hopper prompted **Phil Parker** to take a closer look at this long-lost source of goods traffic and what is required to model it.



Unfitted grey BR Diagram 1/271 20t grain hopper at Reading in 1959, coupled between a rusty bauxite grain hopper (left) and a 'Mexphalte' bitumen tank. COLOUR-RAIL



► PARKSIDE DUNDAS PRIVATE OWNER GRAIN WAGON - PC51

Originally built with wooden chassis, the kit has the later steel version. Those belonging to the Leith General Warehouse (LGW) fleet, based in Edinburgh, survived until 1969. Quite an unusual wagon in later days and, even in their prime, only seen in the central lowlands of Scotland.

► PARKSIDE DUNDAS LNER BULK GRAIN VAN 1931 - PC13

Introduced in 1931 and based on a GWR design, initially these only worked from Hull Docks but after the Second World War, their operation spread across the country. They lasted until the mid-1970s but some were subsequently sold for private use. Two are preserved at the Lincolnshire Wolds Railway.

► MERCIAN MODELS LMS/BR 20T GRAIN HOPPER - SW 26

Etched brass kit and available on special order only. The model represents the same prototype as the Bachmann model but a later piped version.

► K'S KITS GWR 'GRANO' GRAIN HOPPER

Now obsolete and difficult to obtain, this whitemetall kit can be made into a presentable model by an experienced modeller.

► LIMA BRT 37T GRAIN HOPPER

By today's standards, this RTR model from 1982 is pretty crude. However, in OO it's an option for those modelling the late-1960s to early-1980s period and offers an alternative design to the Trix/Liliput/Bachmann BRT hopper. Several modellers have re-worked these vehicles with varying degrees of success. Not currently available, if you want one, it's a case of searching the secondhand market.

► HORNBY/DAPOL 21T OPEN HOPPER

A small number of these otherwise standard wagons were built with fixed tarpaulin bars for grain traffic and usually ran with a sheet to protect the load from the weather (see photograph). Adding the bar to the Dapol or Hornby RTR models would be a relatively simple modification and a very good way to add extra variety to your grain train.

RELEVANT MODEL BUILDINGS

Bachmann Scenecraft

Ready-to-plant resin buildings to form the basis of a small brewery:

- Oak Hill Brewery Warehouse 44-056
- Oak Hill Brewery Boiler House 44-059
- Oak Hill Brewery Boiler House Chimney 44-060
- Wagon loading tower 44-071

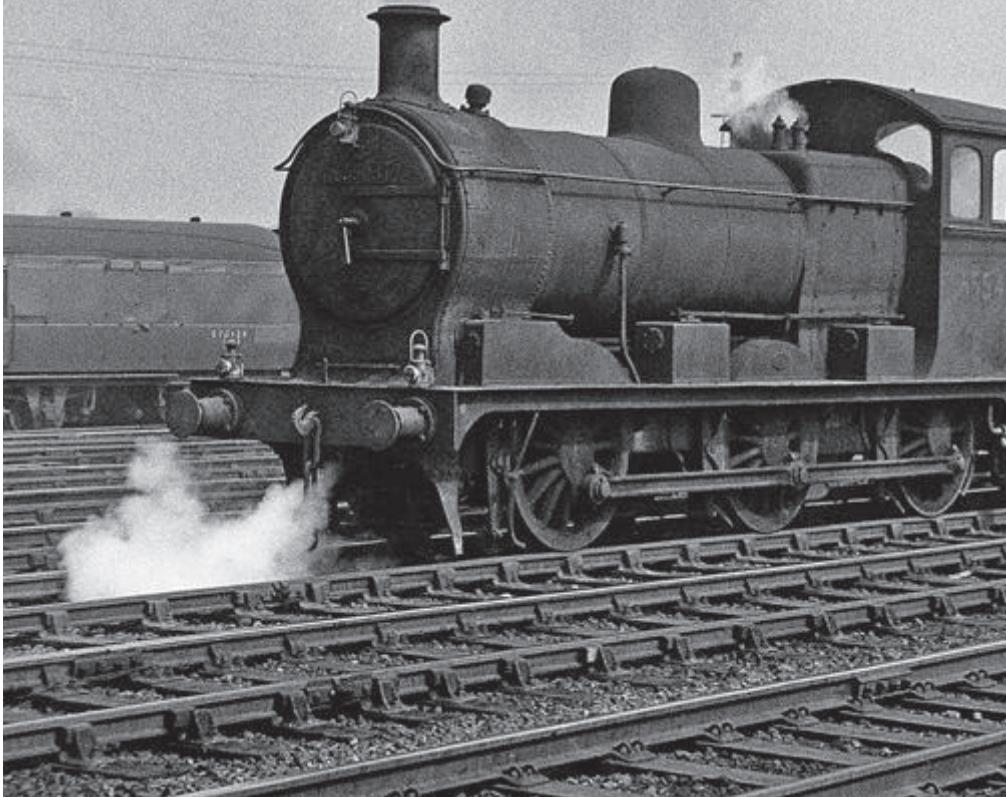
Metcalfe Models

Cardboard kit consisting of malt warehouse, brew house, and a store/distribution depot

- Brewery PO229

Modified open hoppers with tarpaulin covers were also used to bolster the fleet when required. Ex-GER J17 0-6-0 No. 65543 passes Stratford in east London with an Up grain working in July 1951. As well as the sheeted wagons, the train includes a BR Diagram 1/270 20t grain hopper.

RAIL ARCHIVE STEPHENSON



grain was being imported or exported by sea. By the late-1950s though, British farmers started to invest in fixed loading installations. Lorries would deposit the grain in a concrete lined pit and it would be lifted in to the top of the wagons using an auger. This is a pipe containing a rotating Archimedes screw that lifted the grain from the bottom to the top. Larger installations had permanent installations but smaller facilities would have the auger powered by a small petrol engine.

Unloading was the reverse of loading with the grain dumped out of the bottom of the wagon and carried on to the facility using a conveyor belt or auger.

Bachmann's 20t grain wagon can be used in several ways; either singly or in small 'cuts' marshalled into mixed goods trains or in short block trains. They can be used with almost any goods locomotive, from small 0-6-0s on local trips to heavier goods and mixed traffic types on longer distance fitted goods trains. Main areas of operation were East Anglia, Lincolnshire and Scotland, but deliveries were made to many other locations associated with the brewing and whisky trade, most notably Burton-on-Trent. **BRM**

On August 10 1967, Scottish Region BR/Sulzer Type 2 (Class 24/1) D5129 shunts a mixed goods at Inverurie, north of Aberdeen. The train contains at least seven BR grain hoppers of Diagram 1/270 and 1/271, most likely related to the local whisky industry. COLOUR-RAIL



**FURTHER READING**

Not all of these books are currently in print but they are available secondhand.

► **British Railways Goods Wagons in Colour**, Robert Hendry (Midland Publishing) - Excellent illustration of a large fixed auger loading system

► **British Railways Wagons, The First Half Million**, Don Rowland (Leopard) - History and diagrams of all the BR grain wagons

► **An Illustrated History of LMS Wagons**, RJ Essery (OPC) - Plans and photographs of the LMS wagon upon which the BR wagon was based.

► **The 4mm Wagon Part One - Opens, Minerals and Hoppers**, Geoff Kent (Wild Swan) - Photographs of the wagons and detailed modelling information if you prefer to scratchbuild.

► **Brewery Railways**, Ian P Peaty (David & Charles) - Plans and photographs of brewery railway systems across the UK and Ireland.

► **Iron Rails and Whisky Trails**, Ian P Peaty (Irwell Press) - A comprehensive history of distillery rail workings in Scotland with lots of photographs showing the working and loading of wagons as well as plans of the railway systems.

Grain wagons: BR grain wagons preserved at Butterley in 2013. The vehicle nearest the camera is the Diagram 1/271 prototype measured by Bachmann for its OO gauge model. To the left is an earlier LMS design with a riveted steel body. PHIL PARKER

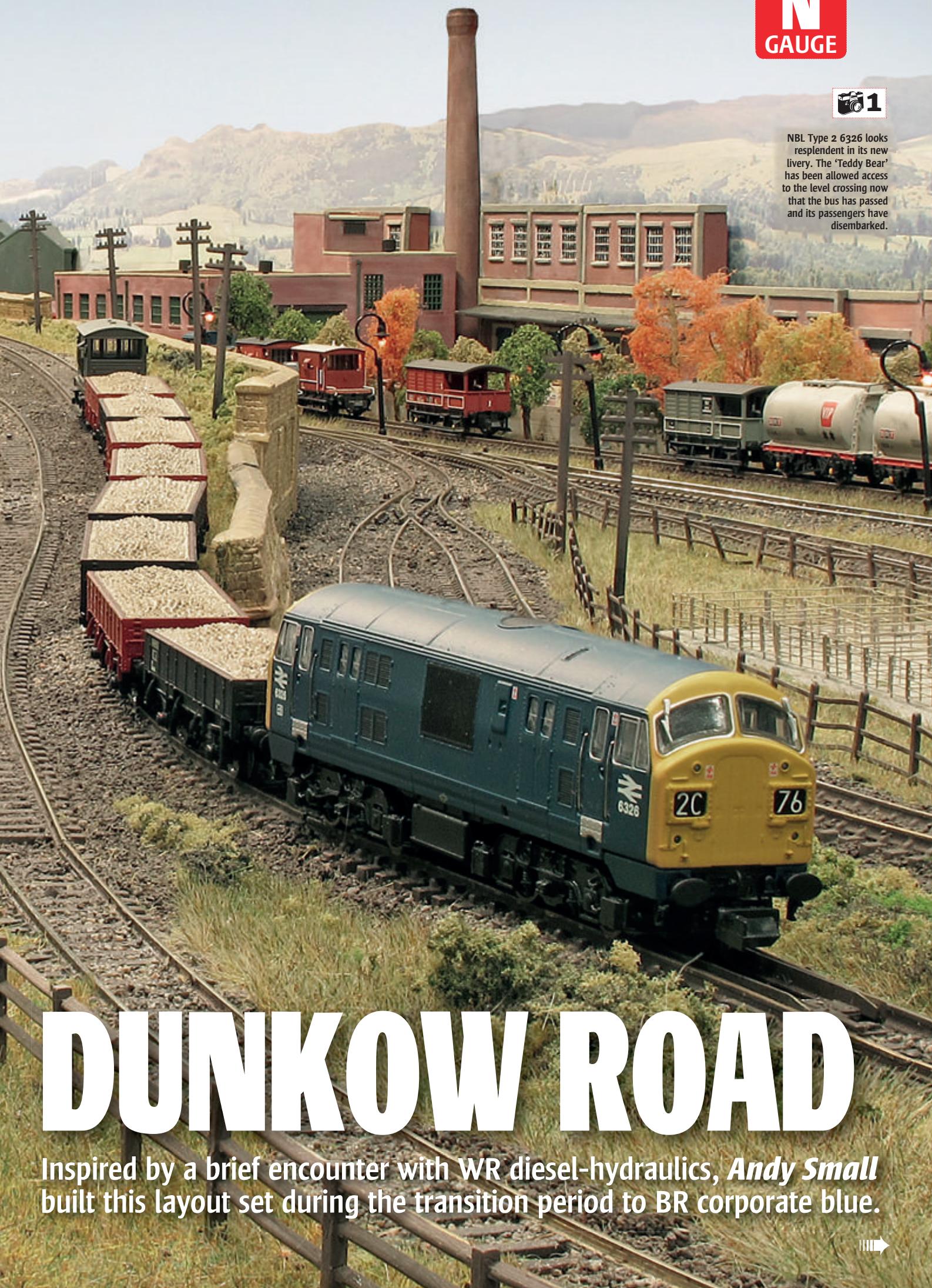




FACT FILE

- ▶ **Layout Name:** Dunkow Road
- ▶ **Scale/Gauge:** 2mm:1' scale, 9mm gauge (N)
- ▶ **Size:** 10' x 3'
- ▶ **Era/Region:** 1965-76 Western Region
- ▶ **Location:** West Country
- ▶ **Layout Type:** Continuous running
- ▶ **Control:** 12V DC analogue
- ▶ **Photography:** Andy York

NBL Type 2 6326 looks resplendent in its new livery. The 'Teddy Bear' has been allowed access to the level crossing now that the bus has passed and its passengers have disembarked.



DUNKOW ROAD

Inspired by a brief encounter with WR diesel-hydraulics, **Andy Small** built this layout set during the transition period to BR corporate blue.



A 'Hymek' heads down the branch to the dairy with empty 'Siphon' vans for loading. 'Warship' D827 *Kelly*, which has just received a full yellow warning panel, heads up the main with Presflo wagons loaded with cement.

I had time to 'bunk' Bristol Bath Road depot. I was overwhelmed; 'Warships', 'Westerns', 'Hymeks' and maroon locomotives! I became fascinated with them.

Tall started in 2002. I had been regularly travelling to Europe with a close friend to photograph railways following the arrival of EWS and a loss of interest in the UK scene. But a career change and house move put an end to this.

My close friend was a member of Warrington Model Railway Club, modelled in N gauge and suggested I join him on a trip to the Warley NEC show. I was undecided, but the following year I met the late Fred Johnson at the Alsager Railway Association's (ARA) Crewe exhibition. I was still relatively new to the area and looking for a model railway club. Fred made me most welcome and I joined a few weeks later.

I dabbled with OO gauge in my 30s, military modelling in my 20s and later I had concentrated on railway photography both in the UK and Europe. I became involved with the Intercity Railway Society and

ran the North West Branch for ten years organising and running monthly tours to depots throughout the UK, thus providing excellent photographic opportunities.

I had however, never built a layout and never modelled in N.

My intended period of modelling was going to be what I had seen as a spotter in my early teens, give or take a decade, so I concentrated on 1955-65, BR Standard steam and green diesel locomotives and to this day its my preferred choice.

I started to build a large permanent layout in the garage (it was too small for the cars anyway) and it was to include my chosen UK time period and have a modern German railways section as well. As the future of Graham Farish was in doubt at the time, I collected Deutsche Bahn models too. I toyed with DCC but I was advised by a well-known model shop to forget it if I was using Graham Farish steam locomotives - I still haven't finished that layout!

After joining ARA I became involved with its large N gauge layout 'Newcastle by the Water', which was modern image. No 'kettles' there and slowly I acquired a few items that would fit that period.

MOVING ON

In 2008, I became a part of the ARA N gauge exhibition team, which is regularly invited to model railway shows. Several members have their own N gauge layouts and I helped them out too. This led our Exhibition Manager, John Cox, to badger me into building my own. He said he had a set of ready-made

baseboards 10' by 3' that I could use, from 9mm ply with 2" x 1" softwood framing, and so it began.

I quickly measured the conservatory at home and estimated that it would fit - I was wrong! So, I commenced a track plan in 2010 knowing the only room in the house I could fully erect the layout was the lounge - the 'management' was not pleased!

I had seen a lot of layouts at shows; most had stations and a lot were end to end. I wanted a circuit to show off the rolling stock, shunting for operator interest and public enjoyment. I wanted a raised main line, was not too bothered about a station and the settings had to seem rural and uncluttered.

Dapol had recently released the Class 35 'Hymeks' and the hydraulics were the classes that I had seen only once. As a teenager, I took a day trip in 1965 to Barry scrapyard. I made it there and back in a day and had to change at Bristol. I had time to 'bunk' Bristol Bath Road depot. I was overwhelmed; 'Warships', 'Westerns', 'Hymeks' and maroon locomotives! I became fascinated with them.

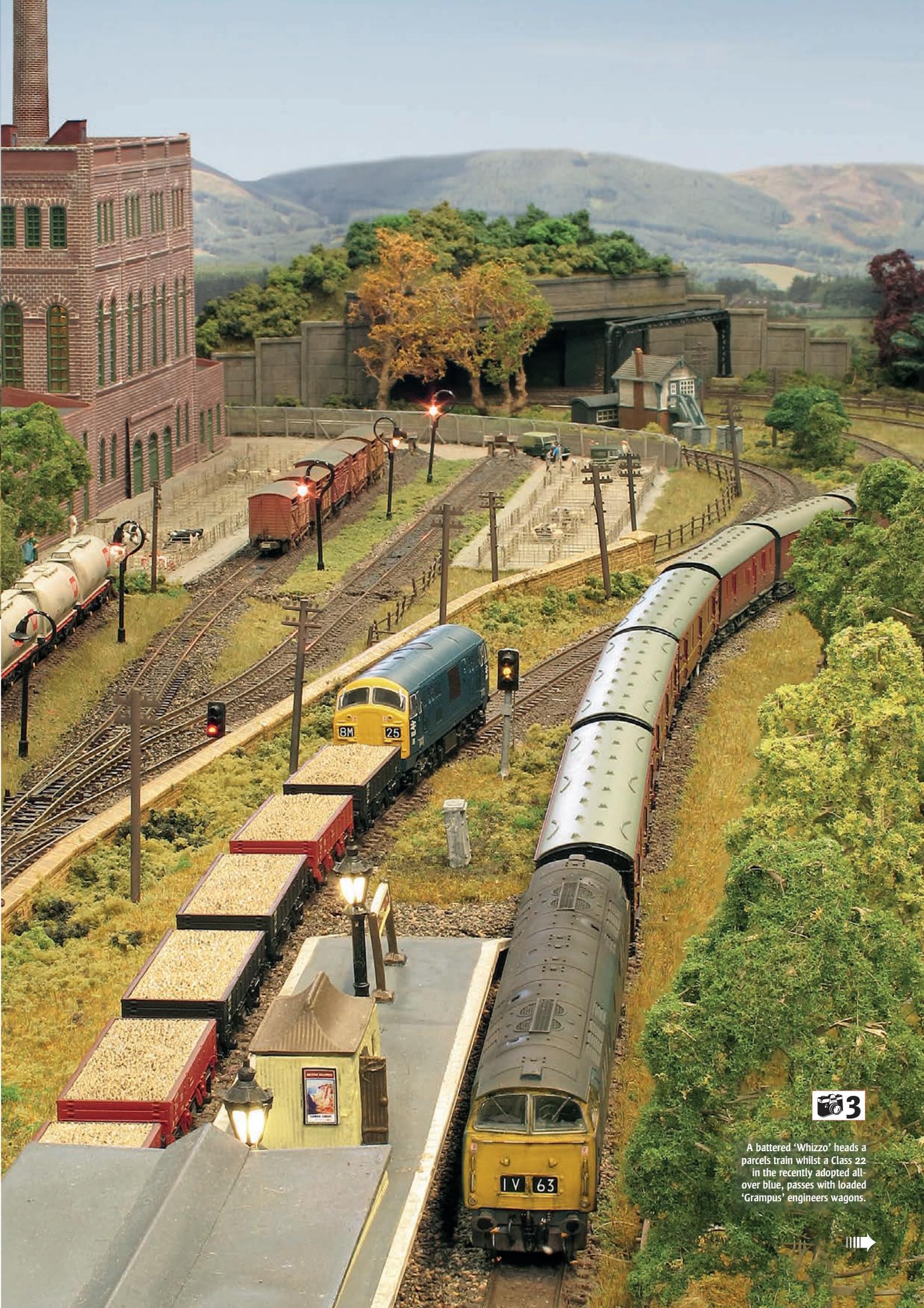
I was desperately trying to resist the purchase, but a close friend persuaded me that the Dapol milk tank set on special offer at a show we attended (BRM Peterborough's first year) was a good idea. It was cheap, and I was hooked - Western Region hydraulics it was to be.

Many moons ago, my first job after leaving school was working for a wholesale meat company near Oxheys signalbox in Preston. I had done some spotting there in earlier years and it had once been

KEY DETAILS

SIGNALLING

All signals are operational; the semaphore signals are by Dapol and colour lights and ground signals are from the CR Signals range. All are manually operated by the control panel so SPADs are achievable!



A battered 'Whizzo' heads a parcels train whilst a Class 22 in the recently adopted all-over blue, passes with loaded 'Grampus' engineers wagons.



The mid-day express rushes through as a dusty Class 14 joins the branch with a local coal working. It appears there has been an accident in the adjacent yards as the ambulance escorted by the Police head for the nearest hospital.



rail-served. So, I decided to include a farm/dairy, a slaughterhouse and an auction market for the cattle trucks and meat vans. The boilers would need coke and diesel fuel, and the setting would be somewhere in the West Country.

I took a field trip back to where I had worked over 30 years ago only to find it was now a housing estate. Fortunately, the Harris Library in Preston had a plan of the area and more importantly the layout of the animal holding pens which had been rail-served. Google Earth had a map of the sidings showing long lines of cattle trucks. I also made a field trip to Hemyock to look at what remained of the milk loading facilities.

I applied modellers' licence, based the location in the West Country, and deemed that Beeching had made cuts and the line was now secondary with a single line retained for diversions. The branch to the farm survived, for now, and livestock was still delivered by rail to the slaughterhouse and market.

SCENICS

The whole layout was covered in PVA and 1/8" floor tiles laid as a base. This gave a solid base for the trackwork and a ballast shoulder once trimmed back. With hindsight I would use 1/16th cork next time as the shoulder was too high and had to be 'doctored'.

I used Peco Code 55 track in the scenic areas as



KEY DETAILS - BUILDINGS



To make the buildings, suitable kits were 'bashed' and extensive use made of, amongst others, Ten Commandments, PD Marsh and SD Mouldings products. These took longer to produce than I anticipated and when I build another layout I will start the buildings once the track has been laid prior to the wiring.

I prefer the finer rail profile. As I had some available, I used Code 80 in the fiddleyards and on the wing. Once the track was laid it was weathered using the excellent Phoenix Precision range of paints, both by airbrush for the main colour and by hand with a brush for the grubbier areas such as where locomotives stand and drip oil and older trackwork.

Point motors are SEEP PM2s, with the longer pins, all located beneath the baseboard. I prefer them to Peco as there is no need for a baseplate and they can be screwed direct to the baseboard. One piece of advice; use a drop of superglue on each of the plastic rivets holding the solenoids to the blue base plate before fixing, as they can be prone to working loose over time.

Controllers and transformers are from Gaugemaster and All Components as I love their close control and 'creep' ability.

The wiring was a challenge as when I started I had never even wired a point motor. However, several hundred metres of wire later and with a lot of advice from ARA club members, the point motors functioned, the control panels worked and all seemed well. However we did manage to blow up two 24V transformers in the process!

Scenics are by Auhagen, Woodland Scenics and the Scenic Tree Shop, whilst the ballast is from Green Scene. Trees are homemade or from the Model Tree Shop, which I would heartily recommend. Extensive use has been made of its static grass via a Green Scene static grass applicator, a product I fell in love with as soon as it became available.

The sheep and cattle pens are products from N Brass Locos by Nick Tilsto who kindly produced the etches from drawings and photographs from my field trip to Bakewell Auction Market. As far as I am aware, these are the only products available that depict aluminium fencing with round posts that are to scale and are a major element of the layout that I felt had to be right.

Fencing, of which there is a lot, is a mixture of items from Fantastic Shop, (County Rolling Stock) Ratio and Peco. The long retaining wall on the yard side of the scenic section is by SD Mouldings and was made to order and fitted and fettled *in situ*. Road coverings are by Redutex from DCC Supplies, a fantastic product that is simple to manipulate, a great time saver and easily weathered once stuck down using the self-adhesive backing.

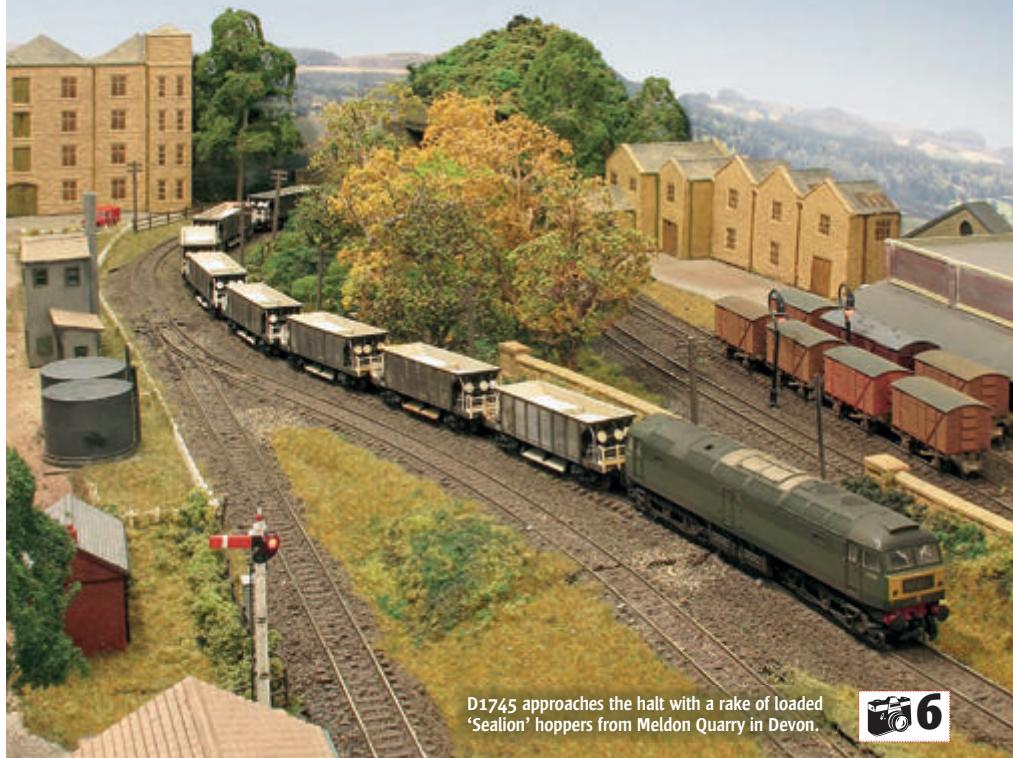
OPERATION

The trackplan consists of two main lines running through an island halt platform which has been reduced to a request stop for local workers. There is also a single track branch line serving the local dairy which rejoins the main line and provides a diversionary route if required.

Access to and from the yards is by reversing from the main line into a head shunt, with control retained by the main line operator until the line is clear. Storage sidings can hold ten trains on the rear of the main layout, with a further five trains held for the branch on the wing section.

Isolation sections enable locomotives to be held at various points whilst others pass or shunt. Hands-free uncoupling is achieved by using SEEP magnetic uncouplers with Peco 'Elsie' couplings and droppers along with Dapol NEM magnetic couplers.

Rolling stock is a mixture of Graham Farish, Dapol and N Gauge Society kits and the period modelled is 1965-76 with green, maroon and blue diesel hydraulics dominating. Much of the stock has been weathered, detailed and renumbered but some remain to be completed at the time of writing. I just have to find the time to do it.



D1745 approaches the halt with a rake of loaded 'Sealion' hoppers from Meldon Quarry in Devon.



Passenger trains are operated by diesel-hauled Mk 1 coaches and, increasingly, DMUs. Freight serves the agricultural trade with fuel being required for local traders. Through workings are based on anything suitable both for the location and period and include china clay, cement, ballast, fish, milk and parcels. The layout can also be run as steam-only or as a mixture of both steam and diesel should exhibition managers request it.

I have deliberately tried to achieve an uncluttered feel and depict an area that is in a slow decline, still aware of its roots and attempting to resist change and closures. Full operation can be achieved by four people with three control panels covering four separate controllers. Should the yards and the branch remain static, two operators can control the main lines thus ensuring constant movement on the layout.

The layout breaks down into four 3' x 2' 6" sections which bolt together to form two units and allows

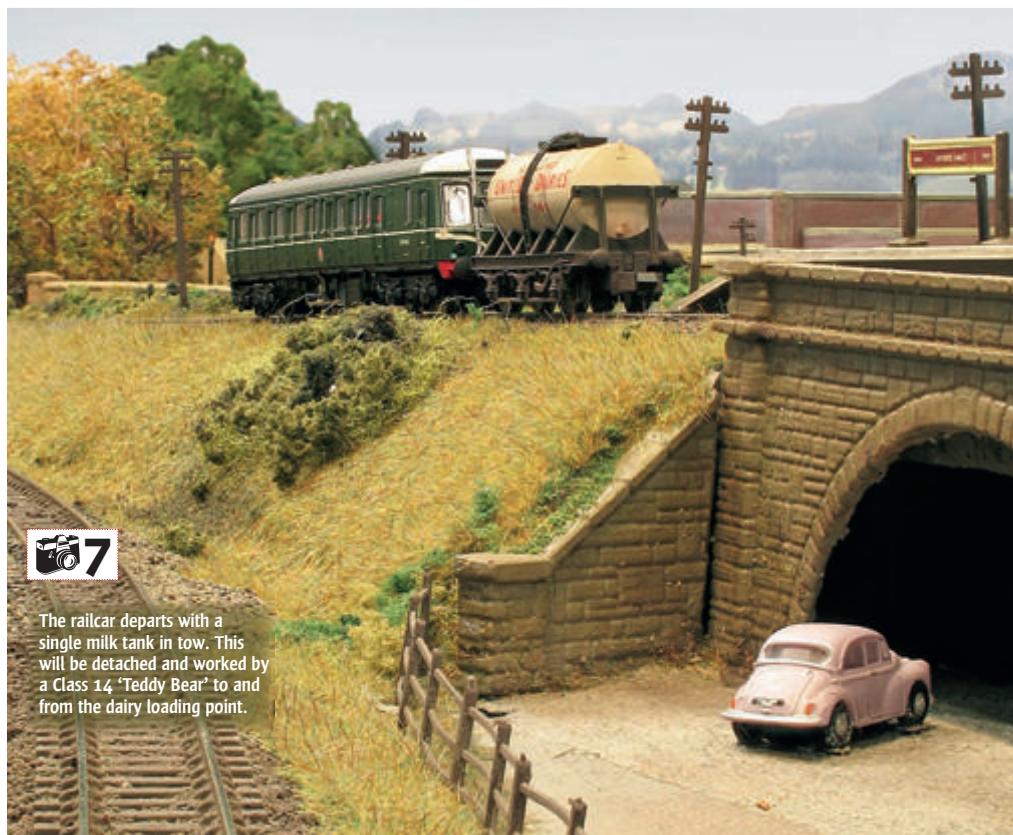
transportation to be achieved in two large cars.

Inspiration has come from many sources over the years, 'Chee Tor' in N and 'Farkham' in OO being particular favourites, with the inexhaustible supply of layouts produced by Steve Farmer and Pete Latham giving a constant challenge to emulate the detail that they have achieved.

My thanks must go to many, and they know who they are, but special mention must go to Carl Rutherford, Keith Bingham, John Cox, Steve Lowndes, Steve Farmer and to the all the ARA N Gauge. **BRM**

SEE IT IN ACTION...

'Dunkow Road' is booked for the following venues: Bristol, Loughborough, and The International N Gauge Show in 2015, and BRM Doncaster, Huntingdon, Crewe and Warley in 2016.



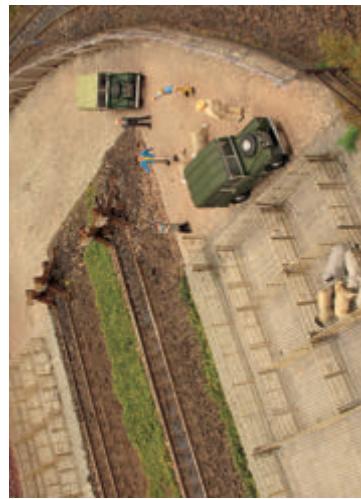
The railcar departs with a single milk tank in tow. This will be detached and worked by a Class 14 'Teddy Bear' to and from the dairy loading point.

LAYOUT FOCUS

DUNKOW ROAD

Tom Wilson

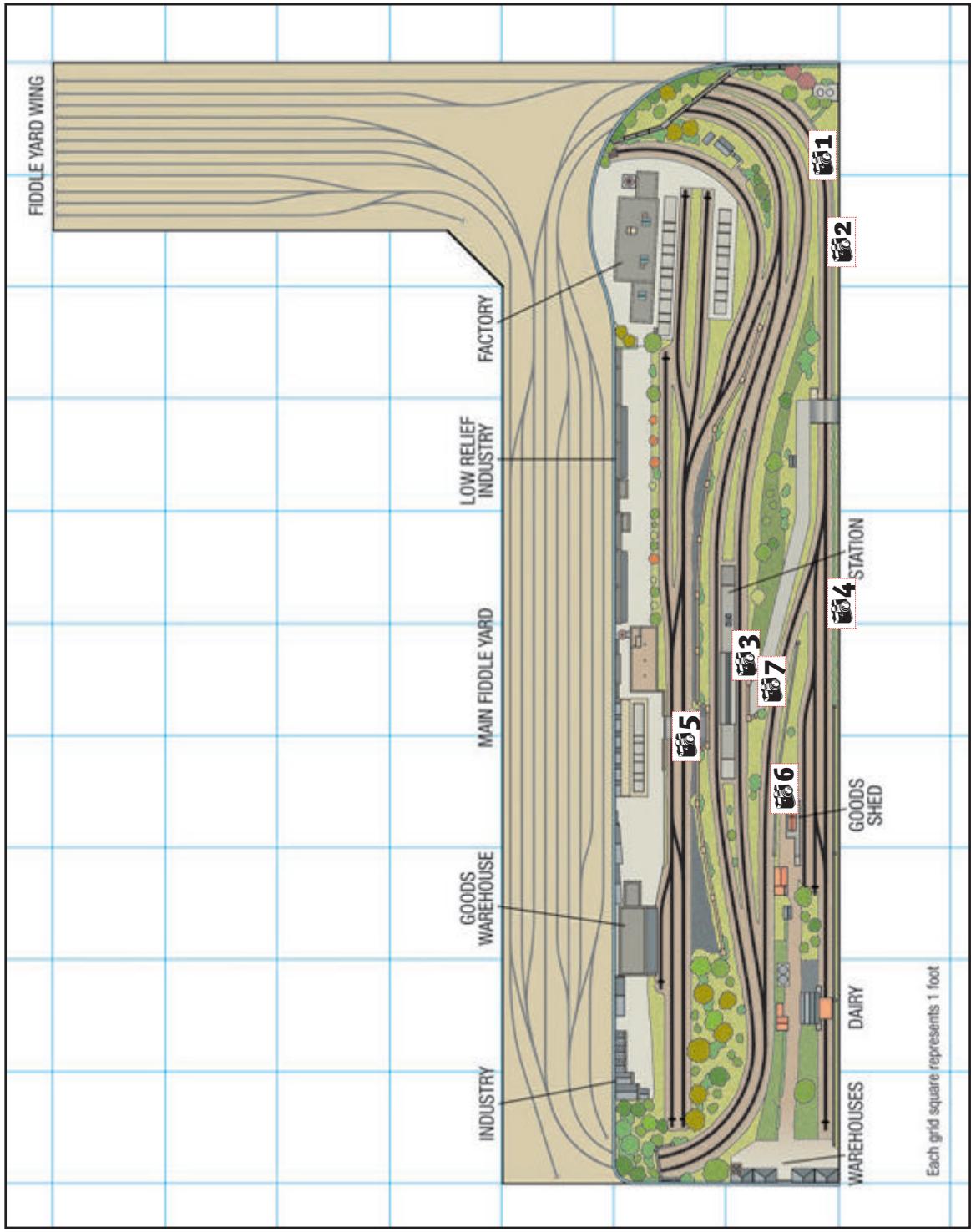
The twice-daily milk tanks are being loaded with an NBL Class 22 in charge of shunting. One wonders how much longer this service and the locomotive will survive. The effects of Beeching and the road lobby are being felt everywhere in the area.



Ralph the local farmer stands and watches as two of his sheep are penned ready for the next day. The abattoir official records the arrival assisted by several others to ensure the sheep do not wander onto the tracks.

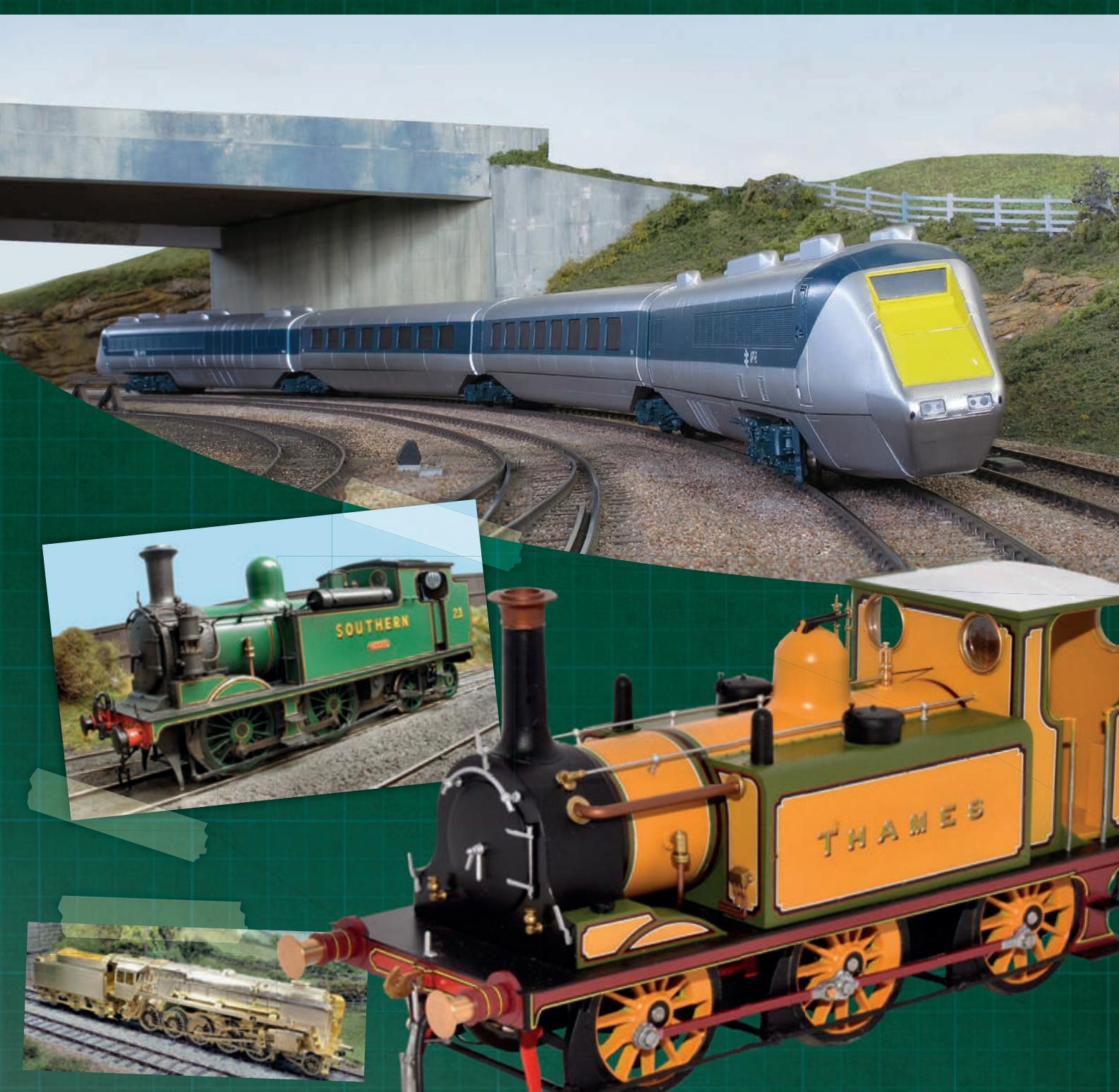


The old signalbox has seen better days but still protects the headshunt for the yards. The surrounding vegetation encroaches and only the semaphore signals on the branch line remain.



12-PAGE NEW PRODUCTS SPECIAL!

WHO'S DOING WHAT IN 2015/16?



► LOCOMOTIVES ► ROLLING STOCK ► ACCESSORIES & TECH ► SCENICS ► KITS ► DCC

NEW PRODUCTS SPECIAL!

RTR MODELS: WHO'S DOING WHAT IN 2015/16?

In recent years we've seen an unprecedented number of new RTR models announced by established manufacturers and new suppliers. **Ben Jones** brings together the full list of what's been claimed and when we might see them.

Despite the much-discussed problems with deliveries from Chinese factories, new companies, retailers and, to a lesser extent, the major suppliers have not been deterred from staking their claim to a unprecedented collection of new RTR locomotive and rolling stock projects.

While Bachmann, Dapol and Hornby saw their output drop, and

start to recover in early-2015, new companies such as DJ Models and Oxford Rail are working on their debut products, covering subjects that the 'big boys' might not have been able to justify.

This brief guide brings together every British outline RTR product that has been announced but is still to be released. Some have been in the pipeline for several years, whereas others are relatively fresh. Either

way, seeing the list together in one place makes it clear just how much is being invested in new tooling for British models. When you consider that even a simple 4w wagon can cost up to £40,000 to research, design and tool-up ready for production, a locomotive anywhere between £50,000 and £100,000 and multiple unit trains more still, it's obvious just how much is riding on the success of each project.

So, realistically, what can we expect to see over the rest of 2015 and into 2016?

Hornby's SR 700 Class and D16/3 are expected any time, following the GWR 'Hall', Peppercorn K1 and J15 released in early-2015 and the GWR 'King' is promised for later this year along with the Adams 'Radial'.

From Bachmann, the GNR 'Large Atlantic' is arriving now (see Reviews) and the Class 43 'Warship' should be



individual locomotives or items of rolling stock, projects such as the Mk 2f and new Thompson coaches involve up to six separate vehicles, all of which need to be fully researched, designed, tooled and manufactured.

Depending on how development progresses, some items may jump forward, while others slip back. See www.bachmann.co.uk and **BRM** for regular updates. Graham Farish N scale N scale models are shown on page 54.

Due Mid to late-2015

- BR Mk 1 TPO stowage van
- LMS 10000/01* - June/July
- NBL Class 43 Warship - May/June
- SR USA 0-6-0T* - late-2015
- BR(W) Hawksworth autocoach - late-2015
- SR PMV van - late-2015
- Modified Class 70/8 - TBC

BACHMANN OO

Bachmann has an extensive 'to do' list, covering a wide range of OO gauge subjects from Wickham inspection trolleys to Victorian tank locomotives and 5,000hp electrics. By Bachmann's own reckoning, of the 83 new

projects announced across N, OO and OO9 in 2012-4, 44 are still to be delivered. Of those, Hong Kong was yet to start detailed design work on 31 projects by Spring 2015, although 12 should start in earnest this year. While many are



SR CCT van is expected in late-2015.

WHO'S DOING WHAT IN 2015/16?

with us soon. Work on another 12-15 projects, including the Stanier 'Mogul', Wickham Trolley, the Ivatt 2MT 2-6-2T, V1/V3, SECR Birdcage stock and 20T tankers along with the Mk 2f and Thompson coaches is being prioritised in 2015. These models should make their debuts in 2016, but numerous other items look unlikely to appear until the following year.

The Peppercorn A2, Maunsell N 2-6-0 and 'Merchant Navy' (see *Reviews*) will make it a big year for new Graham Farish steam locomotives, and they will be joined by some superb new rolling stock in 2016/17.

Dapol should release its first O gauge 'Terriers' in May, with the eagerly-anticipated OO gauge Class 73s making good progress and expected later in the year. Both show great promise, as does the OO Vossloh/DRS Class 68 diesel, which is now at the body tooling stage.

Heljan's O gauge AC Cars railbus and OO Park Royal variant are due next (by May), followed by the Class 05 diesel shunter and, later in the year, the Gresley O2 2-8-0 and 'Met' electric. The O gauge Class 60 should also appear over the summer. By late-2015 we may know more about how the Danes

are getting on with their GWR 1361/1366 and next tranche of O gauge diesels.

In N, the Dapol Class 142 railbus – now at the tooling stage – appears to be the best bet for this year, with the GWR 'Grange' jumping ahead of long-promised Bulleid 'Light Pacifics' and various other N projects. Development has also accelerated on the N Class 33s and Class 50.

Into the breach left by the cancelling of Dapol's Class 390 Virgin Pendolino has stepped Revolution Trains, which is working with Rapido Trains to produce the tilting Alstom EMU in N gauge.

Three more newcomers who will expect to make their debut are Oxford Rail, DJModels and Rapido Models, all of whom are promising releases in mid or late-2015.

All expected delivery dates given below are a 'best guess', based on the current status of each model. All dates are subject to change, dependent on how the development, approval and production stages proceed. For updates on new models, see **BRM's** news pages every month and www.RMweb.co.uk.

This article is updated and expanded from an earlier feature in the *BRM Annual 2015*. **BRM**



BR Hawksworth autocoaches are due in late-2015 to complement 64XX 0-6-0PTs.



Revised Siemens Desiro EMU will depict a South West Trains Class 450.

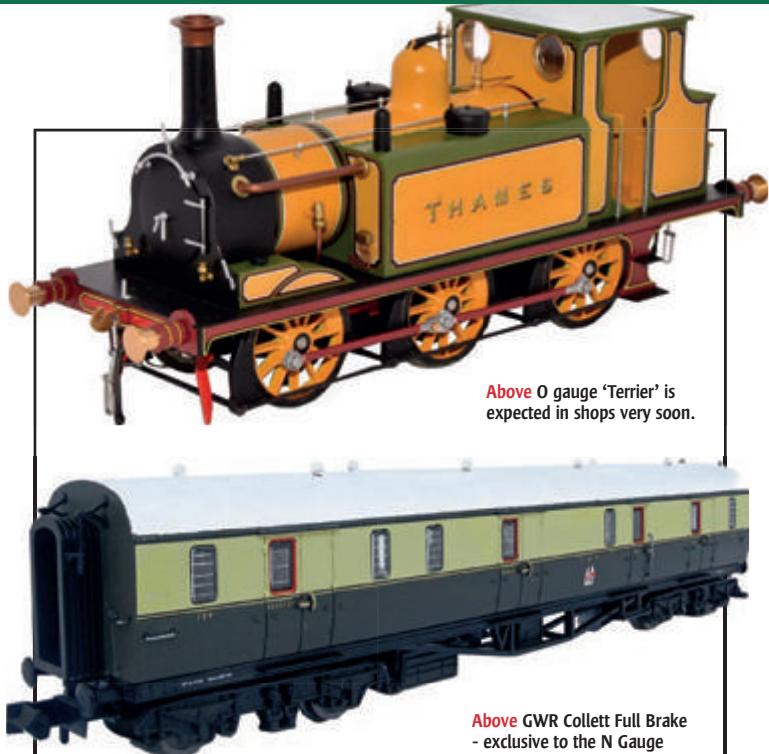
2016 (Predicted)

- ▶ LBSCR H2 Atlantic
- ▶ LMS Stanier 'Mogul'
- ▶ LMS/BR Ivatt 2MT 2-6-2T (new chassis)
- ▶ LNER V1/V3 2-6-2T (new chassis)
- ▶ SWT Class 450 Desiro EMU
- ▶ Wickham Type 27 Inspection Trolley
- ▶ BR Mk 2f coaches
- ▶ SECR 'Birdcage' coaches
- ▶ LNER Thompson coaches

2017 (Predicted)

- ▶ Baldwin 4-6-0T (009)
- ▶ GWR 94XX 0-6-0PT
- ▶ LNWR 'Coal Tank' 0-6-2T

- ▶ LMS parallel boiler 'Royal Scot' 4-6-0 (chassis & detail upgrade)
- ▶ LNER J39 0-6-0 (new chassis)
- ▶ LNER J72 0-6-0T (new chassis)
- ▶ LNER V2 2-6-2 (new body)
- ▶ BR Class 24/1 diesel
- ▶ Class 90 Bo-Bo electric
- ▶ Class 158 (new tooling)
- ▶ Ransomes & Rapier 45t steam crane
- ▶ 20t oil tank
- ▶ OO9 open wagons/bogie vans
- ▶ BR FFA/FGA container flats
- ▶ Conical end TTA tanks
- ▶ Warflat wagon



Above O gauge 'Terrier' is expected in shops very soon.

Above GWR Collett Full Brake - exclusive to the N Gauge Society.

DAPOL

After its re-organisation over the last two years, Dapol is now making good progress on products in three scales. No predicted delivery dates are published by this manufacturer, although some products are known to be further forward than others and so are marked for possible 2015 release. The lovely 'O' gauge 'Terrier' should be landing as this issue arrives in shops and tangible progress is now being made on the OO gauge Class 68 diesel (pictured below). See www.dapol.co.uk for updates and further information.

Dapol O

Dapol 00

- ▶ LSWR B4 0-4-0T - 2016?
- ▶ Class 68 - Late-2015
- ▶ Class 73 - Late-2015
- ▶ Class 21/29 - TBC
- ▶ GWR streamlined railcar - TBC
- ▶ Class 121/122 - TBC

Rolling Stock

- ▶ Turbot bogie open wagon - TBC
- ▶ Freightliner MJA bogie box twins - TBC
- ▶ WH Davies Lowliner - 2016?
- ▶ Freightliner HIA bogie hopper - TBC
- ▶ BR diesel brake tender* - TBC
- ▶ BR BBA bogie steel carrier - TBC

Dapol 0

- ▶ SR A1/A1X 'Terrier' 0-6-0T - May
- ▶ Class 08 - TBC
- ▶ BR 10t/12t vans (12xtypes) - TBC
- ▶ BR open wagons (various) - TBC
- ▶ BR HAA coal hopper - TBC
- ▶ BR HEA/HSA hopper - TBC
- ▶ BR Vanwide/VEA van - TBC



Direct Rail Services Class 68 is progressing well in OO gauge and a late-2015 release is hoped for.
BEN JONES

NEW PRODUCTS SPECIAL!

HELJAN

As usual, the Danish manufacturer has a diverse selection of OO and O gauge projects underway, some of which are expected to make their debut as this issue goes to press. The most important addition to its OO programme in late-2014 was the announcement of a GWR '47XX' 2-8-0.

In O gauge, the range of diesel locomotives and rolling stock is set to increase significantly in 2015/16,



CAD artwork of the planned Class 42 'Warship'.

while in OO the company continues to select unusual and esoteric prototypes suited to short production runs. Interestingly, Heljan is going head-to-head with Kernow Model

Rail Centre/DJ Models on the GWR '1361' 0-6-0ST, an obscure class of just five locomotives built for use in Cornwall.

Also in the pipeline is Heljan's first



Hunslet Class 05 is due in the next few weeks.

venture into British narrow gauge, a 009 model of a Lynton & Barnstaple Manning Wardle 2-6-2T to complement Peco's L&B rolling stock released in 2013/14.

Heljan 00

- Park Royal railbus - May
- Class 05 - June
- GWR 1361 0-6-0ST - TBC
- GWR 1366 0-6-0PT - TBC
- GWR 47XX 2-8-0 - TBC
- LNER 02/3 & 02/4 2-8-0s - late-2015
- Metropolitan Bo-Bo electric - Autumn 2015
- L&BR/SR Manning Wardle 2-6-2T (009) - 2016

Heljan 0

- AC Cars railbus - May
- Class 60 - mid-2015
- Class 42 - 2016
- D0280 Falcon - Late-2015
- Class 25 - TBC
- Class 45 - TBC
- BR Catfish ballast hopper - Mid-2015
- BR Dogfish ballast hopper - Mid-2015
- Cargowaggon bogie van - Late-2015
- Cargowaggon bogie flat - Late-2015



GRAHAM FARISH N



Clockwise from Above An N gauge LNER J72 has just been announced, while the BR(S) 'Merchant Navy' is arriving now. SR 'Queen Mary' is joining the main range.



WHO'S DOING WHAT IN 2015/16?



Above Impressive O gauge Cargowaggon bogie flat is expected in late-2015 and will be a good companion for the various 7mm diesel locomotives available or in development.



Above Superb Metropolitan Railway Bo-Bo electrics are progressing well and should be released in the autumn of this year in several liveries, including London Transport red.



Above Park Royal diesel railbus should be arriving as this issue kits the shops.



Above Cargowaggon bogie sliding wall van is also due later this year.



Above CAD artwork of the GWR 1361 0-6-0ST - no physical samples of this or the 1366 0-6-0PT had been seen by the time this issue went to press.

As with its OO gauge range, Bachmann has a rolling programme of new releases planned in N gauge, although it has made significant progress with its backlog in recent months. To facilitate this, new items were relatively few in 2014/15. See www.bachmann.co.uk for updates.

Mid to late-2015

- GWR 64XX 0-6-0PT
- LNER A2 4-6-2 - Apr/May
- SR N Class 2-6-0 - May/June
- BR(W) Hawksworth stock - Late-2015
- SR 'Van B' bogie luggage van - Late-2015
- SR 'Queen Mary' bogie brake van
- LMS 50' Inspection Saloon

2016/17

- GWR 'Castle' 4-6-0
- LNER J72 0-6-0T
- BR 4MT 2-6-4T (re-tool)
- BR Class 40 diesel (re-tool)
- BR Mk 2f coaches + DBSO
- SECR 'Birdcage' stock
- SR PMV 4w van
- BR Pipe wagon
- GWR/BR Hawksworth Autocoach

OXFORD RAIL

Branching out from its core business of die-cast road vehicles, Oxford Diecast revealed its first OO gauge RTR locomotive in November 2014. Starting with the much-requested LSWR Adams Radial 4-4-2T, Oxford Rail is planning quick expansion in this area with several more products in the pipeline. Early-2015 saw an RCH 1923 seven-plank coal wagon added to the programme, with four private owner liveries due for release in May/June. Although PO coal wagons are widely available, an RRP of £8.95 gives these wagons a significant price advantage over existing products.

Oxford's first external commission is for Hatton's Model Railways in Liverpool, and will



see the long-lived and much-requested ICI bogie limestone hoppers produced for the first time in RTR form. Versions will cover much of the 60-year career of these famous wagons with authentic

variations in branding, decoration and weathering. Delivery is scheduled for late-2015 with wagons priced at a reasonable £24 each (£25 weathered).

First engineering samples of the 'Radial' are due in mid-2015 with the first releases expected towards the end of Q3. Acknowledging the complex detail variations of this small class, Oxford Rail has catered for two alternative boilers and frame arrangements, two chimneys, rectangular or oval spokes, single or double slidebars, alternative coal rails and pipework arrangements according to livery and locomotive. See www.oxfordrail.com and **BRM** for regular updates.

NEW PRODUCTS SPECIAL!

HORNBY

Although its supply issues are still not fully resolved, Hornby has made good progress on several outstanding products announced in 2013/14 and a raft of new steam locomotives is being prepared for production. After customer criticism of the simplified detail on recent models such as the GWR eight-coupled tanks and BR *Duke of Gloucester*, the Margate firm is returning to higher levels of detail on its next tranche of locomotives.



Above Railroad Crosti 9F is ready for release.



Above Original 'Merchant Navy' was a surprise announcement in March.



Above Hornby is pushing ahead with its Class 71 electric, due for release in 2016.



Above Work is progressing well on the Southern Railway S15 4-6-0.

Expect Hornby to unveil its 2015 release programme in late-2014. See www.hornby.com and **BRM** for regular updates.

Mid-2015

- SR/BR 700 Class 0-6-0 - April/May
- LNER/BR D16/3 4-4-0 - May
- BR Franco-Crosti 9F 2-10-0 - May/June
- LMS/BR non-gangwayed suburban coaches - Arriving now



Above An early 3-D printed prototype of the LNER J50 for 2015/16.

Late-2015/2016

- GWR King 4-6-0 - Q4 2015
- SR Adams 'Radial' 4-4-2T - Q4 2015
- BR Class 71 Bo-Bo electric - 2016
- SR unrebuilt 'Merchant Navy' 4-6-2 - 2016



SR/BR Adams 'Radial' is due in late-2015.

DJ MODELS



Hunslet 'Austerity' has been delayed while final detail tweaks are made.

This manufacturer is yet to deliver its debut products but has an ambitious programme of models both for its own range and commissions for retailers such as Kernow Model Rail Centre and Hatton's. Arguably its most high-profile commission to date is a high-specification GWR 'King' 4-6-0 for the latter, which will compete directly with an all-new Hornby 'King' due in late-2015.

DJM has been involved in a number of schemes using the Kickstarter crowd-funding model, which encourages consumers to invest in new projects by paying for their models in advance. If and when the target is reached, funding is

then released for development and production and investors receive finished models in return. If the target is not reached, production does not proceed. To date, none of the schemes has reached its target. See www.djmodels.co.uk for updates.

DJ Models N

- Hunslet Austerity 0-6-0ST - TBC
- BR Baby Deltic - TBC
- BR Class 17 Clayton - TBC
- Class 59 - TBC
- GWR 63XX 2-6-0 - TBC

DJ Models OO

- Hunslet Austerity 0-6-0ST - due mid-2015
- Class 59 diesel - 2016?

WHO'S DOING WHAT IN 2015/16?



Decorated pre-production sample of the Locomotion Models APT-E

RAPIDO TRAINS

Well-known and well respected in North America for its highly-detailed HO and N scale models, Rapido's first solo venture for the UK market is the experimental gas-turbine Advanced Passenger Train (APT-E) for Locomotion Models. This is due for release in late-2015 and will be followed in 2016 by another Shildon resident, the legendary Great Northern Railway Stirling 'Single' No. 1 (see News). Being produced as part of the 'National Collection in Miniature' series,

the models are exclusive to Locomotion Models. See www.rapidotrains.com and www.locomotionmodels.co.uk for more information. Rapido is also hinting at its own UK project - full details will be revealed at the Warley NEC show in November.

Finally, Rapido is working with new British start-up Revolution Trains to produce a Class 390 Virgin Pendolino in N gauge and further ideas are now being developed for announcement later this year. See www.revolutiontrains.co.uk



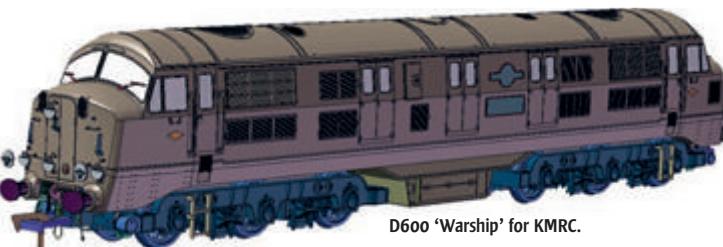
GNR 'Single' No. 1 will be Rapido's first UK-outline steam locomotive.

- Class 71 electric - 2016?
- LNER Q6 0-8-0 - TBC
- For Hatton's Model Railways
- GWR King 4-6-0* - late-2015?
- GWR 14XX/58XX 0-4-2T - 2016
- For KMRC
- GWR '1361' 0-6-0ST* - TBC
- GWR Railmotor - TBC
- LSWR 02 0-4-4T* - due mid-2015
- LSWR Gate Stock* - late-2015

- LSWR/SR road van* - TBC
- BR D600 Warship* - TBC
- BR Class 116/117/118 three-car DMUs - TBC
- PBA Tiger china clay hopper* - TBC

DJ Models 0

- Hunslet Austerity 0-6-0ST - TBC
- BR Baby Deltic - TBC
- BR Class 17 Clayton - TBC



D600 'Warship' for KMRC.

OTHER SUPPLIERS

Below Prototype sample of a Lee Marsh Model Co. BR 9F.



In addition to the established manufacturers, a number of new suppliers are starting to enter the British model railway market with products planned for release in 2015/16.

► **Austrains** is well-known in its home market of Australia, but in November 2014 it announced that it was working with a British backer to produce a OO gauge RTR model of a Midland Railway Kirtley double-framed 0-6-0 for release in 2016. Nothing further had been revealed by the time this issue went to press. See www.austrains.com.au for updates.

► **FTG Models**' second project will be the Motherwell Bridge-built TTA carbon dioxide tanker, although research and development is still at an early stage. See www.ftgmodels.co.uk for more information.

► After the success of its O gauge Hudswell, Clarke 0-6-0ST and Fowler diesel industrials, **Ixon Model Railways** is collaborating with another UK company to produce Peckett 7mm scale standard gauge steam locomotive suitable for both the UK and Australian markets. See page 95 for more information.

► **Realtrack Models** is working on a couple of further OO gauge models to join its acclaimed Class 143/144 railbuses and FLA intermodal twins. A PCA cement tank (alternative design to those offered by Hornby and Bachmann) was mooted a couple of years ago, but is yet to appear. The company also has plans for other modern image items that should be announced during 2015. See www.realtrackmodels.co.uk for more information.

► Over in the world of ready-to-run brass models, **LH Loveless** is working six- and eight-car 'Blue Pullman' sets for O gauge. Just 36 sets will be produced, with working traction motors, DCC sound, smoke and full lighting. LHL is also planning 7mm scale models of the GNR Stirling 'Single' 4-2-2,

GNR 'Klondyke' 4-4-2, LNER B17 4-6-0, including the streamlined pair, Midland Railway '1808' Class 4-4-0 and GER 'Claud Hamilton' 4-4-0 (LNER D14-D16). See www.loveless.co.uk for more information.

► **Masterpiece Models** also has a large number of 7mm scale RTR finescale brass locomotive projects in hand, the next of which will be SR Bulleid 'Light Pacifics' (below). Following those will be a run of LNER A1/A3 'Pacifics', LMS/BR rebuilt 'Royal Scots', 'Jubilees' and 'Patriots'. In the company's 'Masterpiece Lite' range, GWR 14XX/58XX 0-4-2Ts, 45XX/4575 'Small Prairies' and 57XX 0-6-0PTs will be followed by a large selection of GWR tender locomotives (28XX/2884/43XX/47XX/Hall/Grange/Manor/Dukedog), BR 9F 2-10-0 and 5MT 4-6-0, LNER B17, SR 'King Arthur' and an LMS Fowler 2-6-4T. Find out more at www.masterpiecemodels.co.uk.

► Also in 7mm scale, **Lee Marsh Model Co.** has announced its programme through to 2017, with LMS 'Princesss Royal' 4-6-2s, a BR 9F (pictured) and GWR clerestory coaches in 2015, GWR '517' 0-4-2T and 'Castle' 4-6-0s plus LMS/BR rebuilt 'Royal Scots' in 2016 and a GWR 'Dean Goods', SR 'Lord Nelson' and more GWR clerestory stock. See www.leemarshmodelco.com for regular updates.

► **Golden Age Models** offers finescale RTR brass models in OO and O gauge and has a wide range of locomotives and matching rolling stock both in stock and in development. See www.goldenagemodels.net for more details.



NEW PRODUCTS SPECIAL!

MODEL OF THE YEAR 2015

THE RESULTS

Every year, **RMweb** members and magazine readers vote for their favourite ready-to-run models of the preceding year. The results of the latest poll have just been announced. A total

of 3,478 voters from across the UK and far beyond chose 19 winners in three scales from Bachmann, Hornby, Graham Farish, Dapol, Hatton's/ Heljan, Lionheart and, for the first time, Realtrack Models. By this time next year, there should be a gaggle

of new suppliers making competition even fiercer for these coveted awards.

But it's not just locomotives and rolling stock; the 'innovation' category covers new ideas and technology that enhance the modelling experience, increase

realism or solve problems. This year's winner is Hornby's budget-priced TTS sound system, which is now appearing in several Railroad locomotives. Congratulations to all this year's winners, and thanks to *Model Rail* magazine. **BRM**



Above Hornby's 'Brighton Belle' was a bold venture into the N gauge market via its Arnold brand. Will this move in 2mm scale to be repeated?

Below The Graham Farish 'Duchess' topped the list of favourites in the N gauge Steam category.



N GAUGE

N Gauge Steam Locomotive

- Graham Farish 'Duchess'
- Graham Farish Fairburn 2-6-4T
- Graham Farish 'Jinty' 0-6-0T

Percentage of votes cast

- 45.9%
- 31.2%
- 23.0%

N Gauge Diesel/Electric Locomotive

- Dapol 'Doncaster' Class 56
- Graham Farish Class 37/4
- Graham Farish Class 25
- Graham Farish Class 55

- 27.6%
- 27.1%
- 23.2%
- 22.1%

N Gauge Multiple Units

- Hornby-Arnold 'Brighton Belle'

- 100%

N Gauge Wagons

- Kernow/Farish china clay wagons
- Graham Farish 'Polybulk'
- Graham Farish Mk 1 CCT
- Graham Farish MR 20t brakevan
- Graham Farish BR 'Covhop'

Percentage of votes cast

- 28.4%
- 26.9%
- 20.3%
- 17.2%
- 7.2%

N Gauge Coaches

- Graham Farish BR Mk 1 sleeping car

- 100.0%

N Gauge Manufacturer of the Year

- Graham Farish
- Dapol
- Hornby-Arnold

- 65.6%
- 18.6%
- 15.8%

O GAUGE**O Gauge Steam Locomotive**

► Lionheart '45XX' 2-6-2T

*Percentage of votes cast***100.0%****O Gauge Diesel Locomotive**

► Heljan Class 40

► L.H. Loveless Class 55 'Deltic'

60.2%**39.8%****O Gauge wagons**

► Dapol six-wheel milk tank 'O'

50.7%

► Dapol SR 'pillbox' brake van 'O'

49.3%**O Gauge Manufacturer of the Year**

► Heljan

42.1%

► Dapol

29.1%

► Lionheart

15.5%

► L.H. Loveless

13.2%**Overall manufacturer of the Year**

► Bachmann/Graham Farish

56.7%

► Hornby

22.6%

► Heljan

8.1%

► RealTrack Models

5.5%

► Dapol

5.4%

► Peco

1.7%**Innovation of the Year**

► Hornby TTS sound

50.5%

► Train-Tech battery sound units

27.7%

► Hornby coach lights

21.7%

Heljan's Class 40 was its largest British model to date and topped the O gauge diesel poll.



Hatton's/Heljan articulated LMS Garratt won the coveted OO gauge Steam Locomotive title, beating some fine models from Bachmann and Hornby.

OO GAUGE**OO Gauge Steam**

► Hatton's/Heljan Garratt

*Percentage of votes cast**Percentage of votes cast***34.9%**

► Bachmann 'Dukedog' 4-4-0

19.0%

► Hornby 'K1' 2-6-0

16.7%

► Hornby 'P2' 2-8-2

13.1%

► Bachmann '1F' 0-6-0T

9.1%

► Bachmann 'J11' 0-6-0

7.2%**OO Gauge Diesel & Electric**

► Bachmann revised BR Class 40

47.8%

► Heljan revised Class 33

27.0%

► Heljan early BRCW Type 2 (Class 26)

13.2%

► Hornby Railroad Bagnall 0-4-0DH

12.0%**OO Gauge Multiple Unit**

► RealTrack Class 143 railbus

31.0%

► Hornby '2-HAL' EMU

30.3%

► Bachmann Class 101 DMU

27.1%

► Bachmann Class 150 DMU

11.6%**OO Gauge Wagons**

► Hornby LNER 'Extra Long' CCT van

25.3%

► Invicta/Bachmann Mk 1 CCT

19.2%

► Bachmann PCA Metalair cement tank

18.6%

► Bachmann MR brake van

16.1%

► Bachmann BR 12t pipe wagon

10.8%

► Bachmann 10t fish van

10.0%**OO Gauge Manufacturer of the Year**

► Bachmann

53.7%

► Hornby

23.9%

► Heljan

8.9%

► RealTrack Models

8.9%

► Dapol

2.5%

► Peco

2.1%

NEW PRODUCTS SPECIAL!

WHAT'S NEW: SCENICS

The quality and variety of scenic accessories for model railways continues to grow every year. Here's a summary of the most exciting new developments.



Noch is introducing **Mega** packs of painted figures in 2015. It is also producing unpainted figures supplied with paints.

New buildings and accessories for both N and OO scales have been announced by **Bachmann**. Scenecraft planned buildings include: new quayside models (including a fishing boat), additional narrow gauge structures, new Scenecraft figures including a variety of farming figures and roadside technicians. The N scale Scenecraft buildings include a power station plus new wagon loads. See www.bachmann.co.uk for more.

The **Scalescenes** range of downloadable building kits will be expanded by an industrial boiler house, a workshop, water tower, a new doors pack, a coaling plant, 1970s semi-detached houses, BR's CLASP modular building system of the 1950s/60s, low relief terraced house fronts with optional shops, pre-Nationalisation and privatisation era signs and poster board packs, a bus depot, a Clyde Puffer and a modern cargo ship. For more see www.scalescenes.com

Double O Scenics is expanding its range of static grass fibres and introducing growing cereal crop fibres. New vineyard, tree and hedges kits are coming later this year together instructional videos at <http://doubleoscenics.weebly.com>

The expanding **Ratio** range will include a new level crossing and from **Wills** there are some useful plastic kits for modern industrial units. These include

Wills is introducing various kits of modern warehouses some with HGV loading facilities.



loading bays which will be ideal for the kit-basher modelling the modern era. The **Peco** 7mm scale range is being expanded with gas lamps and detailing accessories filling a need for more O scale accessories. See www.peco-uk.com

Towards the end of 2015, **Noch's** micro-motion Open-Air Film Festival for HO/OO scale will arrive. The model can be connected to a telephone, tablet or DVD player and its 4.3" LCD display plays films and music. A loudspeaker is integrated in the model and the colour and brightness of the monitor can be adjusted. The screen comes ready-assembled with the projector building and ticket office in kit form. The Open-Air Film Festival is a limited special edition of just 1,000 pieces including a certificate and detailed construction manual. More at www.noch.com

At least three new railway modelling books will arrive in 2015. The first will be *Modelling Railway Scenery - Volume 2: Fields, Hedges & Trees* by Anthony Reeves of Treemendus fame (Crowood) to be published in May. A little later (also Crowood) will be *Railway Modelling Skills* by Peter Marriott which is intended to provide a comprehensive look at the techniques needed to build a model railway in 2015. Later in the year **Noch** is introducing a guide on how to build a model railway from scratch. It will be profusely illustrated and the text will be in English. **BRM**



Noch's micro-motion Open-Air Film Festival is expected to be available at the end of this year. Plug in your tablet and stream your favourite films with sound to your 4mm scale figures!



Ratio's new signalbox interior kit is a welcome arrival.



'Just Plug' Lighting System as fitted to a cottage. At first glance this looks to be a very well-made system that will be fun to use.



Stacked cabins by Busch will be useful on modern layouts for the many construction projects underway.



Noch is introducing figures in 1:160 scale with micro LEDs.



In
partnership
with



Hatton's OO Gauge Beyer Garratt
has been voted as the
2014 Model Of The Year in the
OO Steam Locomotive category



Announced in 2012, the garratt project signified another step in our long standing relationship with Heljan, having previously worked with them for the class 14, and class 28 project. Dave Mylett, as well John Deam from our product support team went along to Denmark to visit the Heljan team where they discussed the CAD, the liveries to be produced, and the project as a whole.



Our earlier 10000/10001 project, produced with Dapol, won Model Of The Year 2011 and now the Beyer Garratt has won this presigious award. We are always endeavouring to bring the modeller the best product and we have been rewarded again with the Beyer Garratt. With new announcements and current projects always being worked on we are always looking to bring the modeller the best possible product.

So what's next for Hatton's?



Following on from the success of the groundbreaking Beyer Garratt project, we announced our plans to make a model of the King locomotives in November 2014. Working with Dave Jones (DJ Models) to produce the most highly detailed version possible of this much loved loco, the Hatton's King project will set new standards for a ready-to-run locomotive, with laser scanning technology used to produce the CAD drawings, ensuring a definitively accurate model, and levels of detail only previously seen on high quality brass locomotives.

- Fully detailed and painted cab interior
- Etched brass factory-fitted nameplates & numberplates
- Weights within boiler for maximum adhesion
- Separately fitted and blackened handrails



In addition to this, we are producing the King in 15 different variations. We've spent a lot of time researching the liveries to be produced, so we have no doubt there will be something for you.

www.ehattons.com/king

And as if this isn't enough, we also have our ICI hopper wagons, and our 14xx projects coming up, which you can see here, www.ehattons.com/ici & www.ehattons.com/14xx

NEW PRODUCTS SPECIAL!

WHAT'S NEW: KITS

Despite the explosion in RTR models, kits remain a vital resource for anyone wanting to model a realistic variety of locomotives and stock.

With so many small, part-time and 'cottage industry' suppliers in this area, and a number of ranges disappearing due to retirements and sales, it has not been possible to cover every new and proposed project in the summary below. However, we strongly encourage readers to contact the suppliers below if any products are of interest.

Ajay Models is moving into N scale with new kits of Southern Region EMUs. First to arrive is the two-car 'Tin HAL', which is available now. It will be followed by a Southern Railway '4-COR' express unit, which is now in production. The company is also working on kits of the '4-COR' in 4mm and 7mm scale, plus a range of trolleybuses and Southern Region signalboxes. Look out for a feature on the N gauge 'Tin HAL' in **BRM** later this year. Available now in 4mm scale are kits of the SR 4-EPB and 4-SUB EMUs. See more at:

www.southernregionmodels.co.uk

52F Models is close to completing the development of its new 4mm scale LNER A8 4-6-2T kit, which will join the T1 4-8-0T in the company's NER/LNER range shortly. Also in development is a North British Railway D30 4-4-0, which will complement several other NBR locomotive kits already available, including a J83 0-6-0T and C15 4-4-2T and N15 0-6-2T. For more information and updates, see <http://52fmodels.sharepoint.com>

Agenoria Models, which specialises in 7mm scale and larger kits of industrial and smaller main line types, has an extensive programme of new 7mm scale kits. These include; Andrew Barclay 0-4-0ST, Aveling Porter 2-2-0/0-4-0 steam shunter, English Electric/NS 350hp 0-6-0DE (Class 11), EE



Connoisseur Models is releasing a 7mm scale etched brass/nickel silver kit of the Adams O2 0-4-4T, priced at £220.00.

899 electric/battery 4w shunter, LMS Fowler 2F 0-6-0T dock tank, South Devon Railway/GWR broad gauge 0-4-0ST, GWR '1366' 0-6-0ST, LBSCR E2 0-6-0T, SR Manning Wardle 0-6-0ST (IoW) Medina, Manning Wardle 0-4-0 crane tank and RSH No. 7669 'Ugly' 0-6-0ST. It is also working on a number of products for 3.5", 5" and 7.25" gauges – known as 'The Big Range'. See www.agenoriaogauge.com for more information.

Caley Coaches is proposing the introduction of 4mm scale kits of the following Caledonian Railway vehicles, if there is sufficient demand; 1914 Pullman Composite Dining, CR Edinburgh & Glasgow 12w eight compartment Brake Third and nine compartment First, plus a new locomotive in the form of a Pickersgill Class 300 goods 0-6-0. See www.caleycoaches.co.uk for more information on these and the rest of the range.



Ajay Models resin-bodied 'Tin HAL' kit, now in N scale.

Also best known for its 7mm scale kits, Jim McGeown's **Connoisseur Models** range includes (mainly LNER) locomotives, plus a small selection of wagons and coaches. Returning to the range this year are 4mm scale locomotive kits, in the form of an LNER Y7 0-4-0T, J79 0-6-0T, J50 0-6-0T and a Y6 0-4-0T tram engine. Also due soon is an all-new kit of a Southern Railway O2 0-4-4T (see above) in 7mm scale. See www.jimmcgeown.com

For the latest availability on **ABS** kits in 2mm, 4mm and 7mm scale, telephone 01202 672891.

Brassmasters continues to add a wide range of new kits and components, mainly in 4mm scale. Its next 'EasiChas' replacement chassis kit is for the Bachmann LMS 4F 0-6-0 which should be available as this issue closes for press. It will be followed by the Bachmann MR/LMS 1F 0-6-0T and Bachmann LNWR/LMS G2 0-8-0. After that, the Hornby GER J15 0-6-0 is proposed. No projected release dates have been decided for these kits. Numerous new detailing and conversion parts are also now available. See www.brassmasters.co.uk for more information.

Dart Castings, which also produces the **MJT** range of kits and detailing parts, has added a new 4mm scale horse and rider whitemetal figures, SR EMU air-brake cylinders and DEMU brake cylinders to its range. See www.dartcastings.co.uk for the latest lists of new items released since last autumn.

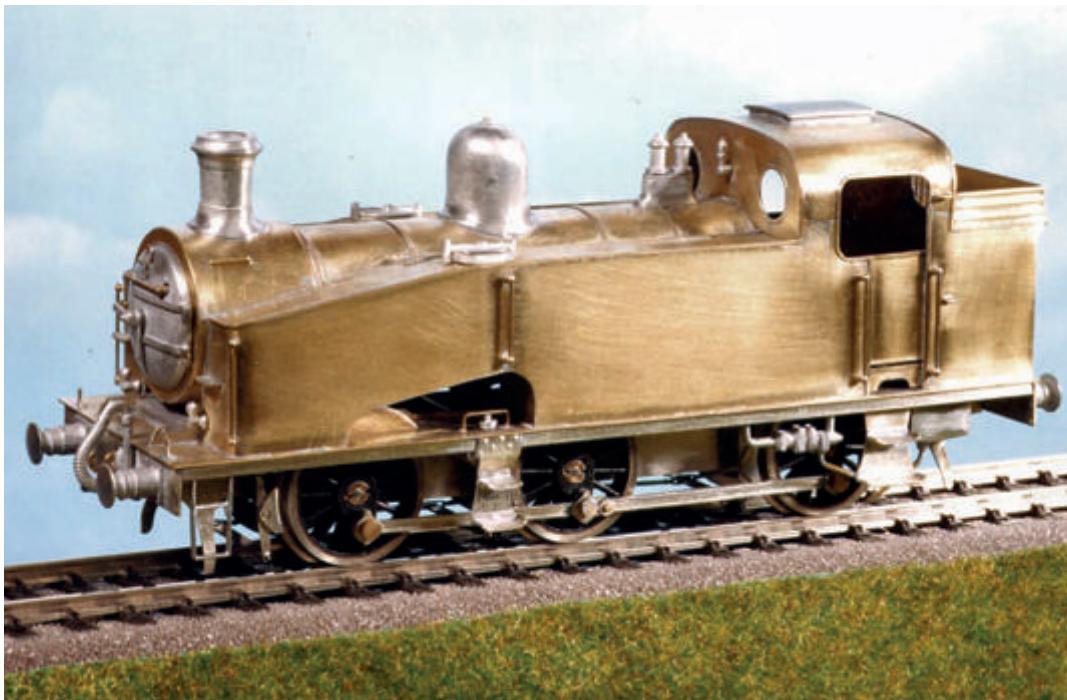
The extensive **Comet Models** range of 4mm scale kits is now in the hands of **Wizard Models**. See www.cometmodels.co.uk or telephone 01652 635585 for more information.

David Andrews is slimming down his range of 7mm scale locomotive kits and orders for certain items will not be accepted after June 1. See www.locomotivkits.com for details of the items affected. However, due to a strong response, work is continuing on new LMS Fowler and Stanier 2-6-4Ts. More information can be obtained from the website.

O gauge specialist **Gladiator Kits** is in the process of changing ownership, according to its website. See www.gladiatormodels.com for updates.

Having released the LSWR '0395' class 0-6-0 in late-2014, **Golden Arrow Productions** is also working

WHO'S DOING WHAT IN 2015/16?



Connoisseur has also re-introduced a limited selection of 4mm scale LNER locomotive kits, in response to customer demand.

on new resin body kits for the LBSCR J Class 4-6-2T (to fit a Hornby B12 chassis), LNER D16/3 4-4-0 (to fit a Hornby 2P) and London Tilbury & Southend Railway/LMS '51' class 4-4-2T and '69' class 0-6-2T. More information at: www.goldenarrow.me.uk

High Level Kits' latest locomotive is a 4mm scale North Staffordshire Railway 4w battery electric, better known as BEL 2. Go to www.highlevelkits.co.uk for more information.

New from **Judith Edge Kits** is another Harton Colliery electric locomotive, 0-4-0 Nos. 2/10 and a North British/MAN 440hp 0-6-0 industrial, both in 4mm scale. Also added is another Liverpool Overhead Railway EMU, based on a batch of four trains built in 1895.

In other scales an HO (1:87) version of the Hunslet 50T 0-6-0/35T 0-4-0DH is imminent and a number of 7mm test etches are at an advanced stage. Next will probably be the chain drive version of the Sentinel 0-4-0DH, followed by two chain drive Ruston diesels - the 48DS and 88DS.

London Road Models has added an LNWR 'Renown' 4-4-0 steam locomotive to its 4mm scale range, along with a GNR/LNER D3 4-4-0 and absorbed a number of wagon kits from the former **D&S** range. Also now available are Cowns Sheldon 42' and 50' turntable kits. See <http://traders.scalefour.org/>

LondonRoadModels/ for lots more information.

Mercian Models has added a 7mm scale kit of the later Western Region Ruston-Hornby 0-6-0DEs (PWM652-654). For £210.00, the kit includes motor, gears and wheels. See www.modelrailways.tv

According to our kit-building correspondents **Millholme Kits** and **Stevenson Carriages** kits are being reintroduced. The current owner of both ranges can be contacted at pbarker@btinternet.com

Modern Outline Kits is developing an all-new BR 9F 2-10-0 kit for 7mm scale, to be followed by two and three-cylinder versions of the Stanier LMS 2-6-4T. Also under consideration are two new GWR locomotive kits; a 'Badminton' class 4-4-0 and '15XX' 0-6-0PT.

Expressions of interest should be directed to: sales@modernoutline.co.uk

Parkside Dundas' latest wagon kits include an LMS/LNER/BR 10t gunpowder wagon and LNER 20t 'Toad' brake van for 7mm scale, GWR X7 'Mica B' 6t insulated van and Z2 10t gunpowder van for 4mm scale and a Vale of Rheidol narrow gauge Third Class bogie coach for OO9. See more at www.parksidedundas.co.uk

PDK Models (www.pdkmodels.co.uk) has a large number of 4mm scale locomotive kits underway and planned for the future. Coming soon are a LNER Gresley P1 heavy goods 2-8-2 and Urie G16 4-8-0T, while at the planning stage are the following:

SR/BR H16 4-6-2T,

SR D1/E1 4-4-0 (Rebuilds), SR/BR O2 0-4-4T, GWR 56XX 0-6-2T, 61XX 2-6-2T, 14XX 0-4-2T and 31XX 2-6-2T, LNER P2 with A4 type streamlined front end, LNER A5 4-6-2T, K2 2-6-0, N7 0-6-2T, LMS/BR Fowler 3F 0-6-0, LMS Stanier 'Turbomotive' and BR rebuilt 'Turbomotive' No. 46202 *Princess Anne*.

Roxey Mouldings has acquired the **Southwark Bridge** range of 4mm and 7mm scale kits. Visit www.roxeymouldings.co.uk for more information on this and the existing range.

RT Models is close to releasing its new Thomas Hill 'Vanguard' 0-4-0 industrial diesel shunter kit for 4mm scale. The kit will be a complete package with wheels, gears and motor. See www.rtmmodels.co.uk for more information.

South Eastern Finecast has recently taken over the former Nu-Cast range of 4mm scale locomotive kits and has started to re-issue certain items. See www.sefinecast.co.uk or telephone 01342 822270 for details.

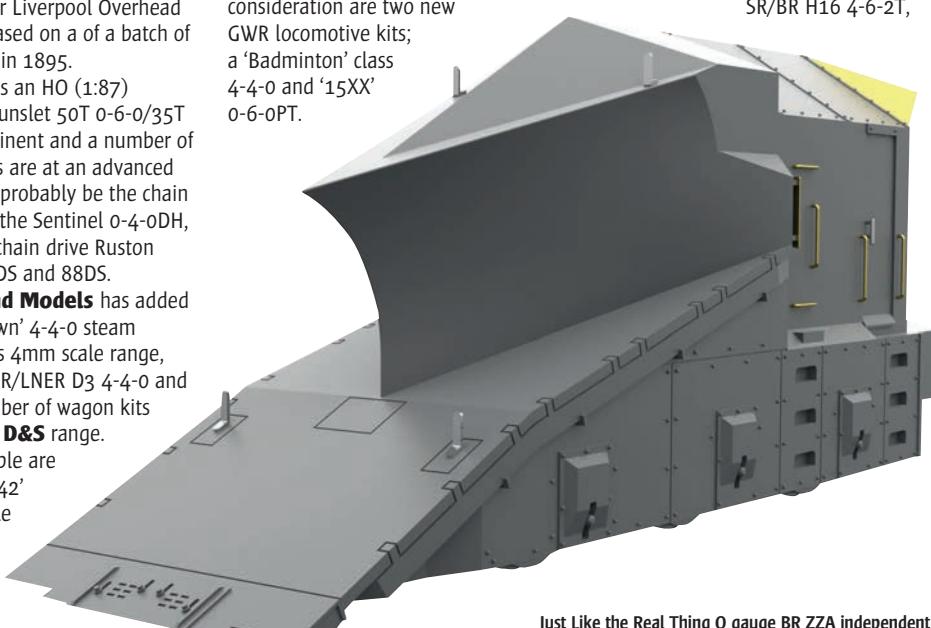
SER Kits, which specialises in South Eastern Railway subjects, is working on the following; 'Cudworth Mail' 2-2-2, SER signalling components, Stirling F and B 4-4-0s and 'Gilbert Cars', USA style clerestory coaches with open verandah and vestibule ends. More at <http://serkits.com/>

For 1980s modellers, **Southern Pride Models** has released a set of conversion kits to create BREL's 'International Train' demonstrator vehicles from Jouef Mk 3s. See www.southernpridemodels.co.uk for full details of the vehicles available and what is required to complete them.

Twomm Locomotives latest kits for 2FS or N gauge are all from the Midland Railway; a 3F 0-6-0 and 0-6-0T and a 1P 0-4-4T. See www.twommlocomotives.co.uk

Having made its debut with two complete resin kits (a 45t crane and ICI bogie limestone hoppers)

Wild Boar Models is planning to announce its first RTR locomotive project in the third quarter of 2015. See www.wildboarmodels.co.uk and **BRM** for updates. **BRM**



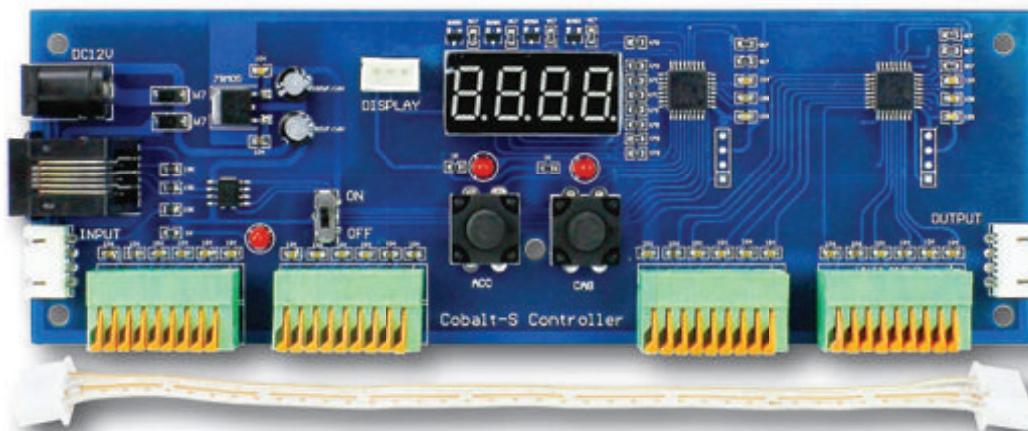
Just Like the Real Thing O gauge BR ZZA independent snowplough kit has recently gone on general sale.

For regular updates on kit releases and new projects, see **RMweb** and **BRM**'s 'What's New' section every month. All information published above is taken from company websites and press releases. All items are subject to availability, please check with the supplier before ordering.

NEW PRODUCTS SPECIAL!

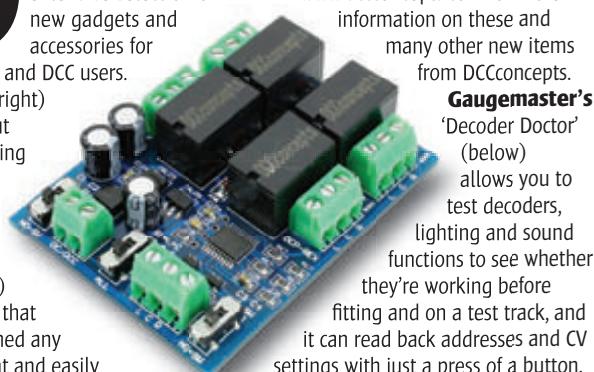
WHAT'S NEW: TECHNOLOGY

New technology is helping to transform the model railway experience, and not just for DCC users.



DCCconcepts is working on an extensive selection of new gadgets and accessories for DC analogue and DCC users. Cobalt REX (right) is a small, but clever switching board fitted with four single-pole double-throw (SPDT) 3Amp relays that can be switched any way you want and easily configured to operate all sorts of electrical components, either all at once or in two halves. See www.dccconcepts.com/catalogue/a/Point-Motor-Accessories.

Cobalt Alpha (top) can independently control 12 different items needing a single-pole double-throw type switch for control. Just one can control all 24 turnouts in a 13-track fiddle yard! It can reduce the need for wiring on DC or DCC layouts and is placed between any kind of control panel switch and any DCC accessory decoder located at, on or in the accessory being controlled. Cobalt Alpha can be connected directly to detectors or similar items to add completely automatic operation commands or to trigger actions on the layout. Also in development for release soon are new chromed push-button switches with in-built LED illumination;



a neat way to make your control panel look good and reduce wiring. See www.dccconcepts.com for more information on these and many other new items from DCCconcepts.

Gaugemaster's 'Decoder Doctor' (below) allows you to test decoders, lighting and sound functions to see whether they're working before fitting and on a test track, and it can read back addresses and CV settings with just a press of a button. It has a built-in eight-pin socket, and is supplied with an adaptor harness allowing you to test six-pin decoders. RRP is £79.95, although a Prodigy DCC system is required.

The LH01 is a new entry-level hand controller from DCC specialist **Lenz**. It has a four-digit display and large multi-directional control knob that works like a games console control or a system control in a prestige car. Due for release shortly and available from Lenz stockists around the UK.



Piko has developed a new DCC system 'Piko SmartControl' – the handset (below) combining touchscreen control with a wheel for speed control, selection of features and more. With a 3.2" TFT colour display screen, it can run various apps and can work with smartphones to provide additional throttles. Capable of storing up to 16,384 locomotives, running 28 functions per locomotive, up to 1,024 accessories and consists of up to four locomotives it will soon be available via Gaugemaster and Piko stockists.

Proses is releasing two pre-wired switchboards with LED indicator lights for controlling up to six solenoid point motors or signals or the same number of lights, turntables of accessories. These neat and easy to install units should be available in the UK soon via Golden Valley Hobbies. Proses is also releasing a modular helix system in clear acrylic (N) or PVC (HO/00) which can be assembled without tools.

New from **Uhlenbrock** is the Intellisound 4 decoder. It can accommodate up to 28 functions, 320 seconds of sound storage and has a hall sensor for synchronising movement with exhaust sounds on locomotives.

It has been around for several years, but the **GamesOnTrack** system continues to develop. It offers you entirely new experiences, from voice control to automatic data collection from the layout and automatic driving of more trains simultaneously. DCC Supplies is the UK agent for the system, see www.dccsupplies.com for more information.

Viessmann is introducing an ingenious motorised open wagon, designed to work with unpowered engineering vehicle kits, road-railers and cranes. The four-wheel wagon not only has a near-invisible drive mechanism to both axles, but also features configurable steam or diesel sound, an in-built decoder and working red tail light. The company is also introducing more working LED lamps of various designs for N, TT and HO/00 scales, plus a useful cylindrical door/gate operating mechanism suitable for all scales. Fully configurable and DCC compatible, features such as speed and stopping positions are adjustable to your requirements. Other operating accessories for 2015 include a cement mixer lorry with rotating drum, working pedestrian crossing lights (both HO scale) and a platform train despatcher with moving arm for O gauge. Also new is a four-function, 1.3Amp DCC decoder measuring just 11.5mm x 9.5mm x 2.6mm. See www.viessmann-modell.de.

Woodland Scenics' big new

release is the impressive 'Just Plug' modular lighting system. No electrical knowledge or special tools are needed to install the equipment, as the name suggests, everything just plugs together around 'Light Hubs' powering stick-on LEDs inside your buildings. Usefully, the hubs have dimmer switches on each output, allowing you to set the brightness of each LED. The complete system should be available in the UK soon via Bachmann/WS stockists.

If you're looking for DCC decoders for larger scale models, **Zimo** has introduced the MX699, which includes three 'Super Caps' for effective energy storage allowing uninterrupted sound at full volume for up to five seconds. It also has two fan outputs for smoke generators, up to 15 function outputs and four servo connections, plus updated sound loading capability, motor functions and automatic train control. See www.zimo-digital.co.uk.

All information correct at time of going to press. Please consult stockists and manufacturer websites for more information on prices, specifications and release dates.

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A GIANT REFRESHED

Howard Smith shows off his super-detailed and modified 00 gauge model of the new-build LNER P2 *Prince of Wales*.

Now that this model conversion is complete, I hope that the end results have made it all worthwhile - the painting of the model took a few days to finish alone. It's going to be hard to part company with *Prince of Wales*, especially given the amount of time I put into it, but it's made easier knowing that whatever this model sells for, all proceeds from the winning bidder will go to a worthwhile cause.

‘ Give
this unique
model a good
home and help to
make No. 2007
a reality. ’

So if you'd like to give this model a good home, just place a bid. When the real P2 emerges, you'll have played a part in transforming a dream into reality and own something for the privilege. Remember, you have to be in it to win it, so give it a try - you just never know. See below for details of how to get involved, and best of luck. **BRM**



OWN THIS MODEL

This OO gauge model of P2 locomotive 'Prince of Wales' is being auctioned to raise funds for the P2 Steam Locomotive Company project - to build a real Gresley 2-8-2 of the same name. Following research, this model has been made as accurate as possible given the amount of information currently available.

This model is available to buy and sealed bid offers are currently being taken. The proceeds from the winning bidder of the auction will go directly to the P2 Steam Locomotive Company and contribute towards the £5m target to get *Prince of Wales* on the rails. You'll become part of the history of building the new P2 and the owner of a unique model. Also included will be a signed certificate by Mark Allatt, chairman and David Elliott, Director of Engineering of the P2 Steam Locomotive Company. Plus, we've teamed up with the P2 Steam Locomotive Company to offer the winning bidder exclusive access to the workshop at Darlington where *Prince of Wales* is being assembled to see for yourself the progress being made. All we need to know is the maximum bid you are willing to place to win the model.

Bids must be entered before June 15, 2015. No need to send us a cheque at this stage. Simply send the following information to BRM, Warners Group Publications, The Maltings, West Street, Bourne PE10 9PH.

Name.....

Maximum bid.....

Telephone Number.....

Address.....

.....

.....

Email address (if any).....

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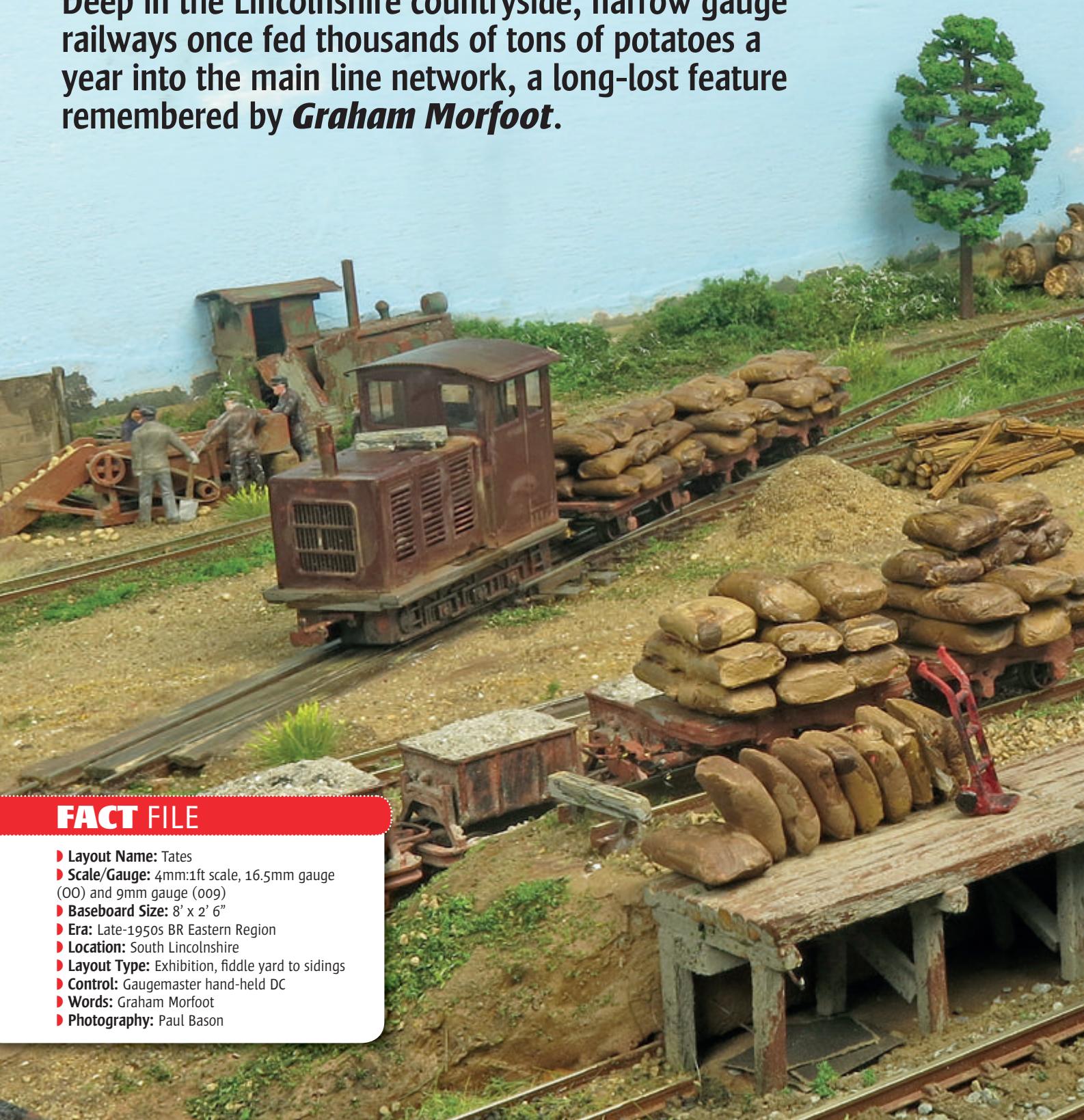
The winning bidder will be contacted after the closing date and feature in the August 2015 issue of BRM.

New valvegear, worksplates, cab windshields, revamped smokebox door hinges and dart, vacuum and air hoses, whistle and numerous changes to the inside of the cab and a complete respray - these are just a few of the changes made to the original Hornby model to achieve what you see here.



'TATES'

Deep in the Lincolnshire countryside, narrow gauge railways once fed thousands of tons of potatoes a year into the main line network, a long-lost feature remembered by *Graham Morfoot*.



FACT FILE

- ▶ **Layout Name:** Tates
- ▶ **Scale/Gauge:** 4mm:1ft scale, 16.5mm gauge (00) and 9mm gauge (009)
- ▶ **Baseboard Size:** 8' x 2' 6"
- ▶ **Era:** Late-1950s BR Eastern Region
- ▶ **Location:** South Lincolnshire
- ▶ **Layout Type:** Exhibition, fiddle yard to sidings
- ▶ **Control:** Gaugemaster hand-held DC
- ▶ **Words:** Graham Morfoot
- ▶ **Photography:** Paul Bason



By the late-1950s, modernisation in the form of diesel traction had come to many rural lines. However, it was too late to save railborne goods traffic, such as Lincolnshire potatoes, from the onslaught of road haulage.



Tates' (potatoes) are a fundamental part of rural life in Lincolnshire and have been for many years. The soil is ideal for growing 'tates', and as a result, vast quantities are grown on very large estates. Initially the crop was sown and harvested by hand, then moved to the farm by horse drawn cart for storage or forwarding to markets and retailers.

After the First World War, there was a sudden surplus of narrow gauge railway equipment used in Europe by the Allies to move ammunition and troops to the front line, and bring back casualties.

Farmers saw the potential of using this equipment that was for sale at a reasonable price. The land was flat, the track was portable and the locomotives and rolling stock were lightweight and easy to maintain. A locomotive with just a few wagons could easily do the work of several horses, and reduce manpower and the need for 24 hour care and feeding of the horses.

It is estimated that, at its high point in the 1920s, there were 128 miles in operation at more than 35 locations in Lincolnshire. The outbreak of the Second World War created a radical change in British agriculture, with the need for much greater productivity of home-grown food. The result was mechanisation, and the use of tractors. Some railways survived, but most had gone by 1960, with just one remaining until 1969. By then, small petrol locomotives where being used instead of horses.

I was inspired by the book *The Lincolnshire Potato Railways* by Stewart Squires, (Published by Oakwood Press) - an almost complete reference work on the potato railways of Lincolnshire.

THE LAYOUT

It was built primarily for exhibiting, therefore the size constraint was that it needed to fit into a small



Sacks of potatoes are brought alongside the platform for transhipment.

hatchback car. Two 4' x 2', three-ply sheets with 2" x 1" framework. The legs are integral and fold under the board for easy transportation. The baseboard is 4' from the ground, which from those seen at exhibitions seems to be the preferred height.

00 and 009 gauge track was chosen to allow a good representation of the prototype in the limited space available. There is a small farmyard, interchange loading facility between narrow and standard gauge, and a model of Pinchbeck Engine pumping station. These steam-powered pumping stations were a common sight in the Fens and were essential to keep the valuable, but low-lying farmland from flooding.

Track is Peco Code 100 for the standard gauge and Peco 009 for the narrow gauge. Control is by 12V Gaugemaster hand-held controllers with a separate controller for each gauge. Points are all hand-thrown

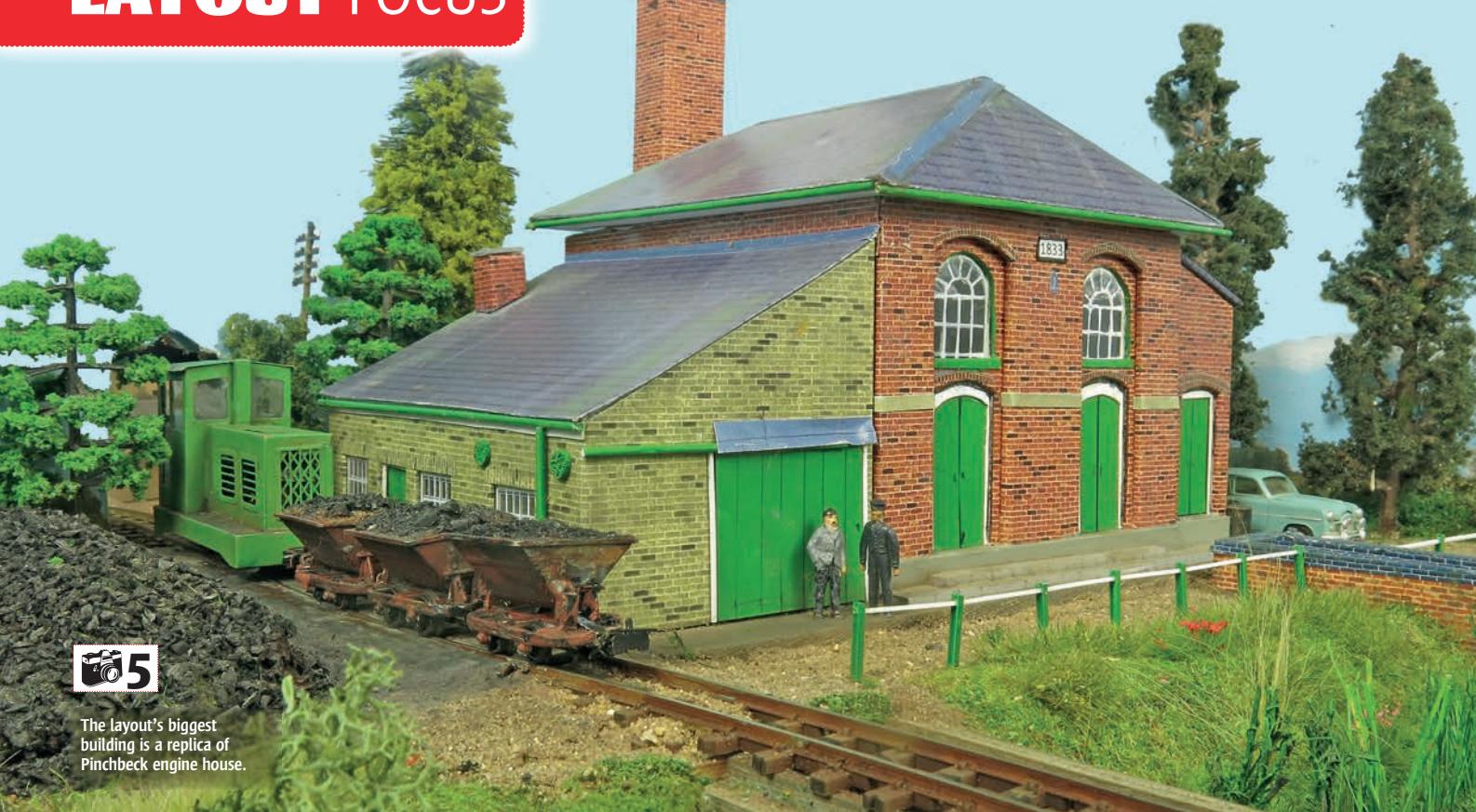
Potatoes are a fundamental part of rural life in Lincolnshire and are grown in vast quantities on very large estates.

Looking to be on its last legs, an ex-GNR J6 0-6-0 rolls in with BR 16t mineral wagons loaded with coal for the engine house - visible in the background.



A Roco 0-6-0 diesel appears from behind the barn with another load of spuds.





The layout's biggest building is a replica of Pinchbeck engine house.

using brass push-pull rods. Experience has proved that by keeping things simple, it drastically reduces the chances of embarrassing moments at exhibitions.

After the trackwork was complete I liberally applied electrostatic grass over large areas of the layout, but the 00g locomotives soon started to suffer from intermittent stalling. Investigation showed that some grass fibres were laying on the track and between point blades. Because they are plastic they act as good insulation and disrupt the power supply. Next time I shall cover my track with masking tape before application!

OPERATIONS

The standard gauge locomotives and rolling stock are all 'out of the box' items from Hornby and Bachmann. The only changes being the installation of Kadee couplers and weathering using powders. Narrow gauge locomotives are made by utilising Bachman, Hornby or Kato N gauge chassis with A1 kit bodies. The rolling stock is mainly Parkside Dundas kits and various wagons of unknown heritage bought at toyfairs.

The operation of the layout is based around the running of an arable farm. The narrow gauge is

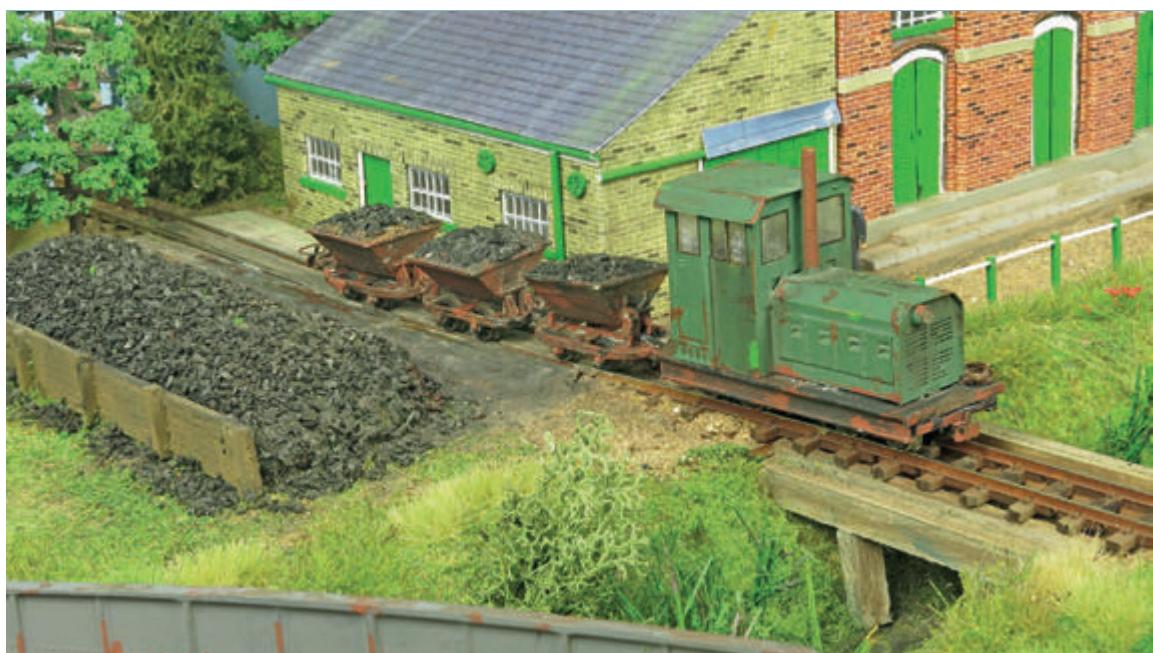
used to bring potatoes from field to farmyard, where they are graded and bagged for immediate onward shipment to markets and wholesalers via the loading dock alongside the standard gauge siding. Alternatively they are placed in a potato clamp, or grave, for long term storage, then bagged and shipped as required.

Pea vines are also brought in from the field after being air dried to be threshed mechanically and the peas bagged. These were the days before frozen vegetables became available in this country.

Straw bales are transported from fields to

KEY DETAILS RADIO CONTROL

My big development was the introduction of radio control for the narrow gauge locomotives. This has proved very successful, easy to install and reliable. It means that any future '00g' layout will not need level, clean track, transformers, controllers and complicated wiring of points and track sections. I can just lay the track and run! In fact to test run the locomotives I only need a flat surface; usually the workbench or kitchen table. Battery life on full charge is about three hours with an operating range of about 30'.



SEE IT IN ACTION...

'Tates' will appear at the Festival of British Railway Modelling, Doncaster on February 13/14, 2016, the East Anglian Model Railway Exhibition on March 12/13, 2016 and at Caistor, Lincolnshire on October 10/11, 2015. See www.grahamsrailways.com for more information.

farmyard for the livestock. Chicken manure and clay is taken out to the fields for fertiliser and stabilising the friable soil. Coal is moved to the pumping station to fire the boilers on the steam beam engine.

The standard gauge railway brings in seed potatoes from Scotland, fertiliser, building materials and coal and takes out wagon loads of bagged potatoes and peas to the nearby main line.

This layout took eight months to complete, which may seem quick to some, but when you're retired there is plenty of spare time during the winter. During the summer I now help as a curator of The Pinchbeck Engine Museum, near Spalding, which is modelled on the layout. This is a steam beam engine built in 1833 as a land drainage pump.

I find it easy to fit my modelling into my life, as I am retired and lucky to have spare time especially during the winter. I find that a work surface small enough to place on your knees or table allows time to build kits or make modifications in the comfort of your living room.

When I encounter a problem I usually find the solution by reference to magazines, BRM being a very good example of practical help articles and layout features. Of course, the internet is another very useful source of information.

I prefer to buy models at model shops and exhibitions. It is always good to look at and test locomotives before purchase, and I think it essential that these traders remain available for the future of the hobby. I may just be lucky, but I have always had good service from all the traders and suppliers I have dealt with. They are a great asset to the hobby.

I feel that the cost of locomotives and wagons is becoming prohibitive for younger and new entrants to the hobby. I would like to see all manufacturers produce a larger range of budget products to make it more affordable to get started in the hobby. **BRM**

6



Above A BR 350hp 0-6-0DE rumbles over Blue Gowt Drain with empty vans for loading as coal is delivered to the engine house in narrow gauge tippers. The narrow gauge locomotives are independently powered via miniature radio control systems.

7



Coal for the pumping engine has to be hand-shipped between standard and narrow gauge wagons - a tough job in all weathers.

8

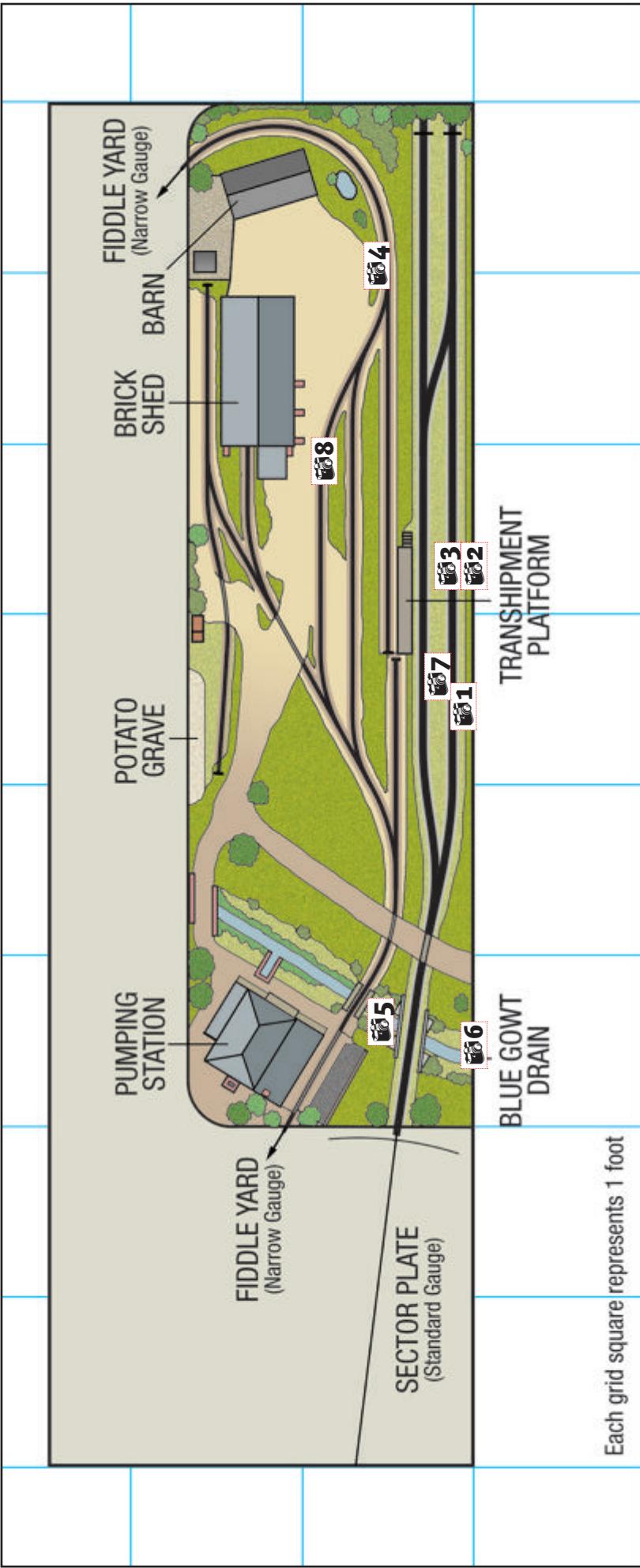
Small details capture the atmosphere of a 1950s arable farm estate.



LAYOUT FOCUS

STATES

Tomlinson



FACT FILE

GRAHAM MORFOOT

My interest in railways started, when as schoolboys we would hitch a ride on the daily J6 hauled train on the Bourne to Billingham branch. I have an American HO layout 'South Lincs Terminal' and another exhibition layout, 'Billingborough', which has featured in B&M and appeared at several exhibitions. Another layout recently completed is a 7mm narrow gauge layout based on a peat railway in North Lincolnshire, which will start appearing at exhibitions this year. Of course no layout will work well without enthusiastic and knowledgeable operators; Will Van Der Weyden and Trev Greenfield have been a great help to me.



DISCOUNT 'O' GAUGE

TOWER BRASS LOCOMOTIVES

R.T.R in unpainted brass/factory painted	
GWR/BR King	£900.00
GWR/BR Railcar 19-33	£550.00
GWR/BR Parcels Railcar No.34	£550.00
GWR/BR 14xx Late black chassis	£525.00
GWR/BR 4575 Prairie black chassis	£650.00
GWR/BR 1361 Early black chassis	£525.00
GWR/BR 1361 Late black chassis	£525.00
LYLMS/BR Pug black	£450.00
LNER/BR J39 0-6-0 black	£925.00
GWR/BR 8750 Pannier black chassis	£525.00

TOWER BRASS COACHES

Fully assembled in unpainted brass	
BR Suburban all 2nd or Compo	£215.00
GWR/BR Collett D127 brake 3rd	£235.00

SAN CHENG R-T-R BRASS LOCOS

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GWR/BR 4-6-0 Hall Green	£1350.00
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SR 4-4-0 Schools Olive	£1300.00
SR 4-4-0 Schools Malachite	£1300.00
LNER/BR V2 2-6-2	£1400.00
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LNER/BR B1 black late tender	£1400.00
GWR City of Truro	£1350.00
LNER/BR J50 Black	£675.00
GWR/BR Grange (2 versions)	£1400.00

FULLY FINISHED R-T-R LOCOS

LMS/BR Royal Scot 4-6-0	from £1575.00
LMS/BR Jubilee 4-6-0	from £1625.00
L&T/LMS/BR Pug 0-6-0	from £2525.00
GWR/BR 48xx/14xx Autot 0-4-2T	from £695.00
GWR/BR 1361 0-6-0ST	from £695.00
GWR/BR 8750 Pannier tank	from £695.00
GWR/BR 4575 Prairie tank	from £855.00
GWR/BR King 4-6-0	from £1235.00
GWR/BR Castle 4-6-0	from £1535.00
GWR/BR Hall 4-6-0	from £1575.00
GWR/BR Razor Edge railcar	from £810.00
GWR/BR Parcels railcar	from £785.00
SR/BR Schools 4-4-0	from £1255.00
LNER/BR J39 0-6-0	from £1060.00
LNER/BR V2 2-6-2	from £1625.00
GWR/BR Manor	from £1625.00
LMS/BR Original Patriot	from £1625.00
GWR/BR City of Truro	from £1545.00
GWR/BR Grange	from £1585.00
LMS/BR Black Five	from £1625.00
LNER/BR B1	from £1625.00

Over 100 R-T-R locos available off the shelf

SLATERS LOCO KITS

7L002 G.W.R. 28xx Curved frame	£473.00
7L003 G.W.R. 28xx Square frame	£473.00
7L005 M.R./L.M.S. Flatiron	£368.25
7L006 MR/L.M.S. Johnson Halfcab	£322.00
7L007 M.R./L.M.S. Johnson Kirtley	£438.00
7L009 C.R./Industrial Pug	£223.99
7L011 M.R./L.M.S. Johnson 1262 0-4-4T	£351.50
7L014 M.R./L.M.S. Deeley Comp 4-4-0	£464.00
7L015 G.W.R. Saint Curved frame	£473.00

GLADIATOR LOCO KITS

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GTR21 L.M.S./B.R. Rebuilt Royal Scot	£325.00
GTR24 L.M.S./B.R. Original Patriot	£315.00
GTR50 L.M.N.E.R./B.R. Garratt 2-8-2	£595.00
GTR52 L.M.S./B.R. F&R & riveted trailer	£305.00
GT633 LNER/Y8 0-4-0T	£165.00
FT9 NER/LNER G6 (BTP)	£195.00

JAVELIN LOCOMOTIVE KITS

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JLK5 G.W.R. Dead Goods 0-6-0	£295.00
JLK7 S.E.C.R. Wainwright C 0-6-0	£305.00
JLK11 LMS/BR Black 5 long firebox	£345.00

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SG5 LNER/BR J94 0-6-0T	£180.00
GW2 GWR/BR 14/58xx 0-4-2T	£175.00
DLT LMS Armstrong Whitworth 0-6-0DE	£175.00
DLG LMS/BR 350H 0-6-0 (7080-7119)	£175.00

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Includes wheels, gears and motor	
TC1 Class 02-0-4 Diesel Shunter	£225.00
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TOWER COLLECTION LOCO KITS

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TC6 G.W.R. Sir William Stanier	£495.00
TC16 LMS/BR Duchess Sloping firebox	£495.00

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K300 B.R. Standard 84xx 2-6-2T	£330.00
K301 B.R. Standard 2MT 2-6-0	£386.00
K302 LMS/B.R. Ivatt 2-6-2T	£330.00
K310A LNER/BR A3 with Corridor tender	£556.00

HELMSENAN CONTROLLERS

CSFA Samp Single Controller	£135.00
RM5 Remote handset for above	£40.00

PECO WAGON KITS

W601 GWR Toad brake can	£36.95
W602 GWR Permanent Way brake	£36.95
W603 GWR 6 wheel brake	£38.70
W604 GWR 4 plank open	£30.90
W605 GWR Steel Open	£30.90
W606 GWR 10 ton Van	£37.80
W607 B.R. 16 ton Mineral wagon	£38.70
W608 B.R. 27 ton Iron Ware wagon	£37.80
W609 B.R. 20 ton Pig Iron wagon	£37.80

PECO LINESIDE KITS

LK704 Wooden lineside hut kit	£18.15
LK705 Brick lineside hut	£18.15
LK709 Ground Level Signal Box	£26.00
LK735 GWR Yard Crane	£19.50
LK741 GWR spear fencing	£10.00
LK742 GWR spear fencing ramps	£10.00
LK744 Concrete fencing	£8.40
LK747 Telegraph Poles	£5.60
LK748 Ladders	£3.70
LK749 Locomotive Gauges (2)	£11.35
LK750 Single track level crossing gates	£18.40
LK758 Platelayers tools	£6.80
LK790 GWR house or distant signal	£17.00

PECO '0' GAUGE TRACKWORK

SLE786BH Curved R/H Point	£50.00
SLE787BH Curved L/H Point	£50.00
SLE700BH 12 yard flexitrack	£72.50
SLE791BH Right Hand Point	£39.50
SLE792BH Left Hand Point	£39.50
SLE797BH Y Point	£39.50
SLE790BH Double Slip	£83.50
SL120 24 metal railjoiners	£2.55
SL121 12 insulated railjoiners	£2.55
SL740BH Buffer stop	£2.55
PT1 Long Track pins (15mm)	£2.99
ST700 Box (6) 393mm straight	£40.50
ST725 Half circle 1028mm radius curves	£43.75

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PS14 B.R. Grampus Ballast	£30.50
PS16 L.M.R. Loco Coal Wagon	£30.50
PS17 B.R. 12 ton Pipe Wagon	£30.50
PS20 G.W.R. 13 ton Open Wagon	£30.50
PS22 G.W.R. 12 ton Unfitted Van	£30.50
PS24 G.W.R. 12 ton Fitted cattle track	£30.50
PS25 G.W.R. 12 ton Mineral	£30.50
PS26 G.W.R. 12 ton Fitted Van	£30.50
PS27 G.W.R. 12 ton Open Tarp	£30.50
PS28 G.W.R. 12 ton Plywood Van	£30.50
PS29 G.W.R. Fruit Van	£30.50
PS30 B.R. 16ton Mineral	£30.50
PS31 B.R. 16ton Slope Sided Min	£30.50
PS32 B.R. 16ton Min. (S.N.C.F.)	£30.50
PS33 B.R. 8 ton Mineral	£30.50
PS34 G.W.R. Mogoo	£30.50
PS35 G.W.R. Plywood Mogo	£30.50
PS38 B.R. Sand Wagon	£30.50
PS42 L.M.S. 12ton Open	£30.50
PS45 L.M.R. 12ton Van	£30.50
PS46 G.W.R. 12ton Fruit Van	£30.50
PS47 G.W.R. Loco Coal Wagon	£30.50
PS48 G.W.R. Tevan	£30.50
PS49 G.W.R. Mica Van	£30.50
PS100 B.R. San Banana Van	£30.50
PS101 B.R. Meat Van	£30.50
PS104 NEW R.R. 21ton Coal Hopper	£30.50
PS106 LNER/B.R. fitted cattle track	£30.50
PS107 NEW S.R. Cattle Truck	£30.50
PS108 LNER/B.R. fitted hopper wagon	£30.50
PS110 B.R. Insulated Van	£30.50
PS112 LMS/NER/B.R. Gunpowder Van	£30.50

Any six above for £152.65

Save 25% off R.R.P

PS39 G.W.R./B.R. Conflat & Load	£35.90
PS40 L.M.S./B.R. Brake Van	£35.90
PS44 G.W.R./B.R. Toad	£35.90
PS51 NEW S.R. Brake van	£35.90
PS113 NEW LNER/B.R. Toad brake van	£35.90

Any six above for £179.55

Save 25% off R.R.P

PS01 N.B.R./L.N.E.R. Jubilee Coal	£29.25
PS02 N.B.R./L.N.E.R. Box Van	£29.25
PS03 N.L.R. 7 plank Lorry	£29.25
PS04 L.N.R. 12T Van	£29.25
PS05 L.N.R. Cattle Van	£29.25
PS06 L.N.R. 4 Plank Open	£29.25
PS07 L.N.R. 12T Van	£29.25
PS08 L.M.S. Beer Van	£29.25
PS09 L.M.S. Vent Van	£29.25
PS10 L.M.S. Van with steel ends	£29.25
PS11 L.N.R.E.R. 6 plank open	£29.25
PS12 S.R. 8 plank open	£29.25
PS13 S.R. Electrical roof van	£29.25

Any six above for £146.25

Save 25% off R.R.P

PS105 NEW G.W.R./B.R. Horse Box	£47.25
PS109 NEW LNER Horse Box	£47.25
Buy six horseboxes for only £236.25	

H.M.R.S. TRANSFERS

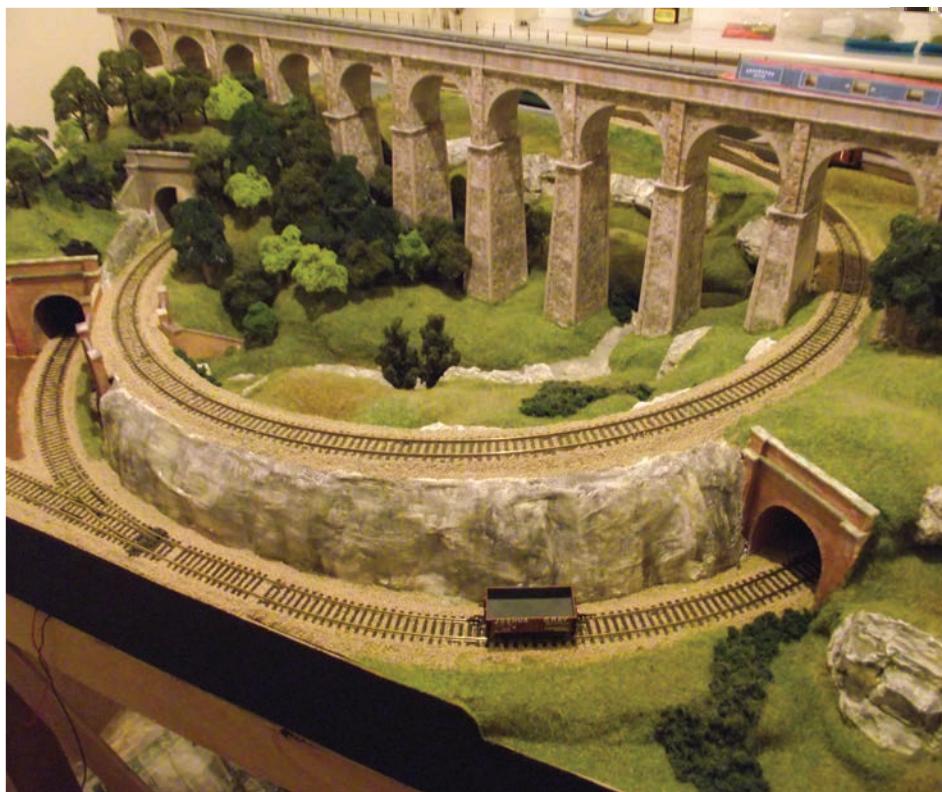
H1 L.M.S. gold loco and coach	£20.00
H2 L.M.S. black style/Crewe loco	£20.00
H3 L.M.S. loco lining	£20.00
H4 L.N.E.R. green loco and coach	£20.00
H4A L.N.E.R. black loco and Gill Sands	£20.00

NEW
FOR 2015

INSIDE TRACK

1 CONCEPT LAYOUT MAKEOVER

This minimum space, 4' square, OO gauge layout is seen here in an advanced state but is a far cry from how it looked as first-built over a year ago (see inset).



No matter the level of a layout; beginner or advanced, fictional or not, and let's face it all layouts have an element of fiction about them, I find it helpful to let prototype practice influence a design. You don't have to follow something slavishly, but it helps to have a semblance of reality to help guide your efforts and it's always improved the end result for me. With Ian's layout, I immediately thought of the Liskeard to Looe line; a minimum space terminus at Liskeard, a semi-circuit of track dropping down grade under

Liskeard Viaduct, carrying the line from Plymouth to Penzance and some pretty dramatic changes in topography, in all a gift of design inspiration ideal for Ian. Below left, W51588/579 make their way down to Coombe Junction in August 1977.

As a designer I rarely work on paper straight away. Most of the initial thoughts are mind mapped in my head, to be transferred onto paper at a later time. So by way of a quick journey through that process, Liskeard Viaduct becomes the aqueduct, the branch terminus is relocated along the rear half of the layout, track is spiralled from lower to upper levels giving extra running length and some interesting viewing angles (but more of that in the photograph captions) and prototype topography applied to the available space, justified in part by the presence of a stream.

OK, it's easy to see why he came to a standstill; there were problems, not in overall vision, but in some of the detail. 'Floating' aqueduct ends, uninteresting lower level circuit, a flat baseboard with billiard table finish and the hole in the white backscene. I mention these, not as a criticism, but as the first step to finding a solution; identify what's wrong, unpick it and rebuild or replace for an improved end result. It sounds easy but there's more to this than one might think and the greater care you take the better the chance of success.



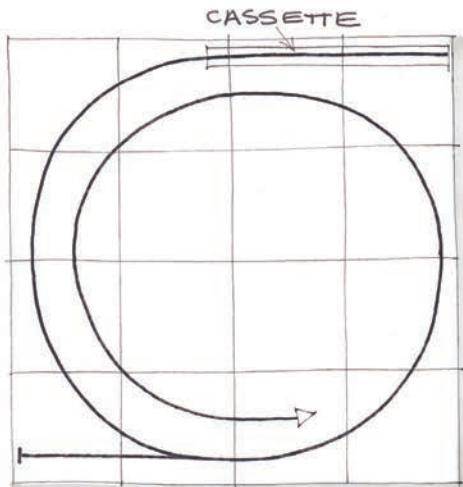
Background: I first met **RMweb** member Ian at the Newark show in 2013 and recall him patiently standing in the background of one of my layout design and planning clinics. Time is limited at these events and despite best efforts he never managed to get time at the drawing board and for the moment his design issues went unresolved. Ever aware of such lack of access, we exchanged contact details and what follows is an account of how we resolved the problems that had brought his layout to a grinding halt.

Listening to Ian it soon became clear that he was disappointed both with the overall appearance and operating potential and whilst there were clearly issues to be addressed, he glossed over what was his superbly spectacular and dramatic idea. 'Wow', I thought, unlike anything else for OO gauge, on such a small baseboard. In every respect it was a concept layout, something that flies in the face of all textbook suggestions, and therefore likely to cause a stir.

OK, it's easy to see why he came to a standstill; there were problems, not in overall vision, but in some of the detail. 'Floating' aqueduct ends, uninteresting lower level circuit, a flat baseboard with billiard table finish and the hole in the white backscene. I mention these, not as a criticism, but as the first step to finding a solution; identify what's wrong, unpick it and rebuild or replace for an improved end result. It sounds easy but there's more to this than one might think and the greater care you take the better the chance of success.



PAUL A. LUNN'S NEW BI-MONTHLY LAYOUT PLANNING AND DESIGN TUTORIAL



LOWER LEVEL TRACK DETAIL

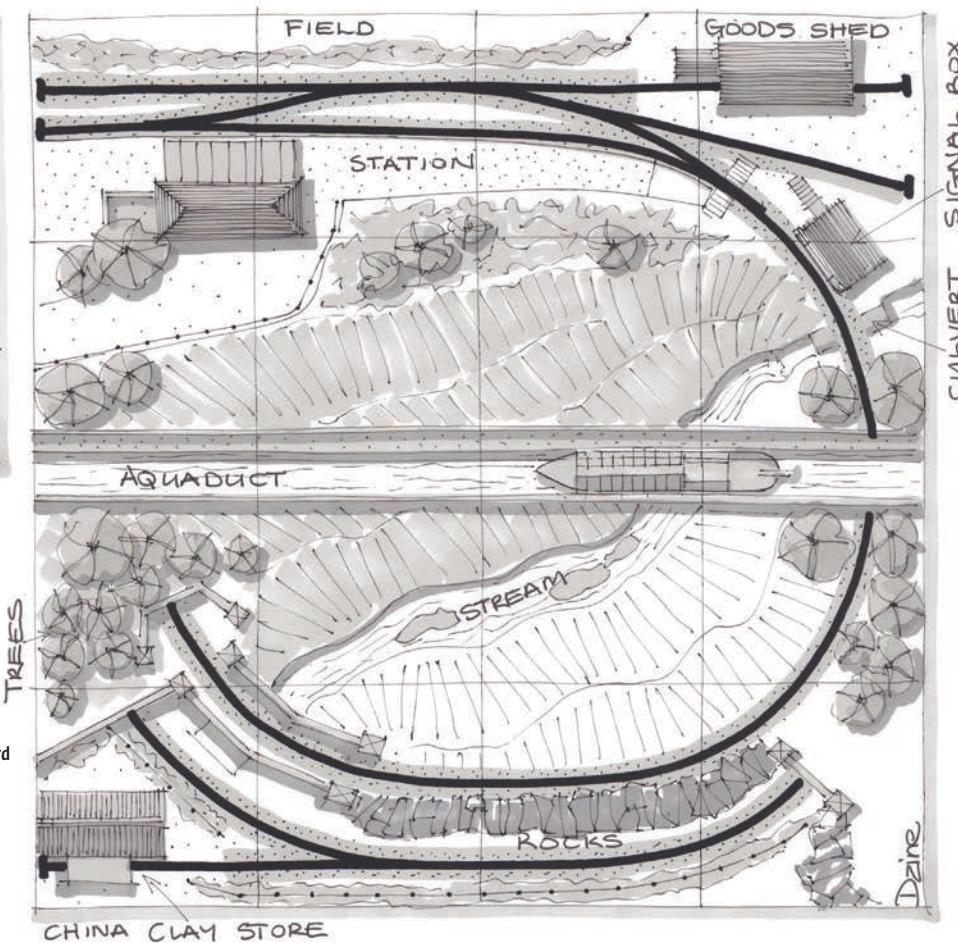
EACH SQUARE REPRESENTS 1'-00" FOR OO

Please note the drawing is based on Ian's original size baseboard which was enlarged slightly for the final design. Each square represents 1' for OO



My only real concern was related to track gradient, both in terms of appearance and in respect of the necessary clearance between non-scenic sidings and the terminus station. During the course of construction Ian checked grades and tested individual items of rolling stock and was successful with a single railcar pulling one coach and a Class 08 with two or three wagons

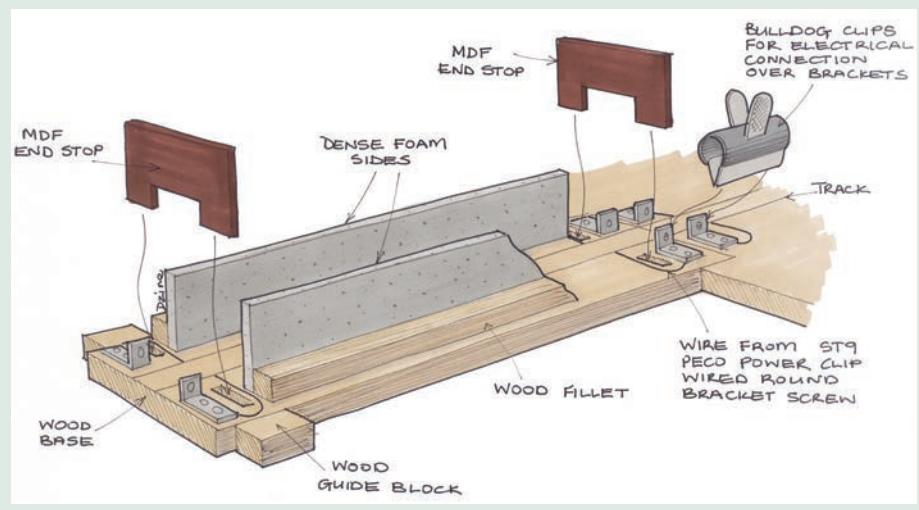
All that remained was to apply what we'd identified, some parts by trial and error, others just dropped into place with hardly any effort at all. What became very apparent during this process was our joint capacity to share ideas, question the reasoning behind a particular thought and move the design collectively forward. Watching Ian's progression has been a highlight for me over course of our work together, looking forward to his photographic feedback as work progressed into what has been achieved to date. There's still quite bit to do but you can't fail to see Ian's outstanding work, and his progression from the layout that once languished, for a year, unfinished in his loft. It just remains for me to thank him for his help with this article and the creative difference he's made to some of my thoughts.



2 N GAUGE CASSETTE

For Peco Setrack Plan 25: Brunel Station

Since last writing I've been approached by **RMweb** member Mark to help with a design for an N gauge cassette, similar to that made by Peco for OO gauge. He provided a simple design brief which specified he'd like to avoid soldering and complex woodwork as much as possible. The accompanying drawing shows the second version, refined from Mark's original, but still encompassing the same overall design.



3 PROTOTYPE RESEARCH

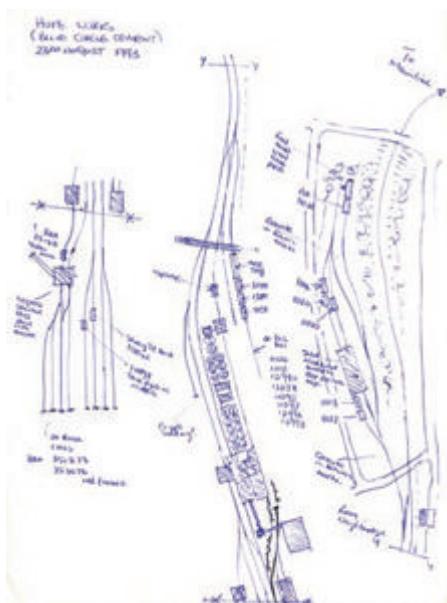
Getting the most from a site survey

There are two key ways of gaining legitimate access to Hope Works; either apply to visit or go on one of the occasional open days. Certainly during Blue Circle ownership staff were always happy to help and I have no reason to believe Lafarge would be any different. Once inside you have close-up access to a wonderful array of industrial images. Please note these photographs from August 1993 pre-date the recent modernisation programme.

I've been undertaking surveys of active and disused railway lines from as far back as I can remember, partly for interest sake, but mainly as a resource to be filed



This detailed pamphlet, given during my visit, holds a wealth of transferable modelling information, particularly in respect of this aerial view of the works trackplan and associated buildings. Elsewhere, the contents document the whole process of on-site cement making.



I cannot stress the importance of documenting all you see; sketches, written notes cross-referenced with photographs and detail everything. It's amazing how your memory can play tricks over time - beware!

for future use in my work as an author. These consist largely of taking photographs, notes and sometimes measurements of relevant stock or buildings. The breadth of recording varies from a few key details to an in-depth account, with most complete records usually reflecting my own interest. Those familiar with my work will be aware of the favourites; British Oak Coal Disposal Point, the Clayton West Branch, The ex-Cambrian and so on. I never, ever, randomly turn up at a location without in-depth preparation, so as to make best use of all available resources.

Earliest research examples, for a 1970s operational route, show timetables cross-referenced to maps, so I could be at different vantage points along a route to coincide with passing trains. I'd allow enough time to travel between each location, test out possible photographic compositions and make notes. The longest gap, nearest mid-day, between trains would provide



space for lunch and anything missed would be factored into the return trip. Whilst this process was not so important for easy to revisit prototypes near home, it became essential practice for those distant, one-time only, visits.

I still use a similar process nowadays, albeit more refined, and want to share with you the core features of my working practice to aid your own research efforts. For the purpose of this exercise I have chosen, the near to home main line and branch junction at Earles Sidings to Hope Cement Works.

KEY FEATURES

- RAILWAY
- ROADS
- PARKING
- FOOTPATH
- SUNRISE
- SUNSET

KEY ROUTES

- ROUTE TIED INTO TRAIN TIMES AT JUNCTION
- ROUTE TIED INTO TRAIN TIMES ON BRANCH
- ONLY ROUTE PARTIALLY BY CAR

PLEASE NOTE:
LUNCH AT END OF
RED OR BLUE ROUTE
DEPENDENT ON
TIMING

PRE-VISIT CHECKLIST

- Assess rail route and all public access points; road intersections, the course of useful footpaths, nearby elevated topography or accessible buildings for possible photographic vantage points
- Refer to freight train timetables (Freightmaster, Realtime Trains) or local railway knowledge for

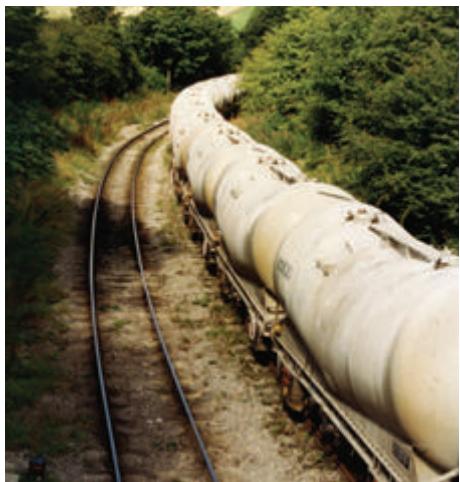


incoming/outgoing main line train details. Much is now available on the internet through sites such as Realtime Trains.

- Talk to local staff/railway enthusiasts for internal operational detail. Much is also available on the internet
- Analyse all of the above to identify best route; with parking spots for road access, distances on foot and roughness of terrain. Factor in the time it takes to get from one location to another and identify the best location for all photography, bearing in mind angles, lack of access and position of the sun, preferably behind the camera for what I call reference shots.



A well-pitched, reasonable, request to local railway staff nearly always bears fruit as this shot of Earles Sidings, one of several, illustrates. It was a great opportunity to ask about operational timings, stock and so on. You can just see the signalbox in the background, impossible to access but I resolved the gap in my photographic record by purchasing a slide taken from a passing train, sold on eBay. I always ask for transfer of copyright in writing, for publication purposes, when purchasing images.



Above I can't underplay the value of getting out of the car and walking to accessible parts of the railway route, in this case by footpath. It gives you a feel for the topography, colours and texture, all to be translated into the scenic treatment.

Below There's always a chance, particularly at a site like Hope, of stumbling over a wonderful cameo, ideal in its unusual detail. There's a potential micro-layout here and an opportunity for large scale shunting with a radio-controlled 'tractor'. I'd love to see someone have a go at that!

I particularly chose Hope Cement Works and the branch to Earles because of the complex nature of public access, not typical of a long linear prototype. It pushes what I've said to a limit and hopefully gets you thinking about on-site research as an aid to effective railway modelling.



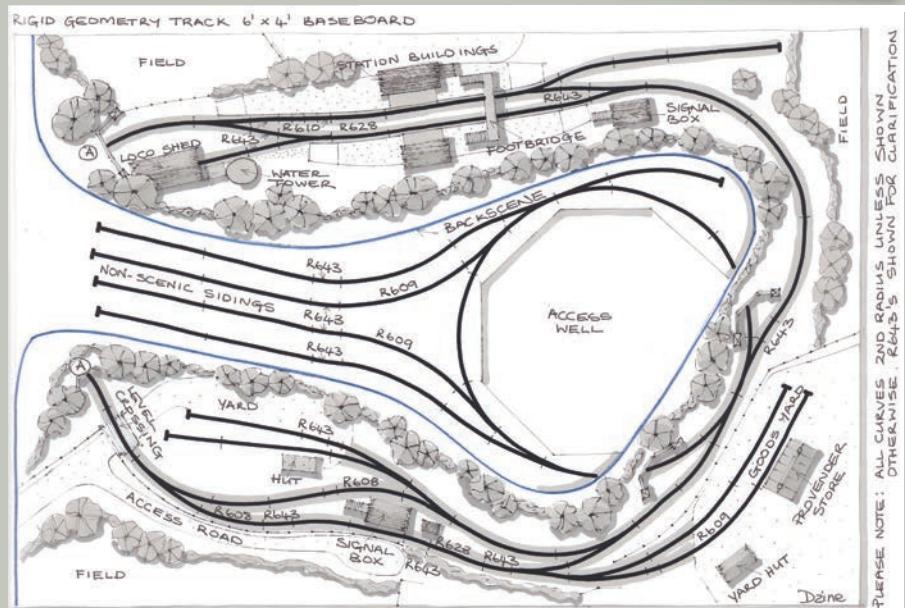
4 TRACK-TECH PROTOTYPE RESEARCH

Rigid Sectional Track - Manipulating the Components

In the last edition of 'Inside Track' I looked at constructing a more realistically spaced and interestingly shaped passing loop based around the Peco Setrack or Hornby 'Y' point and the short second radius curve. This month I want to take that formation further and include it into a complete layout design, adding other factors not normally associated with rigid track starter type layout plans. The prototype railway weaves around, in, out and through the natural landscape and obviously has no baseboard edge! In this sense it's organic with very few sections of truly straight track. Clearly you can't do all of this on a model layout, but offsetting the entire track formation, not parallel to the baseboard edge, goes some way to creating a sense of realism. Furthermore, and also similar to reality, you'll have no sausage-like embankments filling the parallel voids between track and baseboard edge.

You can clearly see the realistic benefit of reduced track spacing in the station loop,

reverting to wider spacing for the locomotive shed and goods siding. By contrast, on the opposite side of the layout, I've increased track centres, greater than the norm, for rigid geometry track, to accommodate a signalbox within the confines of the loop. Note also on this half of the layout how both curved corners are not the usual prescribed quarter circle, all part of improving visual realism. PHOTO: COLOUR-RAIL



Over the issues to come we'll be looking at a number of alternative arrangements that result in improved track centre spacing. In due course we'll address the issue of cutting track, all proving you don't have to sell up and start again!

EXHIBITION DIARY



If you need help with layout planning and design
we'll be at the following exhibitions:

- Middleton Railway, Leeds, June 27/28 2015
- National Festival of Railway Modelling, Peterborough, October 17/18 2015

Peterborough, October 17/18 2015
Exhibition managers please note we have a few
dates free for attending with our Layout Design
Clinic. Please make initial contact via the **BRM**
editorial office



HOW TO...

SUPER-DETAIL HORNBY'S K1

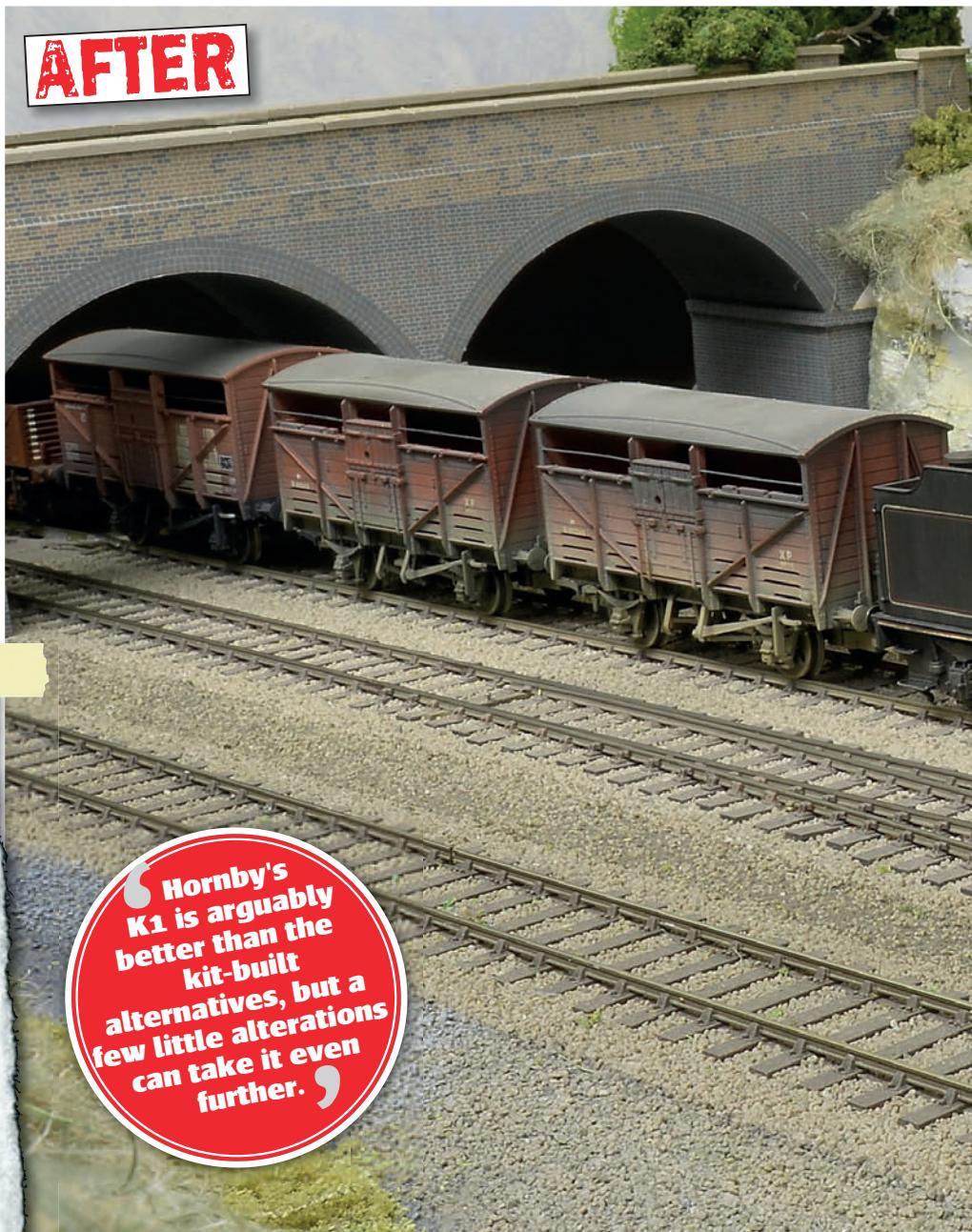
Tony Wright suggests a few tweaks to make Hornby's new Peppercorn 2-6-0 even more impressive.

The introduction of this delightful new Hornby OO gauge model has raised the bar even higher in the 4mm ready-to-run locomotive stakes to the extent that it is at least the equal or probably better than kit-built alternatives. There are, however, a few little alterations and additions which can take it just a little bit further, as the following pictures show. As a 'layout locomotive' this new Hornby K1 is ideal. A couple of evening's work saw it detailed, renumbered and weathered and it fits perfectly into my layout scheme. **BRM**

WHAT YOU NEED

- Xuron cutters
- A set of fine needle files
- Pacific Models numberplate decals
- Model Scene footplate crew figures
- Real coal, crushed with a toffee hammer
- A selection of paintbrushes
- PVA glue
- Weathering paints
- Hornby vavle gear spanner
- Springside Models headlamps

See advertisement pages for details of tool, accessory and detailing parts suppliers.





PRACTICAL BRM

STEP-BY-STEP GUIDE

1

A near-perfect RTR locomotive, representing outstanding value for money. The overall finish is exemplary, with smooth performance to match. Front steps, cylinder drain cocks and bufferbeam detail have to be added by the purchaser.



4



As designed, the 'big end' of the crank should sit over an elongated slot (the same for both sides, hence the incorrect lean on one side). By moving it, there is no self-locking facility. This is not a problem because by tightening the bolt the crank is still held securely. Should you wish, a dab of Loctite will make it more secure, but ensure nothing of it penetrates to the moving surfaces.

5



The pony truck has the obese NEM socket for a variety of couplings. I removed this off with Xuron cutters, dressing back the remains with files. An aperture still remains but when this is painted and a proper front coupling fitted, it's all but invisible. The Hornby pony wheels are a bit clumsy and will be replaced.

9



A new front numberplate was also required. I use Ian Wilson's Pacific Models range exclusively; superior to any cobbled-together transfer alternative in my view. Ian provides every number, with both styles of '6' and '9'. This was fitted after weathering because the plates were often repainted between works visits (as cabside numbers were often just cleaned as well).

10



Whatever the origin of a locomotive, it must have a crew. For models with 'deep' cabs, the cheapest pre-painted ones are suitable, in this case from Model Scene (ex-Merit). These are a bit 'blobby' but do the job.

11



Real coal (broken up in a polythene bag with a toffee hammer) looks exactly like 4mm scale real coal. I just dribbled in some PVA and applied the coal, letting some bits spill over into the rear space.

12



Weathering always makes an RTR locomotive look more natural in my opinion. Using a prototype picture as a guide, I applied the dry-brush technique, using a mixture of matt greys, browns and black. Brush strokes were applied in the direction of gravity, with odd dabs of brown finally applied.

2



A common problem on RTR locomotives with Walschaerts valve gear is the wrong 'lean' to the return crank on one side, in this case the offside. Both return cranks should lean forwards; the nearside is correct (Bachmann's tend to be the opposite). This angle is absurd, resulting in a weird impression when running.

3



The cure is quite simple; I used Hornby's own little spanner to undo the bolt in the centre of the crankpin, moving the return crank forward about 90 degrees. Small pliers will do just as well.

6



With 70 locos to choose from, renumbering will give a potential one-off locomotive, different from the hundreds of No. 62015s. To make this easier, I decided to change just the last digit, but still have it as a March-allocated example. A new curved Swann Morton blade proved the easiest method of taking off the last numeral.

7



Used the HMRS transfer sheet No. 14 to effect a change. This is a good match with regard to size, if not exactly the same colour.

8



Weathering will disguise any slight discrepancy in the matching of the numerals and colours, as illustrated here.

Below In service, complete with lamp indicating a part-fitted freight. The screw shackle fitted to the front bufferbeam adds a touch of realism. For the moment, Hornby's pony wheels are retained.



By way of a comparison, this is the DMR K1 I built some little time ago which featured in February issue of BRM.



HOW TO IMPROVE...

A SIMPLE PLASTIC KIT

Cheap plastic kits with some improvements can be made into miniature works of art as **David Wright** shows.

Back in February, I conducted some theatre presentations of my model buildings at 'The Festival of British Railway Modelling' at Doncaster. After the event, It was suggested that I could put something similar together for the pages of **BRM**. In this article, I'll show how I've improved a well-known rural thatched cottage plastic kit from Dapol.

I'll show you in a few easy steps how to transform an aging plastic kit into something that can take pride of place on your layout.

PROTOTYPE INSPIRATION



A selection of prototype photographs I've taken helps for reference. These were taken at Long Wittenham in Oxfordshire, and St. Fagans National History Museum near Cardiff. Note how both derelict buildings have weathered. A good point of inspiration before modelling starts.



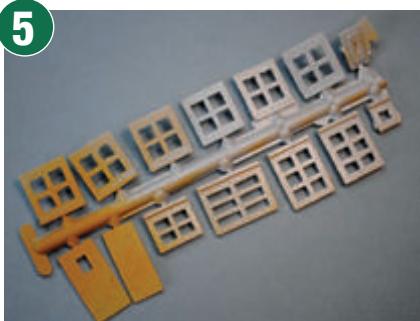
STEP-BY-STEP GUIDE

1



The kit, available now from Dapol was introduced by Airfix in the early-1960s. The components of this kit are moulded in grey plastic.

5



The window frames supplied with the kit look far too bulky and out of scale, so I'm not using them. Instead, I'm making up frames from card with paper glazing bars. It's a more accurate alternative.



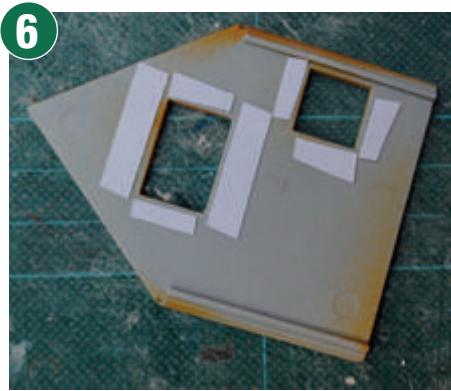
2 Cut any parts from the sprues and clean all edges of the components using a small needle file, fine sandpaper and a scalpel. A toothbrush can remove plastic debris.



3 All the components are then primed with paint. I used a yellow acrylic car spray paint sold by Halfords.



4 Two of the materials I'm using to create the texture on the rendered panels are DAS modelling clay or a ready-mixed filler, No More Cracks in this case.



6 To fix the windows in place, I use strips of double-sided tape. This is attached to the rear of the window apertures.



7 The glazing (made from clear packaging) is then secured over the tape. Doing it this way is far makes the result far cleaner.



8 The frames are cut into thin strips, using old greeting cards. The thinner-cut glazing bars are cut from adhesive-backed printer labels, stuck in place after the frames are assembled. Note the ready-mixed plaster has been brushed onto the panels between the timber frame.

PRACTICAL BRM



STEP-BY-STEP GUIDE



CHOOSING THE RIGHT COLOURS

My preferred medium for painting all model buildings is artists' oil paints. The main colours I use from tubes are Naples Yellow, Yellow Ochre, Raw Sienna, Light or Mars Red, Raw Umber, Payne's Grey and Titanium White. All the other shades can be mixed using these basic earthy colours.

9



I'm adding some net curtains before I assemble the walls together. These are cut from tissue paper and glued with strips of double-sided tape.

11



The last task on the walls is to weather the oak timber frame. Timber fades to a silvery grey colour and this is replicated on the model with a light grey crayon. By rubbing my finger across the crayon marks, it smudges and blends with the painted frame.

10



I'm painting the walls with cream artists' oil paints for the rendering. The frame is then painted, after I've penned the edges with a felt-tipped pen.

12



I'm going to try and make the thatched roof look more authentic. I'm not convinced with the plastic one as it looks far too hard. The material seen here is plumber's hemp and looks much more convincing.

13



The hemp is cut with scissors into bundles, before being fixed to the roof using PVA glue. Both the PVA and hemp adhere to the plastic roof without any extra preparation work.

14



Left The hemp bundles are arranged and assembled starting at the eaves and working up to the ridge. The rows of hemp bundles need to overlap the previous row, just like a real thatch! The last task is to trim the thatch at the eaves, using sharp scissors.

15

The finishing touches are now added. The chimney is built from card, with a pot from Langley Models. The ridge from the kit is then fixed into place. A timber lean-to shed is constructed using building sheets from Wills, fixed to the chimney gable end. The last task is to paint the thatch using a wash of oil paint.

The lean-to is also painted with extra weathering, especially where rain staining would appear. The last task on the list are the climbing roses, fixed with Woodland Scenics products around the door and corners of the cottage.



IS IT WORTHWHILE?

I hope that you'll agree that by carrying out a little extra work, this simple plastic kit can be easily transformed into a good-looking model that wouldn't look out of place on the best layouts. Have a go - I'm sure you won't be disappointed.

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HOW TO BUILD A...

A PETITE PROPERTIES COTTAGE

Phil Parker tries another approach to property development for layouts, using a new style of kit based on doll's house techniques.

Petite Properties is a fairly new name to railway modellers. Founder Bea Broadwood is an architectural illustrator who started producing dolls houses in 1:12 scale. She has now produced a range of kits for OO modellers using the same techniques as the larger scale resulting in something distinct from other structure kits available.

These basic kits are produced in MDF which is assembled and then requires some level of finishing. Detail such as bargeboards and porches are laser cut from fine cardboard. Windows are supplied ready to use as white printed plastic - a similar way to many cardboard kits.

To cover the walls, I've gone for the old-fashioned but effective method of scribing stonework in DIY wall filler.

The kit instructions provide a full explanation of this process and while it is messier and certainly more time-consuming, the results in the right hands, can be superb.

As well as the walls, you also need to finish the roof. I decided to cut strips of slates from paper. This sounds time-consuming but the work took just over an hour for the entire building and looks good.

If you are looking for something that is full of character, it's definitely worth a try.



The kit instructions provide a full explanation of this process - the results can be superb.

STEP-BY-STEP GUIDE

1



2



Assembling the main components is easy and the fit is excellent. You'll need to make sure that everything goes together square. I find a heavy iron angle from Squires Tools helpful, although not essential.

TOOLS FOR THE JOB

- Craft knife
- Palette knife (any spreading knife would be fine)
- Coarse file or sandpaper wrapped around a block of wood
- Scribe
- Small ruler
- Deluxe Materials Super 'Phatic glue

WHERE TO BUY?

Petite Properties 1:76 scale Parsnip Cottage - £11.99
www.petite-properties.com

Most of the kit parts are laser cut in either MDF or cardboard. The windows are pre-printed on plastic.

3

With the main carcass of the cottage assembled, it's time to move on to producing the wall texture.

4

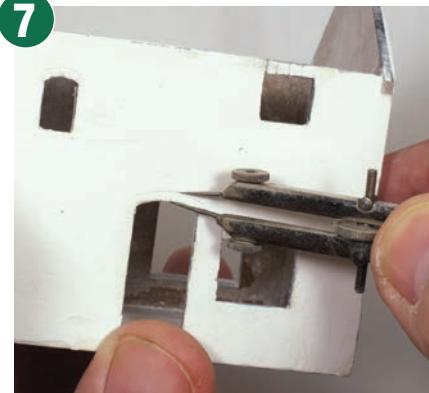
I'm painting the walls with a thin coat of PVA glue and leaving it to dry overnight. This gives the filler something to grip rather than the smooth MDF.

5

Mix some wall filler up to the consistency of ricotta cheese or stiffly whipped double cream and cover all the walls to a depth of at least 1mm. Apparently the cheap 'non branded' versions work best. A palette knife is ideal for this, as is skill at decorating cakes. Sadly, I only have the former, so slapped a thick coat all over.

6

Once dry, I'm smoothing it down and squaring the corners. A coarse file works, though sandpaper wrapped around a block would do. This is a messy job so work over newspaper or keep a vacuum cleaner handy. I'll fill any holes or dips with more filler and repeat the sanding as required.

7

I'm scribing the stones above the curved doors and window tops. My old school compasses are handy as one leg can follow the curve whilst the other point makes the marks.

8

The vertical joints are scribed by eye to give a variety of different stone sizes. If a line isn't perfectly vertical, I'll tweak it to make a slightly wider joint, just like the imperfections found in a real stone wall. Keep brushing the dust away and step back to look at the walls as you work, it's easy for stones to get larger without realising it.

9

With the walls ready, the bay window, doors and windows are fitted.

10

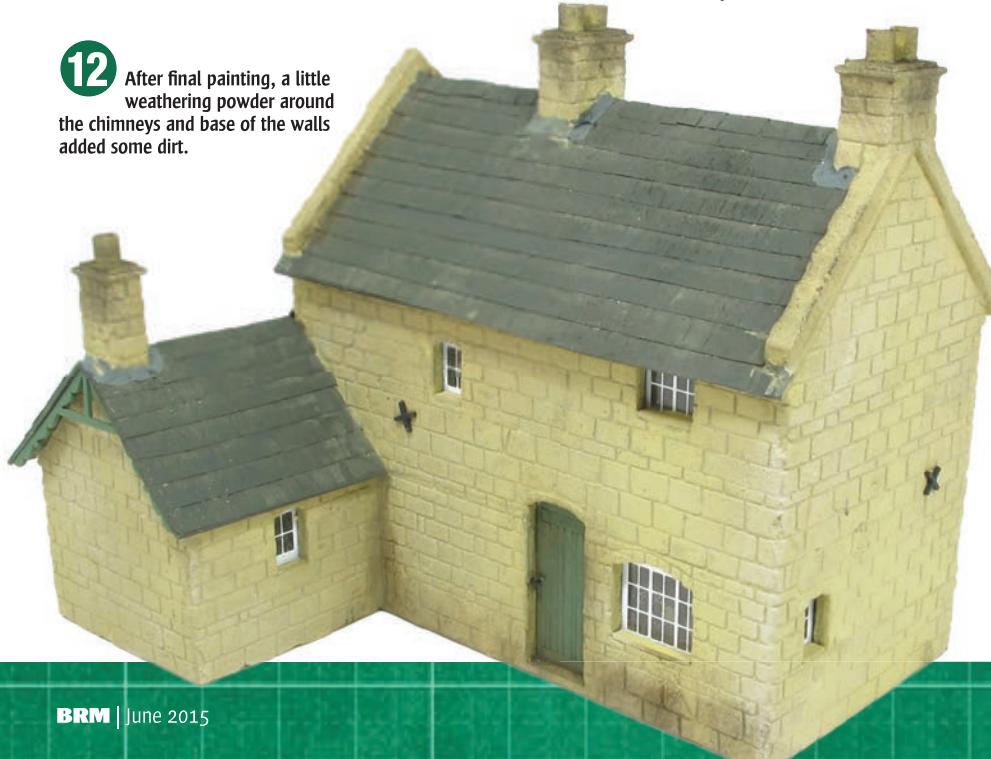
Once the roof is in place, the chimneys and wall tops are made and fitted. These are then covered in filler and scribed in the same way as the walls.

11

I'm drawing a sheet of 3mm by 7mm tiles and cutting it into strips. The dividing line between tiles is cut most of the way through with a craft knife and then the strips are applied to the roof with a 3mm overlap. Rizla cigarette papers cut into strips are used to represent lead flashing and cover up and gaps around the base of the chimneys.

12

After final painting, a little weathering powder around the chimneys and base of the walls added some dirt.



HOW BIG ARE STONES?

Before scribing stones, it's a good idea to work out how large they should be. This varies enormously across the country so if possible get the tape measure out and check the real thing.

I went for courses varying from 2mm to 4mm high, possibly a bit on the large side for a cottage, but easy to measure. Width varies up to 6mm, again, on the large side, but not unheard of.

The modern stone wall has courses between 2" and 8" deep with wide mortar courses but this is cladding on a breeze block structure. A traditional wall would be different with larger stones and thinner mortar courses. I've modelled a very square stone finish but much more rounded and irregular versions are common. Practicing on a test piece will definitely be required to learn to replicate these.



Here's your chance to have your layout or project highlighted in the pages of **BRM** for all our readers to enjoy. Send your photographs and text to the address below. We look forward to receiving them!

21ST CENTURY TINPLATE TRAINS



Watch a video of the underground section of Roy's layout here: bit.ly/1JLfPEe



Welcome to my fantasy world of model tinplate trains. My railway is unusual in the UK for running tinplate trains on two-rail finescale track. This came about by accident as the railway was intended to run finescale locomotives when I planned it.

I soon learnt that these locomotives - although magnificent to look at - were prone to gradually falling to pieces with heavy handling and extensive running.

It was around the turn of the century that Corgi-Bassett-Lowke introduced a series of coarse scale tinplate locomotives which not only looked realistic, but were able to run on either two or three-rail track. In the

meantime, Ace was producing three-rail coarse scale locomotives and rolling stock.

They have also proved their running capabilities on my railway and easily handle full-length trains.

'Dream City Railway' is so called because it's a culmination of a boyhood dream when, as a youngster, my parents used to take me to the London stores in the 1940s such as Gamages and Selfridges to see the Christmas displays of model railways.

Over 30 trains run simultaneously through 17 stations, automatically controlled from a central control room with the aid of CCTV. The layout measures 30' x 50' in size.

Roy James, via e-mail

AYOUTS

AN ISLAND OF BEER



Offer here are a shot of my 'Isle of Dhoon' (009) layout. The 'Island' resides along the walls of a 9'6" x 7'6" spare room where the clock stopped in 1975. The overhead wires are live, in addition to the rails,

and occasionally produce an atmospheric spark. The freight workings, which largely revolve around the brewing industry, are controlled by a card system to make it more interesting.

Alan Browning, Cambridge

ROSEDALE ABBEY

I am submitting a number of photographs and a small write up of my layout 'Rosedale Abbey'. There are more on-line and the layout has its own Facebook page (search for Rosedale Abbey), but most of these additional views are in monochrome.

Unfortunately, this is a former layout, and its demise came due to it being stored in an outhouse, where the damp and rodents destroyed it! The location is a fictitious small terminus station sat high above the village of Rosedale Abbey in the North York Moors.

I tried to make the layout ooze with North Eastern Railway character, having browsed many books on the railways of the area. The buildings are all based on those that can or could be found in the area, from the scratch-built version of the stepped gabled station building to the little lever cabin, modelled on those on the Pickering – Seamer line.

Locomotives, coaching and goods stock are all kit-built from many



sources. Nothing on the layout is 'straight out of the box'. The track is a mix of flexible and handmade points worked by slow-action motors. On some photographs, mounds of ballast are spotted around the track - this has been replicated too!

Have I caught the atmosphere, the period and location? I like to think so.

WRITE TO Readers' Layouts, BRM, The Maltings, West Street, Bourne PE10 9PH

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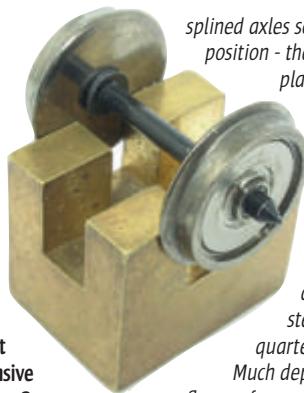


I have a largish layout with a great number of locomotives and rolling stock. I have a problem with the size of the flanges on my wheels. I changed most of my wagons and coach wheels but when it comes to my steam and diesel locomotives it's a different matter. Is there a way I can reduce the size of the flanges myself without a lathe or do I have to buy expensive new wheels for my locomotives too?

Ray Harris, via e-mail

Phil Parker says: The problem with reducing wheel flanges on a steam locomotive is that to do the job properly, even with a lathe, you need to remove the wheels and that's not always an easy job. RTR valve gear isn't normally designed to be dismantled and you can easily bend or break something.

If you do remove the wheels and reduce the flanges, they need to be returned to the model with the quartering set up properly. The wheels will be fitted on



splined axles so you can't just turn them to the correct position - they need to be pressed on in the right place, first time.

A much safer option is to replace the wheelsets with finer ones. Both Alan Gibson (www.alangibsonworkshop.com) and Ultrascale (www.ultrascale.com) produce sets for both diesel and steam locomotives. Diesels are easy - just take the old wheelsets out and drop in the replacements. For steam, you are back to worrying about quartering and re-fitting valve gear.

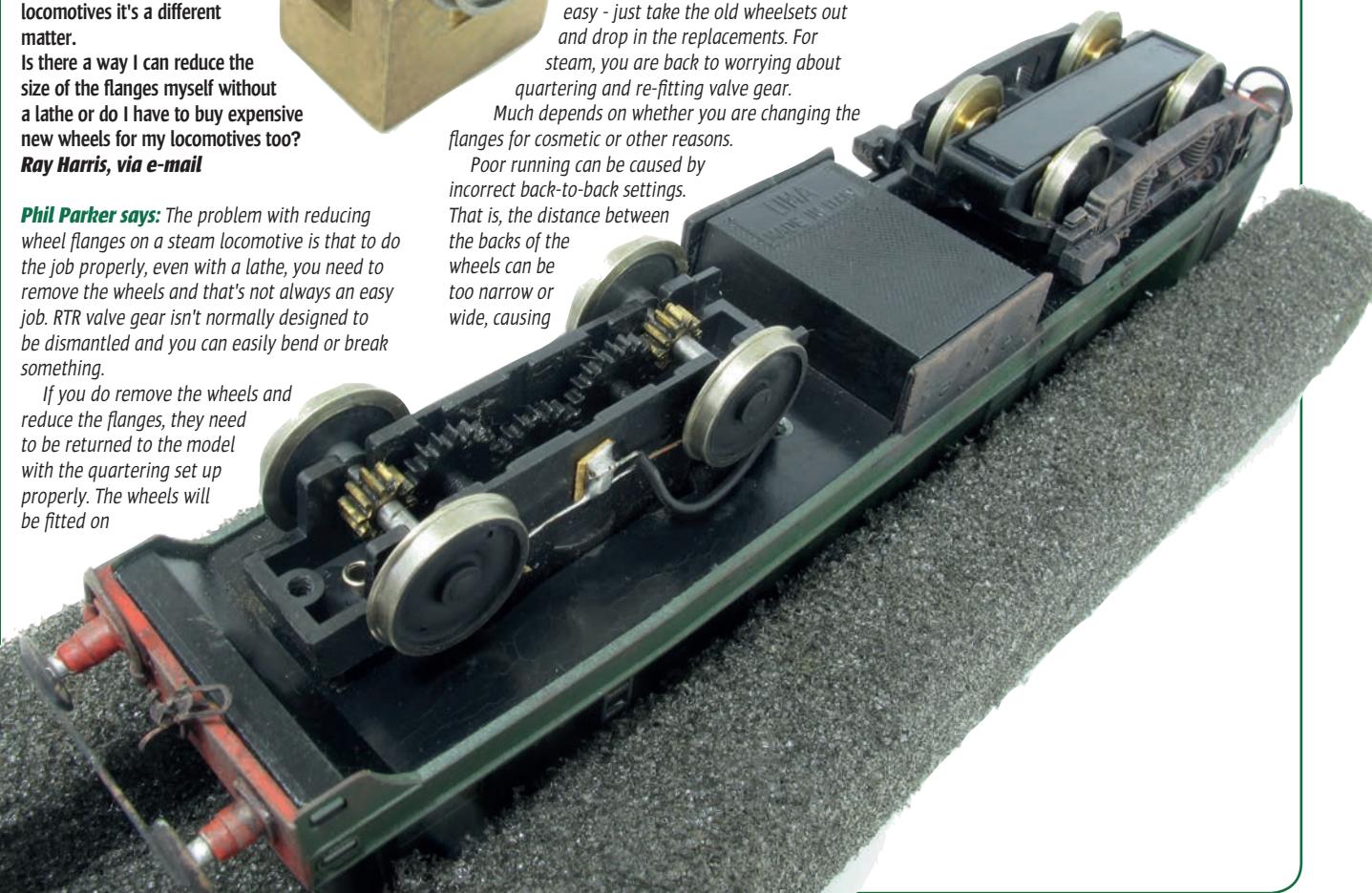
Much depends on whether you are changing the flanges for cosmetic or other reasons.

Poor running can be caused by incorrect back-to-back settings. That is, the distance between the backs of the wheels can be too narrow or wide, causing

the model to bump through pointwork. This can even be a problem with modern models and sometimes on individual wheelsets on the same model!

It's worth buying a back-to-back gauge and checking that it just fits between the backs of both locomotive and rolling stock wheels.

The Double O Gauge Association sell these (www.doubleogauge.com).





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QUALITY BACKSCENES

Q&A

I have enclosed a sketch of my garden layout, together with some photographs. I would like to ask how a pick-up goods deals with shunting?

- Is the yard serviced by a train from the north?
- Ditto from the south?
- Are the empties removed by another train or at the same time as the loaded wagons are delivered?

Mr. K. Tomlin, Swindon.

Andy York says: With goods traffic on a layout, it's important to consider where the rest of the world is and where the traffic would be coming from, or going to. This then makes it easier to justify trains and stock, so we'll look at the particular goods you've mentioned.

Domestic coal is almost certainly going to come

A SHUNTING DILEMMA

from the north to this 'through station' between Leamington and Banbury, from collieries in the Warwickshire coalfield or East Midlands. Whether these wagon loads of coal are on a pick-up goods or a longer run, the train would have to be taken into the 'Up loop'. If there is sufficient length to the headshunt the portion of the train with the wagons for drop-off would draw forward into this and reverse into the coal road. If it's a pick-up goods, any empty mineral wagons may be collected and placed back into the train before proceeding. Although it may seem that the empties would work north again, it's quite likely they could be taken to Banbury and then marshalled into a northbound working, back to the collieries.

Such a rural station with a cattle dock would generally be seeing a decline in outbound livestock after the Second World War, but we'd need to consider where the cattle wagons would be moving to - markets in London, Oxford or Birmingham?

The inbound feedstuffs could come from several different locations as most feedmills post-war were still at the major ports around Britain. Therefore, a train including vans from Liverpool would be easier to shunt than vans from Avonmouth or Silvertown.

There's probably little in the way of fresh produce that would still be carried by rail into the 1950s from this area, as it was generally only specific produce such as broccoli from Cornwall, tomatoes from the Channel Island ports and potatoes from Lincolnshire that could justify being made up into trains for markets in the cities. As the common carrier obligations on British Railways were only relaxed in 1957, you could create less frequently seen items such as a new tractor chained to a 'Lowmac', or a container on a 'Conflat' for someone's house move.

It can be as easy or difficult as you want it to be, but it helps to have some logic behind what's being done.

LOOKING FOR CHEAPER BUILDINGS?

Q&A

I have a modern image OO layout set in an urban environment.

I know of the ready-to-plant buildings from Hornby and Bachmann, and I have a few, but I'd like some cheaper alternatives. I quite like the challenge of building things and it's cheaper too. The problem is that most of the kits from Metcalfe or Superquick are for older buildings. Also, I need a bus stop at the moment, but don't quite think I'm capable of scratchbuilding one. Can you help?

Brian Davis, Oswestry

Howard Smith says: Most of the buildings from the Superquick and Metcalfe ranges are indeed representative of older buildings. The Superquick range has been going for around 40 years, but most of the architecture is of a pre-1950s style. This caters well for many eras as most of these buildings are still around today, but if you want a building that shouts 'modern', you might want to look at the selection of kits offered by ModelRailwayScenery.com.

This brand hasn't been around for long but has already built up an impressive selection of kits

from which to choose. By what you've said it sounds like you'd like to have a go at building something for yourself and I'm sure that these will cater for your needs perfectly.

We've had a few items sent in for review and of those received most of them look good when assembled. You just need to be wary of the fact that these kits are a mixture of paper and card, and you'll need to stick the paper to the card first and make sure that your lines are folded correctly or the decorative papers won't fit properly. Of course Metcalfe and Superquick kits don't have this problem as the ink is printed directly onto the card, so you'll find a build more challenging, but worth it I'm sure.

You can also choose between downloading the kits as PDF files or having them sent through

the post to your address on pre-printed paper with card. In both cases the colour instructions are clear and easy to follow.

It just so happens that amongst some of the latest OO kit releases from ModelRailwayScenery.com is a bus-stop, laser cut in card (see left).

Prompted by your letter, I had one sent to the office to test and I have to admit that whilst some of the edges aren't quite as crisp as they might have been if moulded in plastic, the kit builds into a convincing model of a generic bus stop that can be found in and around most towns. Even some warehouses and retail parks now have these placed outside as smoking shelters.

I cut out all card parts with a sharp scalpel and glued them with superglue. It's quite simple, and the glazing provided is sandwiched between the frames. You can put it together in under an hour, but I would suggest painting the parts first before gluing the glazing as it makes it so much easier.

Good luck and let us know how you get on.

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WHAT'S NEW?

News and Events from the model railway trade

RAPIDO TO PRODUCE NRM 'SINGLE'



In a joint effort with Locomotion Models, Rapido Trains of Canada is to produce two exclusive OO gauge versions of the National Collection's legendary Great Northern Railway Stirling 'Single'. The first will feature No. 1 with a Sturrock tender, which the locomotive was paired with before it was reunited with its current and original tender last year. The second variant will represent the locomotive in its current preserved form at Shildon.

The models are expected to be available during autumn 2016, either DCC-ready and priced at £199.00 or factory-fitted with ESU sound decoders using recordings from archive footage of the locomotives for an additional £90.00.

Currently four options are available to pre-order via locomotionmodels.com website. These are No.1 with Sturrock tender - DCC Ready (ref: NC001) or sound (ref: NC001S) and No.1 with original/current tender - DCC Ready (ref: NC002) or sound (ref: NC002S).

Despite the exceptionally large 8' 1" drivers of the prototype, the model is expected to be able to negotiate curves down to a 2nd radius. As with many of the models produced by Rapido Trains both for the UK market and overseas in recent years, the prototype will be laser scanned for accuracy before CAD work commences.

Some 53 Stirling 4-2-2s were built at Doncaster Works from 1870-95 to haul express passenger trains, primarily between York and London, with the last examples remaining in service until 1916.

In other developments at Shildon this month, Simon Kohler joined the Locomotion Models team. For the past year the former Marketing Manager of Hornby has acted as a consultant to the company.

"When I was asked to join the team I was a little reluctant because of my commitment to my business (KOHLERcoms) but having come to a mutually beneficial agreement with Brian Greenwood (Chairman of Locomotionmodels) and

the NRM team at Shildon, I was pleased to accept the position of Models Manager, a position I started on April 1st," said Simon.

Simon's new role will aim to pull several business aspects of locomotionmodels.com together, namely the creation of a brand identity, a three to four year new products plan, enhancing the advertising and promotional aspect of the business as well as developing further relationships with the model railway suppliers.

"I am terrifically proud to have been asked and it's my privilege to be part of the team," said Simon at the Stirling 'Single' launch in April.

Full details of how to place a pre-order for the forthcoming Stirling No. 1, and the Bachmann GNR 'Large Atlantic', which is arriving now are available on the Locomotion Models website. See page 98 for Tony Wright's detailed review of the new 'Atlantic'.

W www.locomotionmodels.com

T 01388 777 999

DIARY DATES

6

19-21

20

Things to SEE & DO in JUNE

FELIXSTOWE EXHIBITION

The Felixstowe N gauge model railway show will host layouts by various N Gauge society area groups as well as other local model railway clubs. The N Gauge Society secondhand stand will be attending. Street parking is available as well as a nearby long stay car park.

A Trinity Methodist Church, Orwell Road, Felixstowe, Suffolk IP11 7AN
T 01394 277 211

GREAT CENTRAL RAILWAY - THE MODEL EVENT

The second edition of this show will spread across Loughborough, Quorn and Rothley stations. Visitors can travel on the railway, then stop off at the exhibition sites at each station.

A Quorn & Woodhouse Station, Woodhouse Road, Quorn, Leicestershire LE12 8AG
T 01509 632 315
W www.gcraillway.co.uk

SWANAGE RAILWAY

Enjoy a mid-summer evening steam-hauled trip through the Isle of Purbeck and travel back in time to the swinging 1960s with live music. Hits of yesteryear will be performed at Swanage, Harmans Cross and Corfe Castle stations. The train departs Swanage station at 1930 and returns at 2230.

W www.swanagerailway.co.uk
T 01929 425 800

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



STOP PRESS

WILD BOAR TO ANNOUNCE RTR LOCOMOTIVE

Wild Boar Models is in the process of initiating its own RTR locomotive project, said to be produced by one of the growing range of RTR manufacturers.

A statement on its website claims "Recent announcements have shown that we have our finger on the pulse of what modellers want, so our announcement will be well worth waiting for."

The announcement of the chosen prototype is anticipated to take place at the beginning of Autumn this year.

Full details will appear in **BRM** and via **RMweb** in due course.

W www.wildboarmodels.co.uk



Simon Kohler (seen right) with Brian Greenwood, Chairman of Locomotionmodels.

27-28

PERTH & DISTRICT MODEL RAILWAY CLUB

Scotland's biggest independently run exhibition brings quality layouts and trade from all over the UK. Most gauges and scales to be represented. Numerous societies, demonstrations and DCC seminars will also take place. Open Sat 1000-1730, Sun 1000-1700

A The Dewars Centre, Glover Street, Perth, Perth & Kinross PH2 0TH
T 07588 754 959

IT'S TIME FOR TEA



Revolution Trains has announced that, subject to sufficient demand, it will produce a modern TEA tanker as its next N gauge model. Based on a batch built by Greenbrier from 2006, the wagons will differ significantly from existing bogie tank wagons.

If the new models receive the 'go-ahead' they will be produced by Rapido Trains. Revolution Trains' website claims that the models will feature an injection moulded body

with photo-etched catwalks, separately fitted brake gear and discharge chutes, allowing for variations between different wagons to be produced.

Assistance from the wagon owners VTG, along with operators Greenergy and DB Schenker has been sought and Revolution Trains hopes to produce them in these liveries as well as Freightliner Heavy Haul green.

The TEA wagon project will steer away from the crowd-funding website

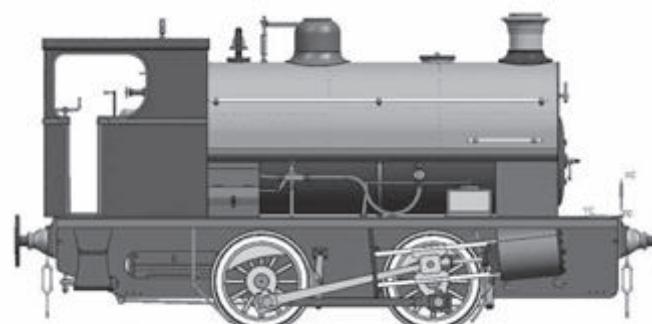
Kickstarter, used previously with its N gauge Pendolino project, opting to use its own website instead to allow more time for pledging to take place.

A statement on its website says "The strict time limit (maximum 60 days) and all-or-nothing nature of the funding [of Kickstarter] is not ideal.

Details on how to express interest and help fund the project can be found on its website.

W www.revolutiontrains.com

MINERVA REVEALS FIRST RTR O MODEL



A new O gauge RTR manufacturer has arrived on scene. Minerva Model Railways has been set up as a partnership between Chris Klein of Ixion Model Railways and Chris Basten of Dragon Models.

The first locomotive to be produced - a Peckett 'E' Class 0-4-0ST is promised in three liveries, light or dark green and plain black, all of which can be chosen upon ordering which is currently taking place at £235.00 (pre-order price).

The die-cast chassis of the models will be powered by a 40:1 motor gearbox and the detailed injection-moulded bodies with over 200

components are supplied with an etch containing prototypically correct cabsides and numberplates. The models are promised to be DCC and sound ready.

Good progress has been made with the tooling and it has been rumoured that the first unpainted production samples might be on display at the Gauge O Guild Summer Show at Cleckheaton on May 30, with production samples arriving before the end of the year.

A Minerva Model Railways, PO Box 244, Penarth CF64 9FJ
T 02920 531 246
W www.minervamodelrailways.co.uk

PRO GRASS

Swansea-based model scenery company War World Scenics is releasing a 'Pro Grass Box'. The new static grass applicator reverses the concept of a hand-held device and features a flat charged surface and insulated lead with crocodile clip to attach to your piece of work.

War World Scenics has designed it with the aim of creating tufts of grass or adding foliage to bushes or trees. The crocodile clip will hold such items when in use.

Included with the Pro Grass Box is a battery, a sample of WWS Summer mix 2mm static grass and Spring 4mm grass, plus a 25ml pot of glue to help get started. The combined package costs £34.99.

Full details of the box and accessories can be seen on War World Scenics' website.

W www.war-world.co.uk



Look out for our test of this system in the August issue of BRM.



Photo: Gareth Price

PRE-
ORDERS
BEING
TAKEN

HATTON'S UNVEILS ICI HOPPER WAGON

Hatton's has announced that it is working with Oxford Rail to produce the famous ICI bogie hopper wagons in OO gauge. The partnership between retailer and recently established model railway manufacturer will see the production of numerous bogie limestone hoppers which ran from Peak District quarries for more than 60 years.

The models have a promising specification with three-hole disc wheels, NEM pockets with tension lock couplings, diamond frame bogies - suitable until the 1940s - or plate frame bogies for the 1950s onwards, ladders (where applicable), vacuum reservoirs, brake hoses and piping, handbrake wheels, raised ICI

lettering (larger size) and full rivet and interior detail. Optional loads will be made available separately.

An impressive 20 different variants have been announced, giving modellers a choice of liveries, eras and running numbers. The wagons are priced at either £24, or £25 for weathered versions.

The ICI hopper wagons ran from the mid-1930s until December 1997 hauled by various locomotives from LMS 4Fs and 8Fs to Class 25s and Railfreight Class 37/5s.

Pre-orders are being taken now by Hatton's. For full details of all wagons to be produced, visit the website.

W www.hattons.co.uk

SPRUNG BOGIES FROM PENBITS

PenBits Model Railways has introduced a number of etched-brass suspension kits. Designed as an aid during the conversion of RTR OO gauge diesel locomotives to P4 or EM gauges, the kits fold-up, and make use of steel wire for compensation.

The kits are designed to be constructed using the most basic of hand tools and a soldering iron to assemble. Modification of the RTR locomotives is kept to a minimum and the manufacturer's drive units and cosmetic bogie sideframes are retained. Extra detailing items are also included to improve the appearance of the RTR bogies

cosmetically where appropriate, but wheels must be sourced separately from a supplier.

The models currently covered include the *Deltic* Prototype and Classes 24, 25, 37, 47, 55 and 57 from Bachmann, plus *Lion*, *Falcon*, *Kestrel* and Classes 26, 27, 33, 35 and 47 from Heljan. Prices range from £28.00 to £37.50 per locomotive. Mail order details and price lists can be found on PenBits' website.

E ian@penbits.co.uk

A PenBits Model Railways, c/o 12 Fieldside, Long Wittenham, Abingdon Oxon OX14 4QB

KIT RANGE TAKEOVER

Peddie Models is taking over the manufacture and distribution of County Rolling Stock etched kits and 3-D printed products. As such, a number of photo-etched items such as station fencing, safety ladders, inspection platforms and farm equipment will be produced and released over the next few months.

Peddie Models has informed us that the range is being developed with new 3-D products being printed in-house on its liquid resin 3-D printer.

E www.peediemodels.com

T 01856 252 510

W Milldam Cottage, Tankerness, Orkney KW17 2QU

JUNIOR START SET

Now in stock at Gaugemaster is this Märklin train set starter pack for children aged three and above. The pack contains an animated battery-powered five-car impression of a Class 373 Eurostar along with track and is a robust starting point for younger modellers with little fingers, priced at just £49.95.

The track supplied assembles into a figure of eight measuring 150cm x 76cm and the magnets are used to couple the cars together. An infra-red battery-powered controller is also included in the pack along with batteries for both the controller and train.

A Gaugemaster House, Ford Road, Arundel, West Sussex BN18 0BN **T** 01903 884 488

W www.gaugemaster.com

NUMBER NEWS

90

different sound effect CDs are now sold by Golden Valley hobbies. The Taliesin Sound effect CDs carry different

sounds to portray an atmosphere of different railway environments such as a busy steam and diesel-era railway station. Whilst some aren't era specific, mixing the sounds of Sprinter DMUs with steam, they have been recorded from live sounds.

E info@goldenvalleyhobbies.com

T 01981 241 237

W www.goldenvalleyhobbies.com

10.99

pounds will buy you a full copy of Model Train Catalogue software designed for Microsoft Windows XP/Vista/Windows 7/8 and 8.1, which allows you to catalogue your model collection. A free demonstrator version is available to download too. The software is fully supported by downloadable, pictorial manuals. Payments can be made via the website using PayPal.

E sales@modeltraincatalogue.com

W www.modeltraincatalogue.com

45

pounds is the price for the Great Southern & Western Clerestory coach kit in OO from Alphagrafix.

This unique six-

wheeled coach saw service in Ireland between 1878 and 1954. A compensated chassis is included. Mail orders only.

A Alphagrafix, 23 Darris Road, Selly Park, Birmingham B29 7QY





PO Box 245, Manchester M24 0AX

Tel: 0161 653 3233Fax: 0161 880 2406 www.railwayvideos.com

Marsden Rail V.34

'Steam in the North East'

70 mins £19.95



This programme features steam traction at a wide variety of locations in the North East of England in the 1960s, including Darlington MPD and station, followed by scenes at Sunderland MPD - with the roundhouse still home to J27 and Q6 freight locomotives. West Hartlepool, Billingham, Eaglescliffe, Thornaby and many more long-gone railway locations are also featured. Views of Newcastle



Central Station and Heaton Jct. show ex-LNER 'Pacifics' and ex-NER designs at work and on the city's streets, trolleybuses can still be found.

Moving North, a journey on the line from Morpeth to Scotsgap and Redesmouth Junction brings the programme to a close.

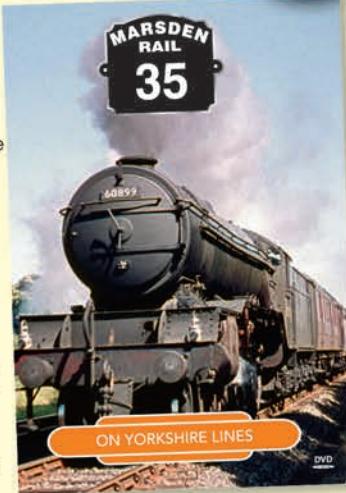
Marsden Rail V.35

'On Yorkshire Lines'

70 minutes - £19.95



Including: early 1960s scenes on the ECML near York, plus York's MPD and Station. Scenes at Church Fenton are followed by detailed film of Leeds City and Central Stations, together with Holbeck and Farnley Jct. MPDs. Moving South, film taken at Penistone, Barnsley and Rotherham shows a wide



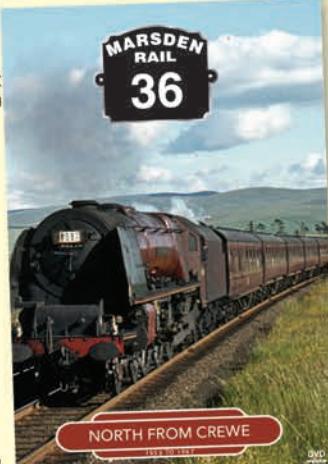
variety of motive power, before moving north to the Grassington Branch, Hellifield, Settle & Carlisle route - and much more footage of Yorkshire in the 1960s, including trolleybuses in Huddersfield!



Marsden Rail Vol. 36

'North from Crewe'

70 mins £19.95



The West Coast Main Line North of Crewe in the 1950s and '60s - with the emphasis on steam traction! Views of Crewe's locomotive works, depots and station are followed by scenes at numerous locations including Preston, Carnforth, Oxenholme and the Windermere branch, Low Gill, Tebay, Shap Incline and Shap Station - plus Penrith and a journey to Workington via Keswick. Scenes at Carlisle, Silloth and the Alston Branch are a prelude to fascinating film taken at Beattock

Station in 1954 showing a wide variety of motive power, including a new 'Duke of Gloucester' arriving on a test train!

'NTSC' available ★ Free Worldwide Delivery ★ Free Colour Brochure

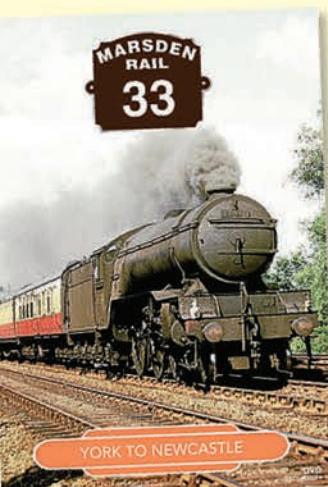
Marsden Rail V.33

'York to Newcastle'

75 mins - £19.95



Views at York Station and depot are followed by views on the Wensleydale, Richmond and Catterick branches; Darlington to Bishop Auckland, plus a journey to Kirkby Stephen East over the Stainmore Route. After numerous detailed scenes at Darlington Station, Depot and Works, views at Durham in 1961 show 'Pacifics' and early diesels



classes at work. Finally, scenes at Low Fell, Gateshead Depot, Newcastle Central and Heaton feature

a wide variety of steam classes at a time when steam traction was still in charge!

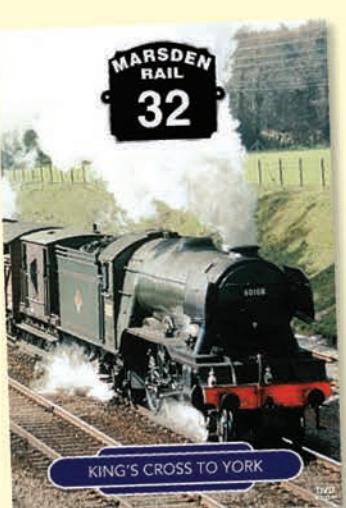
Marsden Rail V.32

'King's Cross to York'

72 mins £19.95



Starting at King's Cross station in the 1960s, the ECML is shown at a wide variety of locations including Peterborough, Essendine, Grantham and Doncaster - including The Plant, plus the East Lincs. mainline from Grimsby to Boston and Peterborough with 'Britannias' hard at work. North of



Doncaster, Selby and the line between York and Church Fenton are shown, before a major feature on York Station and Depot - host to a fascinating variety of steam locomotives.

Marsden Rail V. 31

'Yorkshire Byways'

65 mins £19.95



Film taken between 1957 and 1967, with a wide variety of steam and diesel traction featured, starting at Goole Docks with ex-LYR 'Pugs' still working the dock's sidings, followed by film at Hull, Hornsea and Withernsea. The Scarborough to Whitby line features, including Robin Hood's Bay; plus the 35-mile route from Whitby to Pickering, including a journey by diesel shunter from Malton to Pickering! York and the Derwent Valley Rly. is followed by the

Queensbury Route, the Woodhead route, Halifax to Pellon and the Holmfirth, Meltham and Worth Valley branches. Next is a detailed journey from Wilpshire to Hellifield in 1963 onboard a steam-worked local passenger service, followed by busy scenes at Hellifield Station and on the Settle & Carlisle route.



VISA

railwayvideos.com

DELTA

BACHMANN GNR C1 'ATLANTIC'

Very few 4-4-2s have ever been produced in RTR form, but now Bachmann and Locomotion Models have joined forces to produce the elegant Ivatt 'Large Atlantic'. **Tony Wright** casts a knowledgeable eye over the new model.

On every recent occasion when I've been asked to photograph and assess a new item of RTR motive power in 4mm scale, I have been continually astonished at how good the current standards are.

This Bachmann/Locomotion Models Ivatt 'Atlantic' is certainly no exception. In fact, particularly in terms of the livery, it is outstanding. On checking against the drawings at my disposal it is spot-on and fully captures the impressive appearance of these large-boilered Edwardian express locomotives.

This version accurately represents the as-preserved pioneer No. 251 and thus correctly has the chimney set further back, original-style safety valves, tapered buffer shanks and the tender with symmetrical wheelbase. Throughout these locomotives' lives there were many changes and models with superheaters, Ross pop safety valves, Group Standard buffers and asymmetric-wheelbase tenders are also available, representing LNER and BR machines.

Four versions have been produced, all based on the National Collection's unique survivor at different stages of its working life; GNR lined green No. 251 (as shown), LNER apple

FACT FILE

- **MANUFACTURER** Bachmann Branchline for Locomotion Models
- **MODEL** 31-760NRM GNR lined green Ivatt 'Large Atlantic' 4-4-2 No. 251
- **PRICE** RRP: £179.00 (£189.00 weathered BR edition)
- **AVAILABILITY** Exclusive to Locomotion Models www.locomotionmodels.com
- **REVIEW & PHOTOGRAPHY** Tony Wright

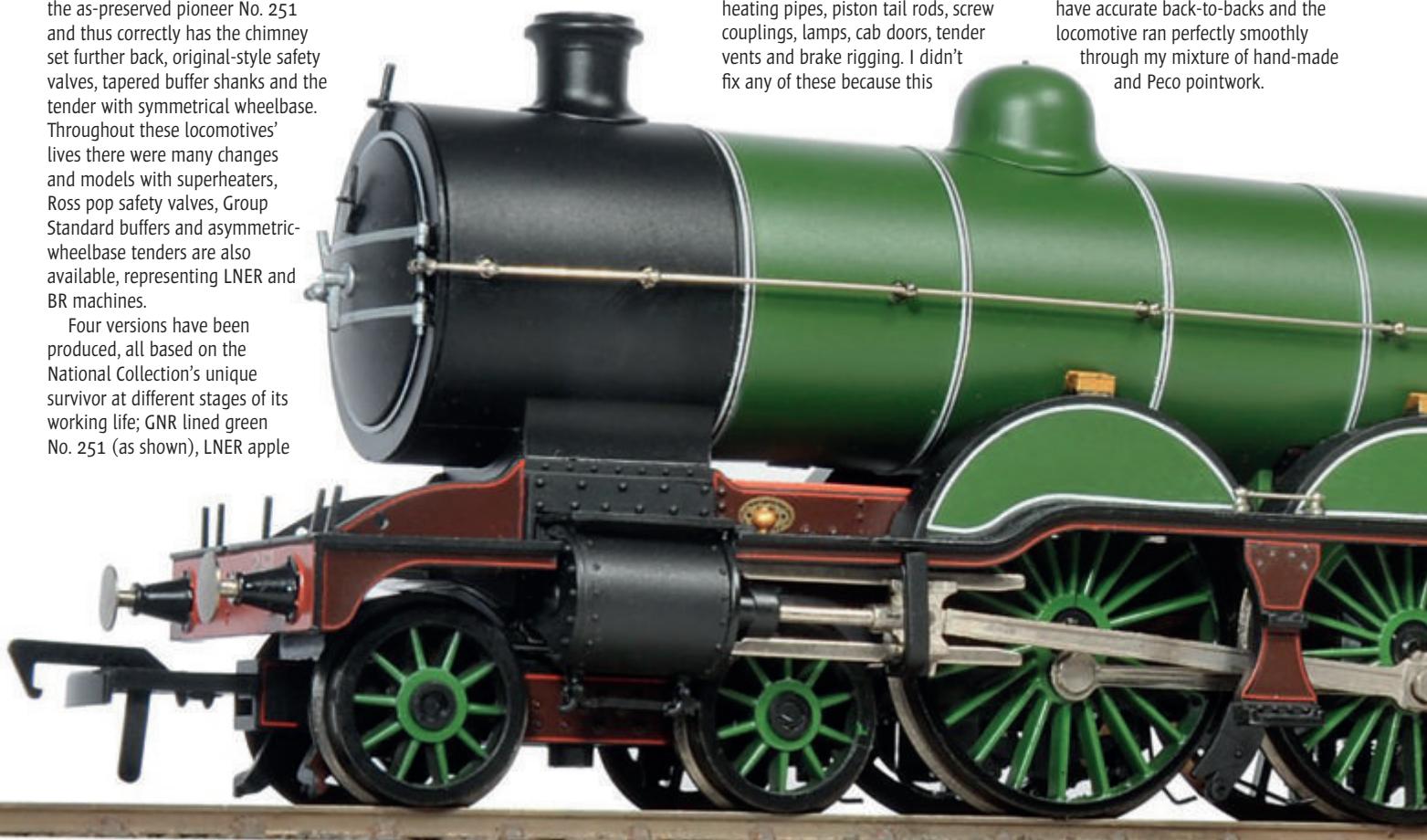
green No. 3251 and unlined black No. 62822 with BRITISH RAILWAYS on the tender in pristine or weathered condition.

Attention to detail is quite incredible, with so much to note including the correct number of lamp brackets on the front platform, opening smokebox door (with smokebox interior detail), separate smokebox door dart, lower firebox 'tap' on the right-hand side, brass whistle and all handrails and pillars modelled as separate fittings. There is an even greater number of separate parts supplied for the owner to fit; these include bufferbeam safety chains, guard irons, vacuum and steam-heating pipes, piston tail rods, screw couplings, lamps, cab doors, tender vents and brake rigging. I didn't fit any of these because this

individual model was only on loan from Locomotion on this occasion. There are even little fillets to fix into the removed quadrants in the cylinder fronts - for those with generous curves. The cab interior is really a model work of art, and the rendition of the inside motion, picked out in bright red, is a delight. The buffers are not sprung, however.

PERFORMANCE

Mechanically, this model is beautifully configured. The bogie is sprung, thus aiding smooth passage through curves, and the rear truck is pivoted on a swing-link (not a slot). All the wheels are true-round, are to near RP25 profile, have accurate back-to-backs and the locomotive ran perfectly smoothly through my mixture of hand-made and Peco pointwork.



FACT FILE: GNR Ivatt C1 4-4-2



Footplate and boiler backhead detail really is a work of art - and it needs to be done well on pre-Grouping locomotives with relatively open cabs such as the Ivatt 'Atlantics'.

In fact, it runs extremely quietly and is arrow-straight, quite unlike its prototype, which had a reputation of waddling (sometimes bucking alarmingly!) from side-to-side at speed. Stutter-free running is aided by tender pick-ups and the facility for DCC is inside the tender body with a 21-pin socket. Thus, the locomotive and tender are

'permanently' coupled via a plug and socket, the easy separation of both requiring the temporary removal of the leading tender axle. Considering the lowly prototype 2P status given by BR (how absurd!), this 'Atlantic' took ten Bachmann Mk 1 carriages with ease, aided by the body being well-ballasted. It's fast and powerful with just a slight



The UK's first 4-4-2 tender locomotive was introduced by H. A. Ivatt of the Great Northern Railway in 1898. In December 1902 he introduced his second 'Atlantic' which, though it shared some features with its predecessor, was vast in comparison with a huge boiler (for the time) and wide firebox. Further batches were built between 1904 and 1910, giving a eventual total of 94.

The class was not an immediate success, but the locomotives still took the heaviest GNR trains until the advent of the Gresley 'Pacifics'. Three were fundamentally different in having four cylinders and compounding (later rebuilt to two cylinder simples) and one was fitted with a booster from 1923-35. Though the last ten were built with 18 element superheaters, it was only after Nigel Gresley took over as Chief Mechanical Engineer of the GNR and the LNER that these locomotives were really

'made hot', all eventually getting 32 element Robinson superheaters. It was then that the full potential was realised. With the advent of the 'Pacifics', the top trains went over to larger locomotives but well into the 1930s the Ivatt 'Atlantics' ran several of the Pullman services, and even substituted on occasions for failed A4s on the streamliners. They looked beautiful in both GNR and LNER green, but during the Second World War plain black was applied. Apart from the earlier withdrawal of two of the previous compounds, the first to go was in 1943. Withdrawals continued until only 17 passed into British Railway's hands in 1948, though only Nos. 62822 and 62885 lasted long enough to receive BR numbers. The last to go was No. 62822 in November 1950, its last run being a special to Doncaster, thence withdrawal. The first, No. 251, the subject of this model, has happily been preserved.

Grace and Pace: The elegant C1 is superbly detailed and beautifully decorated as the National Collection's No. 251.





The elegant GNR livery is captured (almost) to perfection and has a most pleasing finish only approached by top professional painters.

propensity to slip - wonderfully accurate!

On the real thing there is 'fag-paper' clearance between the driving wheels, and the model's drivers are as close as is practical. The only disappointing aspect is the pronounced crank in the connecting rod; a compromise to clear the steps and front crankpin and allow use on 'train

set' curves down to second radius (438mm). On close investigation, there seems to be enough space for this to be unnecessary for more generous curves and (when I get one) I'll straighten it out and report.

But, as mentioned, it is the livery which is superlative.

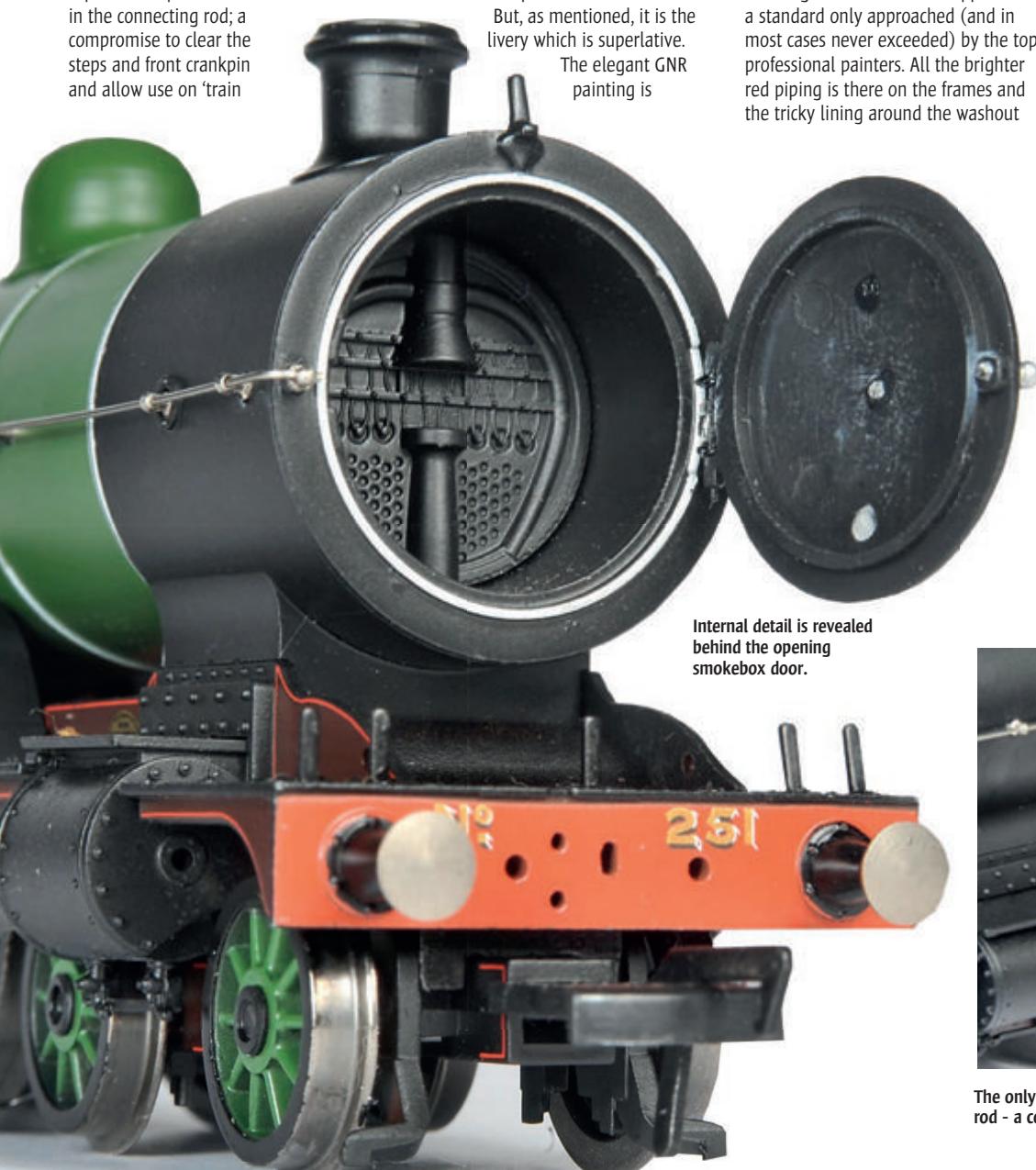
The elegant GNR painting is

captured to perfection, with both shades of green and the red frames exactly the right colour. The whole thing has a most pleasing satin sheen and nothing is overstated or incongruous. The lining, lettering and numerals are applied to a standard only approached (and in most cases never exceeded) by the top professional painters. All the brighter red piping is there on the frames and the tricky lining around the washout

plugs is applied superbly with no ragged edges at all. The worksplates, though only printed-on are precise and clearly legible. The splasher tops are painted black, though they should be green. Any future runs of GNR 'Atlantics' will have this mistake corrected according to Locomotion Models.

As I've said many times before, I tend to run out of superlatives these days when assessing the latest RTR locomotives. This is truly an outstanding model and at the price impossible to beat. DJH does an Ivatt large-boiler 'Atlantic' (and it's very good). I've built one and with a top professional paint job it came out well, but the price comparison is 'frightening' (the kit costs £135.50, plus motor/gearbox at £52.50 and wheels at £51, and then it has to be built and painted). I've also built those from K's and WSM; how things move on! What more can one say? In the main perfectly accurate, an excellent runner, beautifully-finished and great value for money; that will have to do. **BRM**

► To order your GNR 'Atlantic' or for more information, visit Locomotion, the NRM's museum in Shildon, Co. Durham, see www.locomotionmodels.com or



The only visual disappointment is the cranked connecting rod - a compromise to allow operation on tighter curves.



Jumper cables on the cab front mark this out as a push-pull Class 47/7.

GRAHAM FARISH CLASS 47/7

Scottish push-pull variant added to Bachmann's N gauge fleet.

Considering they were never more than 16 locomotives from a fleet of 512, the push-pull Class 47/7s have always been sought after by modellers. For many years, any models of the sub-class were simply repainted standard Class 47s without any of the necessary modifications. However, in recent years Bachmann has catered for continuing demand by adapting its OO and N gauge '47s' to create more authentic replicas of the breed.

Now arriving is the N gauge version from Graham Farish, in this case 47711

Greyfriars Bobby. The first batch of 12 locomotives converted to work 100mph Edinburgh-Glasgow push-pull trains from 1979 - 47701-712 - emerged in BR plain blue, but 47711/712 were among the first locomotives to receive the revised BR blue livery with large logos, numbers and yellow cabs. Apparently intended to carry the name *William Wallace*, 47711 was instead christened after the famously loyal Skye Terrier at Edinburgh Waverley in April 1981.

It is one of four versions being released by Graham Farish, the others being 47701 *Saint Andrew* in original

BR blue with silver-grey roof, 47710 *Sir Walter Scott* in post-1985 ScotRail colours and Network SouthEast 47715 *Haymarket* - recalling the class's move south after they were usurped from Scotland by Class 158s in 1989/90.

Fundamentally, the models are similar to other recent batches of Graham Farish Class 47s, but a few subtle modifications are evident. Most obvious are the RCH jumper cables on the cab fronts, used to send control signals between the locomotive and Mk 2f Driving Brake Second Open (DBSO) when working in push-pull mode. Due to their fine nature, they've been moulded on to the ends, rather than modelled as separate components, but careful printing means that the visual effect is convincing. The correct arrangement of underslung fuel tank and battery boxes has been fitted. However, the extra pipework between the body and fuel tanks on the right hand side (No. 1 end leading) has been omitted. Although tricky to model, this is one of the distinguishing features of a '47/7' and including it would have made the model even better.



The striking 1980s large logo blue sits well on the Farish Class 47.

Both 47701 and 47711 feature an unusual treatment for the original car style headlight; it appears that the standard square surround has simply been omitted, leaving the clear plastic light conduit protruding from the cab front. Close up it looks strange, but from a distance it's a reasonable compromise to include the headlight.

Decoration is crisp and accurate with good printing and convincing colours. Compared to photographs of the real 47711 from the early-1980s, the big BR double arrows look a little 'overweight' but the gap between the '47' and '711' numerals has been replicated.

Other features include a six-pin DCC decoder socket, all-wheel drive and pick-up, NEM couplers and large Oleo buffers with blackened, turned metal heads. An extensive selection of bufferbeam detailing parts is provided, although you'll need good eyesight and some patience to fit them all!

As a standalone model, this new Type 4 should certainly appeal to 1980s era BR modellers, but it will really come into its own when the Farish Mk 2f DBSOs finally arrive - hopefully next year. Along with a short rake of Dapol Mk 3s, it will be possible to re-create those heady days when Haymarket '47/7s' raced backwards and forwards between Scotland's two biggest cities. **BRM**

FACT FILE

- **MODEL** Graham Farish 372-244 BR large logo blue Class 47/7 diesel 47711 *Greyfriars Bobby*
- **PRICE** RRP £119.95
- **AVAILABILITY** Graham Farish stockists
- **WORDS** Ben Jones
- **PHOTOGRAPHY** Andy York

GRAHAM FARISH 'MERCHANT NAVY'

For the first time since Tri-ang's TT model of 1959, we now have a ready-to-run Bulleid 'Merchant Navy' in original condition. **Graham Muspratt** and **Ben Jones** find out how it measures up.

For such a high-profile class with a wealth of evocative names and colourful liveries, the original air-smoothed 'Merchant Navies' have received surprisingly little attention from model manufacturers over the years. Hand-built brass masterpieces aside, the only previous attempt was a Tri-ang TT gauge model more than 50 years ago.

Step forward Graham Farish, which has addressed the shortage of good-quality N scale Southern Railway/Region locomotives with a new 1:148 scale model of Bulleid's flagship 'Pacific' design. After much speculation, OO gauge modellers will join the party in 2016 when Hornby releases an 'MN' in similar guise.

The models produced by Graham Farish represent members of the third batch of ten locomotives; Nos. 35021-030 built under the auspices

of the newly-formed British Railways and introduced to traffic between September 1948 and April 1950. This was more than three years after the last of the second batch was built in June 1945.

The third batch differed from the first 20 locomotives. Whilst maintaining the more angular body shape from the second batch they had the wedge shaped cab from new with three side windows and, as a weight saving measure, had a fabricated (rather than cast) trailing truck. They were also eventually paired with larger 6,000 gallon tenders on an asymmetrical wheelbase of 7' 4" + 7' 0" (as opposed to the 5,000gal and 5,100gal tenders of the first two batches with a 6' 6" + 6' 6" wheelbase).

It should also be noted that when

delivered Nos. 35021/022/024 were paired with 5,500gal 'Battle of Britain' tenders whilst Nos. 35026/027 were paired with 4,500gal 'West Country' class tenders due to a temporary shortage of 6,000gal tenders, then being built at Brighton.

Four versions have been produced by Graham Farish; No. 35024 *East Asiatic Company* in British Railways express passenger lined blue as carried between October 1950 and June 1951, No. 35023 *Holland-Afrika Line* in BR lined green with the early emblem (pictured) as carried between February 1952 and rebuilding in February 1957. Shown below, No. 35023 was one of only three 'MNs' not to carry BR lined blue (along with Nos. 35011/014). It is paired with

a 6,000gal tender in original condition with the high-sided raves running the length of the tank body.

No. 35028 *Clan Line* is being offered BR lined green with post-1956 late crest, the only 'Merchant Navy' to gain the late crest in original form, between August 1958 and being the last of the class to be rebuilt in October 1959. And finally, No. 35021 *New Zealand Line* in lined Malachite Green with BRITISH RAILWAYS lettering in yellow Gill Sans, as carried between receiving the correct 6,000gal tender in November 1948 and being repainted in BR Blue in November 1950.



Impressive outline of Bulleid's design has been well captured.



BR lined green livery is beautifully applied, from the lush satin finish to the pin-sharp printing of features such as the attractive maritime-style nameplates and BR emblems.

During the periods modelled No. 35028 was allocated to Nine Elms in London whilst the other three were all Exmouth Junction locomotives.

The standard of decoration on our sample was excellent, as it is on all the pre-production 'MN' models we've seen over recent months. The BR green has a lush satin finish and all printing is crisp and fine, right down to the legible 72A shedplate on the smokebox door and BR emblem.

Other aspects worthy of note include the brass cab window frames picked out in gold and the black-painted wheels, which are so much more convincing than the blackened metal or grey driving wheels on certain other large N gauge steam locomotives. Inside the cab, boiler backhead pipework, gauges and controls are picked out in the correct colours.

LOOKS

Even in this small scale, the additional bulk of the 'Merchant Navy' over its lighter sisters has been well re-created and the front end appearance is very convincing. Equally, the subtle curves of the air-smoothed casing are evident as they catch the light. The die-cast Bulleid-Firth Brown 'Boxpok' wheels are superbly modelled on both the locomotive and tender.

All four models capture the characteristic look of these locomotives extremely well, including finely moulded brake gear and external rodding and the rear tender ladders as separately fitted components. It is only the limitation of the scale (and need to negotiate tight curves) that has necessitated the only main omission of the footsteps that were attached the front buffers.



The 'MN' features plenty of fine detail in and around the cab, including a hinged metal fallplate, boiler backhead picked out in the correct colours and wedge-shaped cab roof.

Those wishing to complete the highly-detailed look can add the buffer steps, bufferbeam and cylinder drain pipework and various other small items supplied in the detailing pack. The bag also includes cab doors, a spare front bogie frame, a white headcode disc and what looks like an undecorated 'Golden Arrow' headboard. Illustrated instructions are provided to assist with positioning these items.

Mechanically, the 'MN' is similar to the Stanier 'Princess Coronation' reviewed late last year, and performs to the same high standard. The slimline coreless motor sits well within the air-smoothed casing and offers quiet, smooth operation.

The coupling between locomotive and tender is a standard Graham Farish arrangement with two wire leads

running between the driving wheel pick-ups and the six-pin DCC decoder socket in the tender. The body of the latter simply unclips and lifts off to reveal the socket and plenty of space for a small speaker should you wish to install DCC sound. Detachable Rapido-type couplers fit into NEM pockets front and rear, allowing easy exchange for the couplings of your choice.

With these 'Merchant Navies', Graham Farish can now provide suitable traction for its excellent SR Bulleid coaches, and Dapol's impressive Maunsell stock (BRM April 2015), as well as fast fitted goods using Farish SR 12t vans and 'Queen Mary' brake vans. Modellers of the post-war Southern Region now have the opportunity to assemble more realistic main line trains headed by this imposing and finely-detailed Bulleid 'Pacific'. Highly recommended. **BRM**



FACT FILE

- **MODEL** Graham Farish 372-311 BR early emblem lined green air-smoothed 'Merchant Navy' 4-6-2 No. 35023 Holland-Afrika Line
- **PRICE** RRP: £159.95
- **AVAILABILITY** Graham Farish stockists, see www.bachmann.co.uk
- **WORDS** Graham Muspratt and Ben Jones
- **PHOTOGRAPHY** Andy York

USEFUL LAYOUT ITEMS FROM GAUGEMASTER

A whole host of layout kits and items are back in stock at Gaugemaster. Here is **Howard Smith's** 'top five' pick of the mix for you to consider this month.



KADEE COUPLINGS

Tension lock couplings were designed decades ago and prioritise function over form. They still continue to perform their role, but so many other aspects of modelling are now more refined, better-looking and more discreet.

Nearly all UK models produced now sport a standard NEM 362

coupling housing and it makes changing the coupling type far easier.

Many North American modellers use working 'buckeye' style couplings as per the locomotives seen in that part of the world. These couplings are smaller than tension locks and don't dominate the appearance of the front of a

locomotive quite so much. Buckeye couplings are also seen in the UK in use on coaching stock (Mk 1-Mk 4s) and modern bogie wagons such as the Thrall-built BYAs and MBAs.

One such manufacturer of this type of coupling in model form is Kadee, based in White City, Oregon. For many years it has produced couplings that have been adopted by modellers over here as an alternative to the UK standard.

Four different lengths of Kadee are available, depending on what

item of rolling stock you're fitting them to. These are the 7.11mm (No. 17), 8.63mm (No. 18), 10.61mm (No. 19) and 11.68mm (No. 20).

If you have coaching stock with short radius curves, you'll want to look at the longer couplings, but if you've more generous curves and want a more realistic coupling distance, opt for the shorter ones.

PRICE:
£4.10 (2 pairs per pack)

VOLLMER PLASTIC KITS

The increase in numbers of fast-food eateries continues across towns and cities worldwide. Of modern and functional architectural style, they're now a fixture of modern urban life.

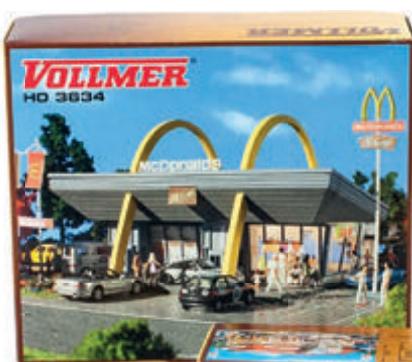
Whilst of no use to steam-era modellers, these plastic kits from Vollmer in both N and HO scales are part of a series of modern buildings that can easily fill the corner of a modern-image layout, offering an alternative to the habitual multi-storey car park, warehouse or shopping centre.

Here are three kits from the series you can look at - a McDonald's in HO (3634) and N (7766) and a Burger King in HO (3632). The HO models might be a little underscale, the most noticeable areas being the doors and ceiling heights, but if you avoid

placing them adjacent to OO buildings this shouldn't be noticeable.

You might even want to consider buying HO figures to place in and around them, or adding it to the rear of a layout to create forced perspective.

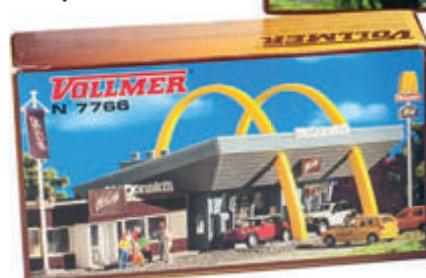
As far as kits go, these are pretty comparable to Airfix kits of yesteryear with injection moulded



PRICES:
HO Burger King (43632) 200 x 148mm £37.00
HO McDonald's Drive-Thru (43634) 176 x 158mm £30.00
N McDonald's with McCafe (47766) 150x85 £34.50

structures on sprues that just need cutting, assembling and painting.

Also supplied in the box is a printed sheet containing transfers such as internal signage and flags.





LAYOUT LIGHTING

If you like photography as well as model railways, nothing quite beats an atmospheric night shot of an illuminated layout.

Layout lighting doesn't have to cost a fortune either. Under the 'Trainsave' brand are these lights for OO and N gauges. There are many different styles of lighting to choose from, and depicted here is just a very small selection. From left to right is an N gauge ornate gas street light, OO gauge modern double-head light, N gauge wall-mounted light and N gauge modern double-head light.

Four lamps are supplied per pack and depending on style have either an LED or grain of wheat bulb, plus a resistor to avoid frying anything too early. You'll need a 12V DC supply to light them.

You might want to trim some of the flash away from the plastic moulded lamps, and the brass heads around the grain of wheat bulbs might need a bend to straighten them, but otherwise they're very nice in appearance.

There is a vast difference in lighting used on just stations alone, and depending on the railway company and era, you'll probably want to make sure you get this aspect of your layout correct.

Bear this decorative range in mind next time you need some lights for a building, platform or street. Even if you don't light them, they still look quite good.

PRICES:

- N gauge ornate gas street light (TSV250) £10.95
- OO gauge modern double-head light (TSV217) £7.95
- N gauge wall-mounted light (TSV252) £10.95
- N gauge modern double head (TSV254) £10.95

GARDEN ACCESSORIES

For some reason, many layout owners seem to overlook boundaries on their models. Yes, many hedges are used, but if you like the sound of an alternative then here (seen below) are some laser-cut domestic fences that you can consider. The simpler of the two, GM451 has plain panels, the other, GM452, is of a more ornate style

with an upper lattice. Both really look the part, with superbly neat cuts and relief to the sides. You could cut or twist the odd panel if you want to create an older-looking fence and some very light weathering will improve the appearance of both.

No garden is quite complete without a small tool shed either, and the one seen above is a good



PRICES:

- 1:76 scale (OO) wooden fence kit (GM451) £5.00
- 1:76 scale lattice wooden fence kit (GM452) £5.00
- 1:76 scale garden fence (GM453) £6.00
- 1:148 scale (N) wooden fence kit (GMKD51) £5.00
- 1:148 scale lattice wooden fence kit (GMKD52) £5.00
- 1:148 scale garden fence (GMKD53) £5.00

candidate for use on a layout. Cut from the same thin 1.2mm thick wood, all items are clearly labelled and assembly of the nine parts is so easy, you really can't go wrong.

Modellers in N gauge needn't despair as both fences and the shed are now available.



FORDHAMPTON BUILDING KITS

This series of 1:76 scale kits was released under the Gaugemaster brand at the very end of last year. Formerly manufactured by Faller for Hornby, their main purpose is to get model railway newcomers started with the creative side of the hobby.

For this purpose alone, the kits are very good and a station building, footbridge, level crossing and GWR signalbox can be sourced for a fraction of the cost if you were buying ready-to-place buildings.

Harking back to the simple plastic Airfix-style kits of yesteryear, where a small amount of cutting, trimming, gluing and time is required, these kits aren't beyond the means of the utmost beginner to the hobby and a few hours spent on each should see rapid progress made. The plastic

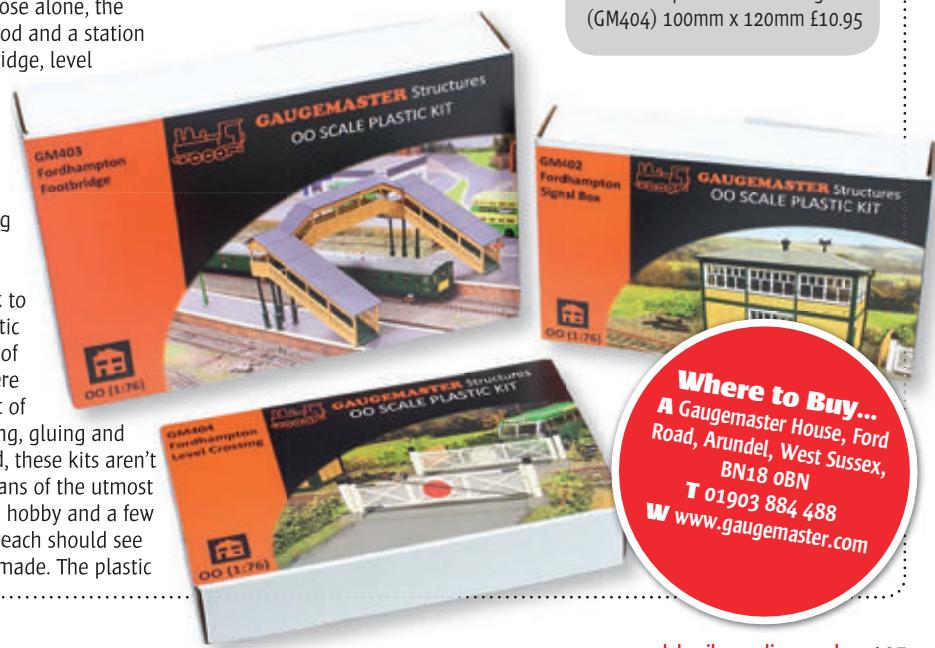
sprues are pre-coloured, so even if you don't want to paint them just yet, they won't look completely out of place on your layout.

If you're a newcomer to the hobby and are looking to rapidly populate a layout without spending a fortune, these kits are a great way to get started and I fully recommend them.

IDEAL FOR THE BEGINNER

PRICES:

- Fordhampton Station (GM401) 240mm x 73mm £24.95
- Fordhampton Signal Box (GM402) 94mm x 46mm £9.95
- Fordhampton Footbridge (GM403) 150mm x 220mm £16.95
- Fordhampton Level Crossing (GM404) 100mm x 120mm £10.95



Where to Buy...
A Gaugemaster House, Ford Road, Arundel, West Sussex, BN18 0BN
T 01903 884 488
W www.gaugemaster.com

BACHMANN DYNAMIS ULTIMA

Bachmann's flagship wireless digital control system has been revamped. **Howard Smith** finds out what has changed and how well it works.

As this issue goes to press, the Bachmann Dynamis Ultima by ESU should be arriving on the shelves of UK retailers. This latest DCC command control system is the successor to the firm's previous Dynamis Wireless system, and offers numerous improvements.

When I reviewed the ZTC611 controller from Taunton Controls last month I said that new

DCC systems aren't released that often, yet, this month, to my surprise, I'm reviewing another.

Dynamis Ultima promises a lot - even its name makes a bold statement on the packaging. You certainly won't miss these boxes on the shelves of model shops or stands at shows.

I'd seen packaging samples at Bachmann trade shows, and in essence it looks similar to the previous Dynamis model. So, what has changed and why the change of name?

A FUSION OF TWO CONTROLLERS

The Dynamis Ultima, like its predecessor is a complete DCC controller solution. Inside the box is everything you'll need to get started in the world of DCC. You'll note that the system is compact, making it easier to fit to a layout and better still, there aren't any wires from the controller, promising freedom of movement. In theory, you can wander about as you operate - follow a train for instance - and should you hear the dreaded clatter of wheels

THE HANDSET

The Dynamis handset is sturdy, being moulded in tough plastic. It feels like it could withstand a drop or two without completely self-destructing, although I'm not going to put it through that specific test for obvious reasons! The handset works with an infra-red signal and unlike other WiFi-based systems, it should be considered akin to a television remote. If you have a large layout passing through multiple rooms, don't expect the signal to pass through solid walls by magic - you'll either need another infra-red receiver or have to move around. Luckily, the first option is very easy as the Dynamis system is modular. A total of four handsets can be plugged-in and synchronised per base station - that's four operators on a layout at any one time - plenty of potential collisions to be had there, I'm sure. Adding another receiver is simple too, with clear

instructions on how to do it, just plug it in with an eight-pin cable and away you go. From the box this system is orientated for use by an individual, but for larger layouts or a club, as you can see, it isn't self-limiting.

A great deal of thought has gone into the user interface of the handset. It has an air of 'less is more' about it. The LCD screen has an optional back-lit blue tint for use in poor light conditions, rather than red or green, apparently to help the colour-blind with visibility.

- 1 Function buttons
- 2 Shift key for accessing functions 11-20
- 3 In-menu control buttons
- 4 Joystick for controls and speed
- 5 Direction button
- 6 Emergency stop button
- 7 Power button
- 8 Battery storage compartments

The Dynamis handset is simple and fits in the hands easily. It's quite light too, just as well for running sessions at exhibitions.





Out with the old, and in with the new, although which one is which? Externally both handsets look the same - the new handset is seen right.

running over sleepers, you won't need to put your controller down to reach - just take it with you.

The previous generation of Dynamis could be expanded with an additional 'Pro-Box' allowing for more handsets, an output for the programming track, additional infrared receivers and connections to other devices. This meant spending more money to allow for expansion, before buying the extra handsets and receivers. It's no longer the case. Dynamis Ultima now has all the capabilities that the Pro-Box expansion pack offered, integrated as standard, rendering the additional unit surplus to requirements. So, expansion has been made easier on the wallet, but what else has changed to improve the system?

COVERING THE BASICS, AND MORE

For those already familiar with Bachmann's current Dynamis system, this new version offers the same features, but with some improvements. As you'd expect, like with most DCC systems, it has been designed for indoor use only, so keep it clear of damp shed conditions.

Dynamis Ultima can control the maximum number of locomotive functions - currently 20 under NMRA standards - and, up to 40 locomotives can be stored in the locomotive roster. This is useful to avoid having to remember and key-in all of those locomotive numbers, but most DCC handsets do that more or less already. Here's something that'll give many others a run for their money, this locomotive roster is synchronised across all of the connected handsets every minute or so. This means that if another operator has accessed any locomotive on the layout, even if you haven't, you'll find its address appear on your screen easily. Clever.

Dynamis is fully NMRA compatible too, and RailcomPlus decoder owners can make full use of feedback because this (as yet, non-NMRA standard) popular layer has been built-in too.

For OO gauge users, the 3 amps of power are sufficient for up to ten locomotives to run in background mode. This isn't as high as some of the other systems out there - Lenz for example with its LZV100 and 5 amps on tap springs to mind - but it's enough for most. If you think that operating ten locomotives at once isn't enough and that power might still be a problem, then you can look at the idea of adding a 5 amp booster module, soon to be made available separately. A new DIN connection to the rear of the command station facilitates this optional upgrade so that you can divide your layout into sections and power each one individually.

The track voltage can be adjusted easily via a potentiometer on the transformer that plugs into the wall. There's no scrolling through endless menus to find the right setting, making it easier. You should ideally set it lower for N scale, and higher for O or G scales. The higher the voltage,



Infra-red LEDs on the base station. The angle at which they point is the angle of operation, for obvious reasons. The receiver has reportedly been made more stable after earlier problems with infra-red interference.

the more ionisation will occur between the wheel and rail on dirty track, helping to burn through very small amounts of dirt.

Another new connection for the Dynamis is the 'standard B' USB port to the rear of the base station. This allows you to connect to a PC and run software to control or even automate your layout. Quite a few manufacturers are noticing the benefits of adding USB plugs to their systems and some use it to upgrade the on-board software if an improvement is made, although here, with Dynamis Ultima, that isn't possible. As for how many people actually use layout control software and fully automate their layout, the exact number remains

DYNAMIS KEY FEATURES

- Set and control short/long decoder addresses (up to 9,999)
- Add a 16 character name to describe a locomotive (or a 5/6 digit number)
- Configure locomotive function keys to either 'latch' or 'trigger'
- Operate universal and advanced consisting (according to decoder specification)
- Control 25 accessory decoders (100 accessory addresses such as points)
- Programming on main (POM) and on programming track
- Works with reverse loop modules

to be seen, but from Bachmann's point of view it's a way of 'keeping up with the Joneses' - this is a competitive market after all.

Bachmann has ruled out plans to develop and market its own brand of layout control software, instead, it is directing customers towards third-party software programs that can be downloaded.

WHAT'S IN THE BOX?



- 1 Controller handset
- 2 Selection of power leads
- 3 Base station
- 4 Infrared receiver extension
- 5 Jack lead (3mm) to connect to programming track
- 6 AC power transformer
- 7 Booster connection cable
- 8 Handset safety lanyard

STEP-BY-STEP QUICK-START GUIDE



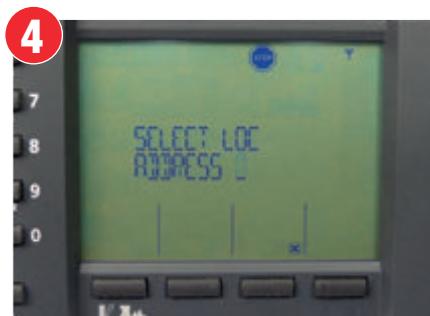
To switch on the handset, the button on the underside of the handset is slid sideways. Note to the left of the button, the hole to fit the lanyard. Four AAA-sized batteries are required per handset.



This is the default screen after start up, note address 3 - selected as default. Think of the buttons at the bottom of the handset akin to those on a cashpoint screen. The display above each one indicates what they do.



To select a locomotive address different than the default one is very simple. Just press the third button in from the left, situated beneath the two locomotives shown on screen.



The screen will ask you to key in any 3- or 4-digit locomotive address. Note the stop sign at the top of the screen indicating that currently no locomotives will operate, unless the emergency stop button is pressed.



Once the address is keyed in, it can be amended, cancelled or validated using any of the three buttons situated at the bottom of the screen.



We now have control of the locomotive with address 4471. To operate it, the emergency stop button is released. Should any incident on the layout be detected, this is also a fast way to stop all trains.



Again, using a very simple user interface, the locomotive can be accelerated using the throttle to the right. The speed steps are illustrated on screen, currently at four out of 28.



If we accelerate a bit more, you'll see the steps rise again. You can either flick through them one at a time using quick movements, or progress through the range by holding the throttle down.

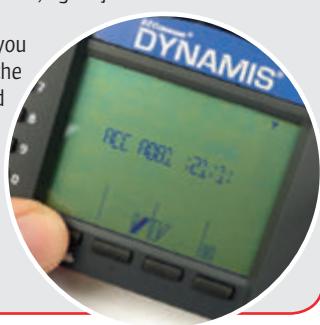


You can see which functions are activated instantly to the left of the screen. Functions 1-10 are accessed by one simple press. To access functions 11 and above, the shift key (below button 0) must first be pressed.

ACCESSORY DECODERS

Accessing the accessory decoders is a simple task too. Just one press of a button gets you to a screen where you can key in the relevant address. The button is situated to the bottom left of the screen.

Once pressed, again just like with the locomotive addresses, you can key in the address and change the direction of the point or signal via the throttle switch.



THE VERDICT

- I find the user interface just as easy to use as the previous Dynamis. The layout of the menus is simple and self-explanatory. In fact, the 'quick-start' user-guide included in the box wasn't even consulted on this occasion. For many who are familiar with the handset layout of the previous version, this one is no different, and it works in the same way.

- But, I was disappointed when I used it to control the 0 gauge layout 'Gifford Street'. The handset has three infra-red LEDs to communicate with the base station, which in turn has five LEDs. But, take the handset more than four metres away from the base station and the signal is lost. This was found out the hard way, as a DCC sound-equipped Heljan Class 47 accelerated its way down a siding only to be saved by a hand before hitting the 'stops'.

I think this is where infra-red technology is at its limit. You really need to make sure the handset is always facing the base station, if you turn 90 degrees left or right, the signal is invariably lost. One of the main advantages of wireless technology is freedom of movement, but this system makes you feel tied to a relatively small area.

If you have a small layout measuring no more than a couple of square metres, I think you'll be fine, but if you are a club, with a larger layout, I think you'll need to give the idea of buying some additional receivers some serious extra thought.

Reliability is paramount, especially with DCC. This system is good, don't get me wrong, but with a longer range radio or Bluetooth signal instead, I think it could have been even better. **BRM**

BRM

NEXT MONTH

**ON SALE
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FOUR GREAT LAYOUTS!

Join us for a bunk around 'Hollowbeck' – a North Eastern outpost of BR steam in the 1960s, modelled in O gauge – and three more fascinating layouts covering very different subjects.

ALSO FEATURING...



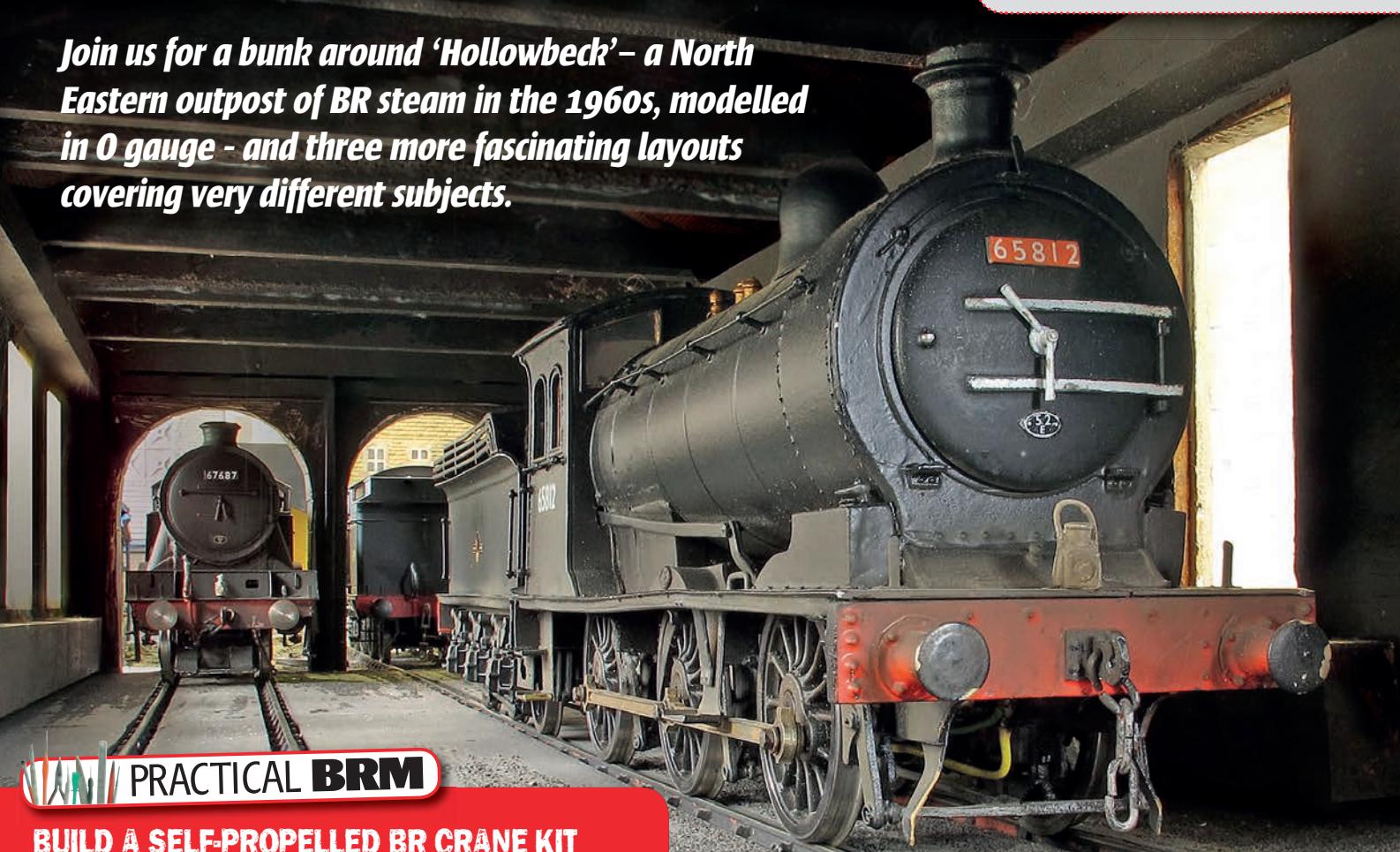
Blackmill: Modern OO in NW England.



Loughborough Road: pre-Grouping OO



Brucklay: BR green diesels in EM.



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MODEL RAILWAYS LIVE

Closing date for the July issue is May 20.

Suitable for disabled visitors.

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.

EXHIBITIONS

SATURDAY MAY 16

Scunthorpe Modern Image Group
Scunthorpe Modern Image Group, St Pauls Church Hall, Ashby High Street, Ashby, Scunthorpe, Lincolnshire DN16 2SQ
Saturday: 10.00 - 17.00 **Sunday:** 10.00-16.00 **Prices:** £3.50 adult, £2.00 child (5-15yrs), £3.00 OAP, £9.00 family (2 adults + 3 children) **Contact:** Peter Fawcett **Email:** peterfawcett125@yahoo.co.uk **Web:** www.scunthorpemodernimagegroup.co.uk

West Sussex Area Group of the 'N' Gauge Society Charity Show St Margaret's Church, Arundel Road, Angmering, West Sussex
Saturday: 10.00 - 17.00 **Prices:** £4.00 adult, £2.00 child (3 - 15yrs), £3.00 OAP, £3.00 concessions(10) **Contact:** Nigel Appleton **Tel:** 01403 734 190 **Email:** n.appleton888@btinternet.com **Web:** www.wsng.co.com

Bloxwich (St John's) Model Railway Exhibition St John's Methodist Church Victoria Avenue, Bloxwich, Walsall, West Midlands WS3 3HS **Saturday:** 10.00 - 4.30 **Prices:** £4.00 adult, £1.50 child, £3.00 OAP **Contact:** John Hill **Tel:** 01922 475 557 / 07970 390 258 **Email:** bloxwichstjohnsmrc@orangehome.co.uk

Ely & District Model Railway Club Exhibition City of Ely Community College Downham Road, Ely, Cambridgeshire CB6 2SH
Saturday: 10.30 - 16.30 **Prices:** £5.00 adult, £3.00 child (5 - 18), £4.00 concessions **Contact:** Derek Buck **Tel:** 01480 454 857 **Email:** crofters@ntlworld.com **Web:** www.elymrc.org.uk

Lutterworth Railway Society Model Railway Exhibition Lutterworth Sports Centre, Lutterworth, Leicestershire LE17 4RB **Saturday:** 10.00 - 16.30 **Prices:** £5.00 adult, £2.00 child, £9.00 family **Contact:** Harold Dunkley **Tel:** 01788 310 354

South Downs Area Group of the 7mm Narrow Gauge Association SWING Model Railway Exhibition Felpham Community College (adjacent to Felpham Leisure Centre), Felpham, Bognor Regis PO22 8EL

Saturday: 10.00 - 16.30 **Prices:** £4.50 adult **Contact:** Richard **Tel:** 07970 556 651 **Web:** www.swing.model-railway.org.uk

Midfield Team Parish Music Group 6th Annual Model Railways Exhibition St. Mary's Church Community Centre, Church Lane, Mirfield, West Yorkshire WF14 9HU
Saturday: Prices: £3.50 adult, £2.00 child **Email:** M.Dransfield@BTinternet.com

SATURDAY MAY 16 TO SUNDAY MAY 17
Four Marks 11th Model Railway Exhibition Four Marks Village Hall, Lymington Bottom, Four Marks, Nr. Alton, Hampshire GU34 5AA
Saturday: 10.00 - 17.00
Sunday: 10.00 - 16.00 **Prices:** £4.00 adult, £2.00 child, £2.50 OAP, £10.00 family (2 + 2) **Tel:** 01420 563 853

Lancashire & Yorkshire Model Rail Group Lancashire & Yorkshire Model Rail Group - MRX Manchester Museum of Transport Boyle Street, Manchester M8 8UW
Saturday: 10.00 - 17.00 **Sunday:** 10.00 - 17.00 **Prices:** £6.00 adult, £5.00 concessions **Contact:** Tel: 07561 179 117 **Web:** www.lydc.org.uk

Middlesbrough Model Railway Club Exhibition 2015 Newport Settlement and Community Centre Union Street, Middlesbrough
Saturday: 10.00 - 17.00 **Sunday:** 10.00 - 16.00 **Prices:** £5.00 adult, £3.00 child, £4.00 concessions, £10.00 family (2 + 2) **Contact:** Carl Ellis **Tel:** 01642 802 892 **Web:** www.mboromrc.com

FRIDAY MAY 22
 First Bangor MRC 25th. Annual Exhibition First Bangor Presbyterian Church Halls Main Street, Bangor, County Down BT20 4AG **Friday:** 19.00 - 21.30 **Saturday:** 10.00 - 17.00 **Prices:** £5.00 adult, £2.00 child, £3.00 OAP, £3.00 concessions, £10.00 family (2+2) **Contact:** Norman Bailey **Tel:** 02891 467 891 **Email:** firstbangormrc@btinternet.com **Web:** www.firstbangormrc.co.uk

FRIDAY MAY 22 TO SATURDAY MAY 23
First Bangor Model Railway Club Exhibition First Bangor Presbyterian Church Halls Main Street, Bangor, County Down BT20 4AG
Friday: 19.00 - 21.30 **Saturday:** 10.00 - 17.00 **Prices:** £5.00 adult, £2.00 child, £3.00 OAP, £3.00 concessions, £10.00 family (2+2) **Contact:** Michael Pearce **Tel:** 01237 423 453

concessions, £10.00 family (2 + 2)
Contact: Tel: 02891467 891
Email: firstbangormrc@btinternet.com
Web: www.firstbangormrc.co.uk

SATURDAY MAY 23
Bridlington (Area) Railway Modellers and Train Enthusiasts Society (BARMATES) Bridlington Model Railway Show Christ Church Hall Quay Road, Bridlington, East Yorkshire Y015 2AP **Saturday:** 10.00 - 16.00 **Prices:** £3.00 adult, £2.00 child, £2.50 concessions **Contact:** David Harrison **Tel:** 01262 603 309 **Web:** www.bridmodelrail.org.uk

Gravesend Railway Enthusiasts Society Gravesend Model Railway Exhibition Saturday: Prices: £3.50 adult, £1.50 child, £9.00 family **Contact:** Dakota Dibben **Tel:** 07959 155 150 **Email:** info@dakotadibben.co.uk **Web:** www.gres.org.uk

SATURDAY MAY 23 TO SUNDAY MAY 24
Hayle MRC & Duchy Railroaders Exhibition Hayle Day Care Centre Commercial Road, Hayle, Cornwall TR27 4DE **Saturday:** 10.00 - 17.00 **Sunday:** 10.00 - 16.00 **Prices:** £4.00 adult, £2.00 concessions, £9.00 family (2 + 2) **Tel:** 01209 712 261 **Email:** roger.lean@hotmail.co.uk **Web:** www.haylemrc.org.uk

New Forest Model Railway Society **Exhibition** Brockenhurst Village Hall Highwood Road, Brockenhurst, Hampshire SO42 7RY
Saturday: 10.00 - 17.00 **Sunday:** 10.00 - 16.30 **Prices:** £4.00 adult, £2.50 child, £10.50 family (2+2) **Web:** www.nfmrs.co.uk

Risborough and District MRC Railex 2015 Model Railway Exhibition Stoke Mandeville Stadium Stadium approach, Aylesbury, Buckinghamshire HP21 9PP **Saturday:** 10.30 - 17.30 **Sunday:** 10.00 - 17.00 **Prices:** £8.00 adult, £5.00 child **Contact:** David Lane **Tel:** 01296 437 475 **Email:** railexmanager@rdmrc.org.uk **Web:** www.railex.org.uk

SUNDAY MAY 24
 Osborns Models and Shady Lane Models North Devon Model Railway Show Bideford Pannier Market Market Street EX39 2DL **Sunday:** 10.00 - 16.00 **Prices:** £3.00 adult, £7.00 family **Contact:** Michael Pearce **Tel:** 01237 423 453



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EVENT DIARY

SATURDAY MAY 30

Northolt Model Railway Annual Exhibition
2015 Northolt Village Community Centre
Ealing Road, Northolt, Middlesex UB5 6AD
Saturday: 10.30 - 17.00 **Prices:** £3.00 adult,
£2.00 child, £2.00 OAP, £7.00 family (2+2)
Contact: Colin Thompson
Web: www.northolt-mrc.org.uk

St Mary's (Benfleet) Model Railway Club
St Mary's Church Hall, 376 High Road, Essex
SS7 5HL **Saturday:** 10.00 - 16.00
Prices: £3.00 adult **Contact:** Robin French
Tel: 01277 225 206 **Email:** robin French@btinternet.com

SATURDAY MAY 30 TO SUNDAY MAY 31

East Lancashire Model Railway Organisation Charity Model Railway Exhibition Mill Hill Community Centre
New Chapel Street, Blackburn, Lancashire BB2 4DT **Saturday:** 10.00 - 17.00 **Sunday:** 10.00 - 16.00 **Prices:** £4.00 adult, £2.00 child, £2.00 OAP, £10.00 family **Tel:** 07585 762 627
Email: elmro1@virginmedia.com
Web: www.elmro.org

Exeter Model Railway Exhibition 2015

The Matford Centre Matford Park Road, Marsh Barton, Exeter, Devon EX2 8FD **Saturday:** 10.00 - 17.00 **Sunday:** 10.00 - 16.00
Prices: £6.50 adult, £5.50 concessions
Tel: 01392 421 906 **Web:** www.exemrs.co.uk

SUNDAY MAY 31

Barry Stockton Train & Toy Fair - Haydock Park Racecourse Haydock Park Racecourse Exhibition Centre, Haydock Park, Merseyside WA12 0HQ **Sunday:** 10.30 - 15.00 **Prices:** £2.00 adult, £0.50 child
Contact: Barry Stockton **Tel:** 01513 343 362
Web: www.barrystocktonfairs.co.uk

SRP Fontwell Fair - Fontwell Racecourse Fontwell, Arundel, West Sussex BN18 0SX
Sunday: 10.00 - 14.00 **Prices:** £2.00 adult, £0.00 child

TUESDAY JUNE 2

The Enfield Transport Circle Presentation of Michael Massey, The Enfield Transport Circle First Floor Meeting Room, The Drill Hall Sports Club, Enfield EN2 6PJ **Tuesday:** 20.00 - 22.30
Prices: £3.00 adult **Contact:** Roger Elkin
Tel: 020 8363 0697 **Email:** rogerelkin@btinternet.com

SATURDAY JUNE 6

Wrec-rail, St Nicholas Church Hall, Rectory Lane, Little Bowden, Leicestershire LE16 8AS
Saturday: 10.00 - 16.00 **Prices:** £3.00 adult, £0.00 child **Contact:** Richard Coleman
Email: Rcoleman757@btinternet.com

SATURDAY JUNE 6 TO SUNDAY JUNE 7

Chesterfield Railway Modellers The Peak Model Railway Exhibition
Agricultural Business Centre Haddon Road, Bakewell, Derbyshire DE45 1AH **Saturday:** 10.00 - 16.00 **Sunday:** 10.00 - 16.00 **Prices:** £5.00 adult, £3.50 concessions, £12.00 family
Web: www.wingfieldrailwaygroup.co.uk

Strathclyde O Gauge Group Glasgow 2015
Pollokshaws Burgh Hall 2025 Pollokshaws Road, Glasgow G43 1NE **Saturday:** 10.00 - 16.00 **Sunday:** 11.00 - 16.00

Prices: £6.00 adult, £0.00 child, £5.00 concessions **Contact:** Bob McLay **Tel:** 01416 374 189 **Email:** bill.mccreath@tiscali.co.uk

SUNDAY JUNE 7

Liphook & District Model Railway Club Open Day St Peters Church Hall
St Peters Road, Petersfield GU32 3HX **Sunday:** 10.00 - 16.00 **Prices:** £10.00 adult
Contact: Tony Bettger **Tel:** 01482 741 551
Email: tony@bettger.net
Web: www.millandvalleyrailway.co.uk

SATURDAY JUNE 13

23rd Alresford Festival of Toy Trains 2015
Perin's Community School Pound Hill, Alresford, Hampshire SO24 9BS **Saturday:** 10.30 - 16.30 **Prices:** £5.00 adult, £3.00 child, £14.00 family **Contact:** Bob Leggett
Tel: 01962 733 475
Email: bob.leggett@tesco.net
Web: www.alresford-toy-trains.org.uk

Bert Etherington Model Railway Exhibition
Patcham Methodist Church Ladies Mile Road, Brighton BN1 8QE **Saturday:** 10.00 - 16.30
Prices: £3.00 adult, £2.00 concessions
Contact: Bert Etherington **Tel:** 01273 230 088

SATURDAY JUNE 13 TO SUNDAY JUNE 14

Chatham Model Railway Show 2015
Medway Park Leisure Centre Mill Road, Gillingham, Kent ME7 1HF
Saturday: 10.00 - 17.00 **Sunday:** 10.00 - 16.00 **Prices:** £7.00 adult, £5.00 child
Contact: David Holman **Tel:** 07552 777 718
Web: www.chathamshow.co.uk

Shepton & District Model Railway Society Exhibition Doultning Village Hall 18 Chel Lynch Park, Doultning, Shepton Mallet, Somerset BA4 4PL **Saturday:** 10.30 - 16.30 **Sunday:** 10.00 - 16.00 **Prices:** £4.00 adult **Contact:** John Perrett **Tel:** 01761 232 950

SUNDAY JUNE 14

Mid Devon Model Railway Exhibition
Tiverton Pannier Market, Market Square, Tiverton, Devon EX16 6NH **Sunday:** 10.00 - 15.00 **Contact:** Chris Firth **Tel:** 01884 243 351 / 07815 791191 **Email:** tivertonmarket@middevon.gov.uk

Corby & District Model Railway Society C&DMRS Wilbarston Exhibition 2015 Wilbarston Village Hall, Carlton Road, Wilbarston, MARKET HARBOROUGH, Leicestershire LE16 8QD
Sunday: 10.00 to 16.00 **Prices:** £4.00 adult, £2.00 child (2 - 16 years), £3.00 OAP, £3.00 concessions, £10.00 family (2 Adults + 2 Children) **Contact:** Kevin Emsley **Tel:** 07505 377 956 **Email:** kevma@emsley@ntlworld.com
Web: www.cdmrs.co.uk

SATURDAY JUNE 20

Gloucester Model Railway Show
Hucclecote Methodist Church Hall, Carisbrooke Road, Gloucester GL3 3QP **Saturday:** 10.00 - 17.00 **Prices:** £3.00 adult, £1.50 child, £2.00 concessions **Contact:** Alan Postlethwaite
Tel: 01452 770 447
Email: alanpost@googlegmail.com
Web: www.Gloucester Transport History

Hornby Pennine Model Railway Society

Saddleworth Museum High Street, Saddleworth, Oldham, Lancashire OL3 6HS **Saturday:** 10.00 - 16.00 **Prices:** £2.50 adult, £0.00 child (0-

OPEN DAYS

SUNDAY MAY 17

Chichester & District Society of Model Engineers Chichester Model Engineers "Steam on Sunday" Open Afternoon
Blackberry Lane off Bognor Road, Chichester (East), West Sussex PO19 2FS **Sunday:** 14.00 - 17.00 **Web:** www.cdsme.co.uk

SATURDAY MAY 23

Wimbledon Model Railway Club Annual Open Day The Clubrooms St Marks Family Centre, St Marks Road CR4 2LS **Saturday:** 10.00 - 17.00 **Prices:** £0.00 adult **Contact:** Peter Hardy

SATURDAY MAY 30

Hillington Railway Modellers Test Track Open Day Yiewsley Baptist Church Cornerstone Centre, 74 Colham Avenue, Yiewsley, Middlesex UB7 8HF **Saturday:** 10.00 - 16.00 **Prices:** £4.00 adult **Contact:** Peter **Tel:** 02083 684 090

SUNDAY MAY 31

Bridport and District Model Railway Club Open Day Askerswell Village Hall Askerswell, Bridport, Dorset DT2 9EW **Sunday:** 11.00 - 15.00 **Prices:** £0.00 adult **Contact:** Douglas Beazer
SATURDAY JUNE 6 TO SUNDAY JUNE 7
Shildon Model Railway Open Days Exhibition Locomotion: the National Railway Museum, Shildon, Durham DL4 1PQ
Saturday: 10.00 - 17.00 **Sunday:** 10.00 - 17.00 **Contact:** Dave Walker **Tel:** 01325 310 899 **Email:** deltics4dave@btinternet.com
Web: www.shildonmrc.com

SUNDAY JUNE 21

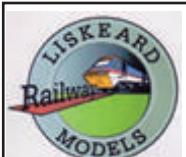
Chichester & District Society of Model Engineers Chichester Model Engineers "Steam on Sunday" Open Afternoon
Blackberry Lane off Bognor Road, Chichester (East), West Sussex PO19 2FS
Sunday: 1400 - 1700 **Contact:** Mr Earnshaw-Mansell **Tel:** 07954 051 594
SUNDAY JUNE 21
Wallingford Model Railway Exhibition St John's Primary School St John's Road, Wallingford, Oxfordshire OX11 9AG
Sunday: 10.00 - 16.30 **Prices:** £4.00 adult, £1.50 child, £10.00 family **Contact:** Dakota Dibben **Tel:** 07595 255 150 **Web:** www.gres.org.uk

SATURDAY JUNE 27

Enfield Town Model Railway Exhibition St Paul's Centre Enfield Town, Middlesex EN2 6PR
Saturday: 10.30 - 17.00 **Prices:** £3.00 adult **Tel:** 01992 639 361 **Web:** www.enfield-town-mrc.org.uk

SATURDAY JUNE 27 TO SUNDAY JUNE 28
Perth Model Railway Exhibition Dewars Ice Rink Glover Street, Perth PH2 0TH
Saturday: 10.00 - 17.30 **Sunday:** 10.00 - 17.00 **Prices:** £6.00 adult, £3.00 child, £15.00 family (2 + 2) **Contact:** Stan Mough **Tel:** 07588 754 959 **Web:** www.perthmrc.org.uk

John Sutton Books and Models Narrow Gauge and Industrial Model Railway Exhibition Avoncroft Arts Community Centre Birmingham Road, Stoke Heath, Near Bromsgrove, Worcestershire B60 4JR
Saturday: 10.00 - 16.30 **Sunday:** 10.00 - 16.00 **Prices:** £4.00 adult, £2.00 child, £3.50 concessions **Contact:** John Sutton



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Locomotion, the National Railway Museum at Shildon will be host to a toy and train fair on July 4 and 5. See details below in gold.

TRAIN & TOY FAIRS

SATURDAY MAY 16

Tony Oakes (Fairs) Stoke-on-Trent
Fenton Community Centre Manor Street, Fenton, Stoke on Trent ST4 2PT 10.30 - 14.00 **Prices:** £1.00 adult **Contact:** Tony Oakes **Tel:** 01270 652 773

SUNDAY MAY 17

SRP Toy Fairs Herne Bay The Kings Hall
The Beacon Hill, Herne Bay, Kent CT6 5BA
Sunday: 10.00 - 14.00 **Prices:** £2.00 adult
Contact: Gerald Widdowson **Tel:** 07739 998 012 / 01322 662 729 **Email:** srptoys1@hotmail.co.uk **Web:** www.srptoys1.co.uk

SATURDAY MAY 23

SRP Toy Fairs - Henfield
Henfield Hall, Henfield, West Sussex BN5 9DB
Saturday: Prices: £2.00 adult
Contact: Gerald Widdowson **Tel:** 07739 998 012 / 01322 662 729 **Email:** srptoys1@hotmail.co.uk **Web:** www.srptoys1.co.uk

MEETINGS & TALKS

SUNDAY MAY 17

Rusper Model Railway Club - Operating Meeting Rusper Model Railway Club
Pickhurst, Nr Bromley, Kent **Contact:** Tim Crumplin **Email:** www.ruspermrc.co.uk

THURSDAY MAY 21

Lutterworth Railway Society The United Reformed Church George Street, Lutterworth, Leicestershire LE17 4EF **Thursday:** 19.30
Contact: Dave Hanger **Tel:** 01455 203 307
Web: www.lutterworthrailwaysociety.webplus.net

MONDAY JUNE 1

Midfield Railway Enthusiasts Society - Members Night, Bring Your Own Slides etc The Navigation Tavern Station Road, Midfield, West Yorkshire WF14 8LG
Monday: 19.30 **Contact:** Pete Whitworth **Tel:** 01924 498 451

SUNDAY MAY 24

SRP Toy Fairs - Orpington Crofton Halls, Station Road, Orpington, Kent BR6 8PR **Sunday:** 10.00 - 14.00 **Prices:** £2.00 adult **Contact:** Gerald Widdowson **Tel:** 07739 998 012 / 01322 662 729 **Email:** srptoys1@hotmail.co.uk

MONDAY MAY 25

SRP Toy Fairs - Rayleigh Sweeney Park School Sir Walter Raleigh Drive, Rayleigh, Essex SS6 9BZ **Monday:** 10.00 - 14.00 **Prices:** £2.00 adult **Contact:** Gerald Widdowson **Tel:** 07739 998 012 / 01322 662 729 **Email:** srptoys1@hotmail.co.uk

SUNDAY MAY 31

SRP Toy Fairs - Fontwell The Racecourse Fontwell Avenue, Fontwell, West Sussex BN18 0SX **Prices:** £2.00 adult **Contact:** Gerald Widdowson **Tel:** 07739 998 012 / 01322 662 729 **Email:** srptoys1@hotmail.co.uk

SATURDAY JUNE 6

Ray Heard train & Toy Fair Exeter The Matford Centre Matford Park Road, Marsh Barton, Exeter, Devon EX2 8FD **Saturday:** 10.00

TUESDAY JUNE 2

Southern Electric Group - South Hampshire Branch Eastleigh Railway Institute Romsey Road **Prices:** £3.00 adult **Contact:** John Goodrich **Tel:** 02380 670 028

THURSDAY JUNE 4

Lutterworth Railway Society - Swiss Railways The United Reformed Church George Street, Lutterworth, Leicestershire LE17 4EF **Thursday:** 19.30 **Contact:** Dave Hanger **Tel:** 01455 203 307 **Web:** www.lutterworthrailwaysociety.webplus.net

SUNDAY JUNE 21

Rusper Model Railway Club - Operating Meeting Rusper Model Railway Club
Pickhurst, Nr Bromley, Kent
Contact: Tim Crumplin **Web:** www.ruspermrc.co.uk

OTHER EVENTS

SUNDAY JUNE 7

Sudbury Model Railway Club Presents a Hobbies Day St Peters Church Market Hill, Sudbury, Suffolk CO10 2EA **Sunday:** 10.30 - 15.30 **Contact:** Peter Worton **Tel:** 01787 371 758 **Web:** www.sudburymrc.org.uk

SATURDAY JUNE 13

Clarke & Simpson Auction Centre Charity Model Railway Exhibition **Saturday:** 10.00 - 17.00 **Prices:** £4.50 adult, £2.00 child, £12.00 family **Contact:** Rosamund **Tel:** 01728 746 847

SUNDAY JUNE 14

Purbeck Railway Circle - Annual Summer Outing **Email:** gensec@purneckrailwaycircle.org.uk **Web:** www.swanagerailway.co.uk

FRIDAY JUNE 19 TO SUNDAY JUNE 21

The Great Central Railway - Model Event Great Central Railway Great Central Road, Loughborough, Leicestershire LE11 1RW England **Contact:** Michael Stokes **Tel:** 01509 632 315

SATURDAY JULY 4 TO SUNDAY JULY 5

Locomotion National Railway Museum Shildon - Toy & Train Fair Locomotion, Soho St, Shildon, Co Durham DL4 1PQ **Contact:** Keith Alcock **Saturday:** 10.00 - 17.00 **Sunday:** 10.00 - 17.00 **Tel:** 07804 586 477 **Email:** nedcc1985@outlook.com

SRP Toy Fairs - Orpington

Crofton Halls Station Road, Orpington, Kent BR6 8PR **Sunday:** 10.00 - 14.00 **Prices:** £2.00 adult **Contact:** Gerald Widdowson **Tel:** 07739 998 012 / 01322 662 729 **Email:** srptoys1@hotmail.co.uk **Web:** www.srptoys1.co.uk

WEDNESDAY JUNE 24

Joe Lock Hoddesdon Toy & Train Fair Shereads School Cock Lane, Hoddesdon, Hertfordshire EN11 9JY **Wednesday:** 19.00 - 21.00 **Prices:** £1.00 adult **Contact:** Joe Lock **Tel:** 07866 641 215

SATURDAY JUNE 27

SRP Toy Fairs - Hawkinge Hawkinge Community Centre Heron Forstal Avenue, Hawkinge, Kent CT18 7FP **Saturday:** 10.00 - 14.00 **Prices:** £2.00 adult **Contact:** Gerald Widdowson **Tel:** 07739 998 012 / 01322 662 729 **Email:** srptoys1@hotmail.co.uk **Web:** www.srptoys1.co.uk

SUNDAY JUNE 28

SRP Toy Fairs - Worthing Charmandean Centre Forest Road, Worthing BN14 9HS **10.00 - 14.00 Sunday Prices:** £2.00 adult **Contact:** Gerald Widdowson **Tel:** 07739 998 012 / 01322 662 729 **Email:** srptoys1@hotmail.co.uk **Web:** www.srptoys1.co.uk

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**Squires will be exhibiting at the following shows in 2015 –
Diary updated as bookings are confirmed.**

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 9/10 BARROW-UPON-SOAR, Humphrey Perkins High School, Barrow-Upon-Soar, Nr Loughborough, Leicestershire. **LE12 8JU**. Sat 10 - 5/Sun 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, Turnstads Ave, Cleckheaton, W.Yorks. **BD19 3AQ**. 10-4.

June 6/7 - SHILDON, Model Railway Ex, Locomotion Museum, Shildon **DL4 1PQ** Sat/Sun 10-5.

June 6/7 - DONCASTER MODEL BOAT SHOW Doncaster Deaf Trust, Leger Way, Doncaster. **DN2 6AY**. Sat 10-5/Sun 10-4. *Free Parking - Camping on Site (Chargeable) & Restaurant

June 6/7 - GLASGOW 'O' GAUGE Model Railway Ex, Pollokshaws Burgh Hall, Pollokshaws Road, Glasgow, **G43 1NE**. Sat 10 - 4pm, 11 - 4pm *Plenty of Free Parking - Close to Railway Station*

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

Aug 8 - BEXHILL Model Railway Exhibition, St. Richards Catholic College, Ashdown Road, Bexhill-on-Sea, East Sussex, **TN40 1SE** Sat 10 - 5pm

Aug 15/16 - BUTTERLEY Midland Railex 2015 Model Railway Exhibition, The Midland Railway – Butterley Station, Ripley, Derbyshire **DE5 3QZ**, Sat/Sun 10 - 5pm

Aug 22/23 - SKIPTON & DISTRICT RAILWAY SOCIETY Model Railway Exhibition, Ermysteds Grammar School, Gargrave Rd, Skipton, BD23 1PL. Sat 10-5/Sun 10-4 *NEW Dates & Venue*
Plenty of FREE Parking

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 12/13 - SWINDON Railway Festival STEAM Museum of the Great Western Railway, Fire Fly Ave, Swindon, **SN2 2EY** Sat/Sun 10-5 Tel 01793 466646, Email: steammuseum@swindon.gov.uk

Sept 19 - CRAWLEY - Seaboard-Southern Railroad Club American Model Railway Exhibition Claris Centre, West Green Drive, Crawley, **RH11 7EL**. *New Venue* Saturday 10 - 5

Sept 19/20 - AYR Model Railway Exhibition The Citadel Leisure Centre, Ayr, **KA7 1JB**. *Modern Venue with easy access & FREE car parking.* Saturday 10 - 5 / Sunday 10 - 4

Sept 26/27 HALIFAX Model Railway Exh, North Bridge Leisure Centre, Halifax, **HX1 1XH**. Sat/Sun 10 - 5.

Sept 26/27 WORTHING Model Railway Exhibition, Durrington High School, The Boulevard, Durrington, Worthing, **BN13 1LA** Sat 10 - 4.30 **Enlarged show this year - Extra Hall of Exhibits and layouts**

Oct 3/4 PORTSMOUTH Fareham & District Model Railway Exhibition, Fareham Leisure Centre, Park Lane, Fareham, Hampshire, **PO16 7JU**. Saturday 10-5.30, Sunday 10.00 - 16.30. *Note NEW Bigger Venue*

Oct 10/11 ALDERSHOT Farnham Model Railway Club Exhibition, Connaught Leisure Centre, Tongham Road, Aldershot, Hants, **GU12 4AS**. Sat 10-5, Sun 10 - 4.30

Oct 10/11 - SHILDON, Model Railway Ex, Locomotion Museum, Shildon, **DL4 1PQ** Sat/Sun 10-5.

Oct 10/11 - DUNDEE Model Railway & M/Show Sports Centre, Mains Loan, Dundee, **DD4 7AA**

Oct 17/18 CARDIFF Model Railway Show, Ysgol Gyfun Gymraeg, Llandaff North, Cardiff, **CF14 2JL**

Oct 17/18 - UCKFIELD Model Railway Exhibition, Uckfield Civic Centre, Uckfield, **TN22 1AE** Sat/Sun 10-5.

Oct 24/25 - ABERDEEN Model Railway Exhibition RGU, Garthdee, Aberdeen, **AB10 7GE** Sat 10-6/Sun 10-4.

Oct 24/25 - HAZEL GROVE STOCKPORT Hazel Grove & District Model Railway Society Exhibition, Hazel Grove Recreation Centre, Jacksons Lane, Hazel Grove, Stockport, Cheshire, **SK7 5JX** Sat 10 - 5, Sun 10-4.

Oct 31/Nov 1 - LEEDS Model Railway Exhibition, The Grammar School, Alwoodley Gates, Harrogate Road, Leeds, **LS17 8GS** Sat/Sun 10 - 5.

Oct 31/Nov 1 - WIMBLETON Model Railway Show, Carshalton Boys Sports College, Winchcombe Road, Carshalton, Surrey. Satnav - Cars - **SM5 1QS** Pedestrians use **SM5 1RW** Sat/Sun 10 - 5.

Nov 7 - HIGH WYCOMBE - WYCRAIL 15 Model Railway Exhibition, Cressex Community School, Cressex Road, High Wycombe Bucks **HP12 4UD**. Sat 10 - 5

Nov 7/8 - TELFORD IPMS SCALE MODEL WORLD 2015 Telford Exhibition Centre, St. Quentin Gate, Telford, **TF3 4JH**, Saturday 10 - 6, Sunday 10 - 4.00 Free Entry for IPMS Members.

Nov 7/8 - BARNESLEY Model Railway Exhibition, Hoyland Leisure Centre, West St, Hoyland, Barnsley, South Yorkshire **S74 9HE**, Sat/Sun 10 - 5. www.barnsleymrc.org.uk

Nov 14/15 SPALDING Model Railway Exhibition, Springfields Event Centre, Camelgate, Spalding, **PE12 6ET**, Sat 10-5, Sun 9.30 - 4.30.

Nov 20 - 22 - WAKEFIELD 53rd Model Railway Exhibition, Thornes Park Athletics Stadium, Horbury Road, Wakefield, **WF2 8TY** Friday (evening 5.30pm - 9pm, Sat 10 - 6pm, Sun 10 - 5pm).

Nov 21 - PORTSMOUTH South Hants Model Rail Exhibition, The Admiral Lord Nelson School, Dundas Lane, Portsmouth, **PO3 5XT**. Sat 10.30 - 4.30 **Plenty of Free Parking**

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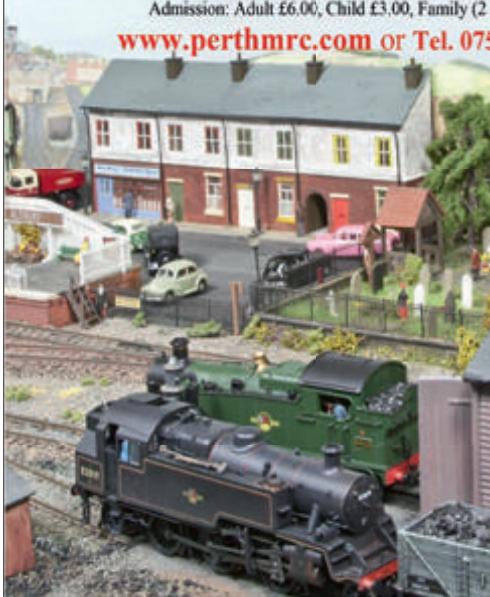


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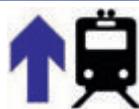
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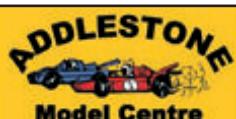
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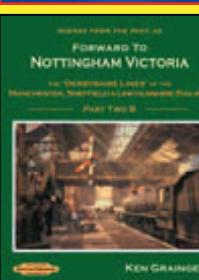
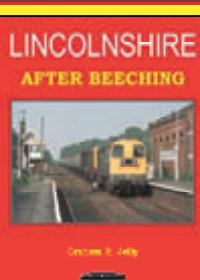
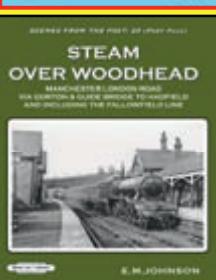
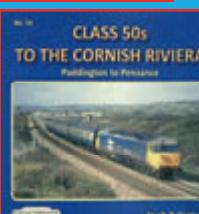
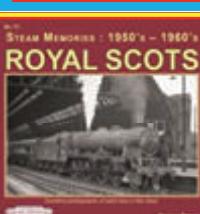
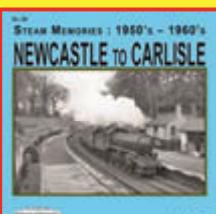
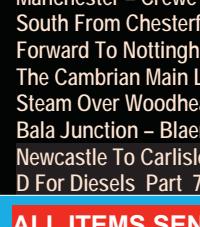
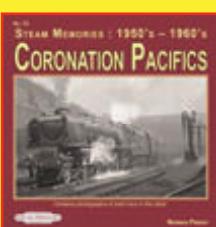
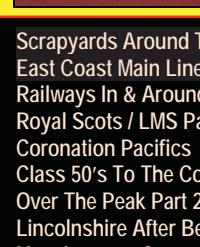
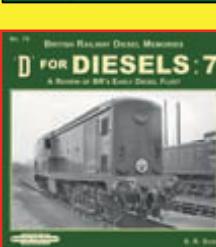
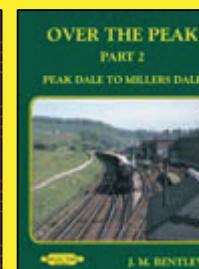
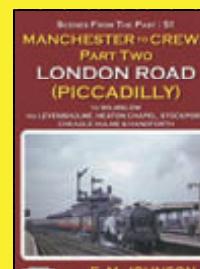
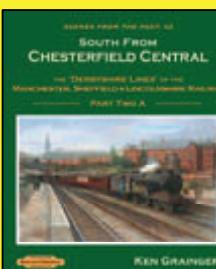
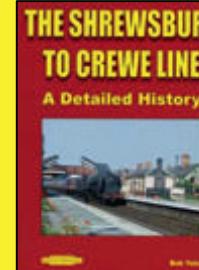
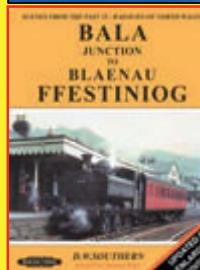
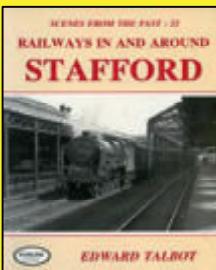
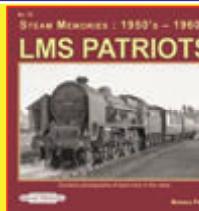
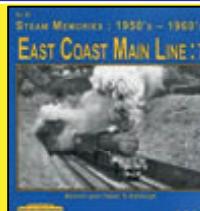
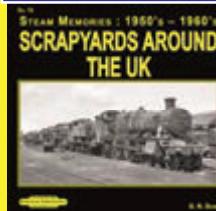
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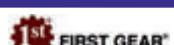
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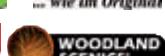
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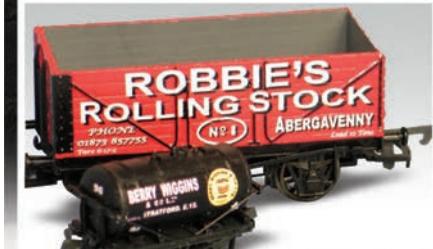
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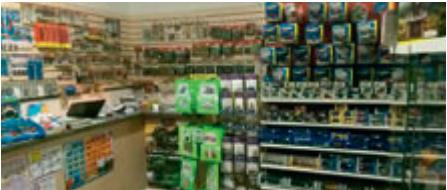
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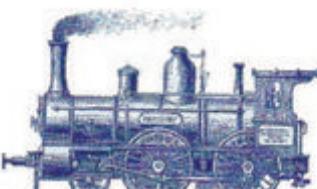
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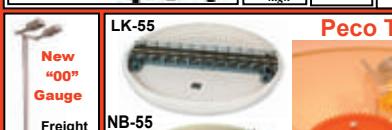


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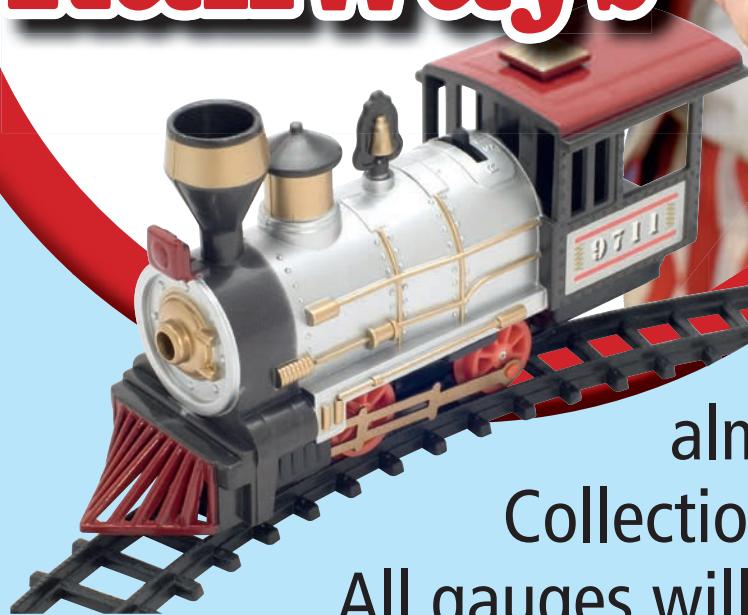
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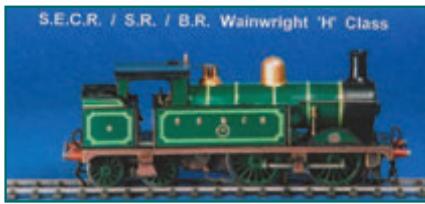
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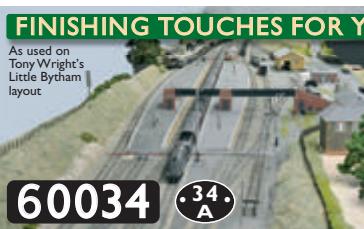
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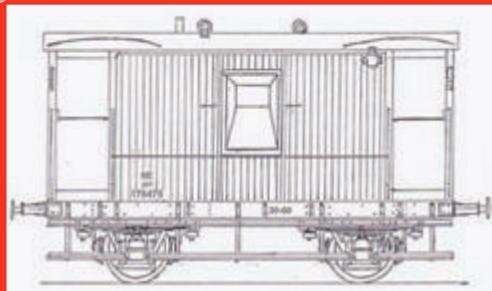
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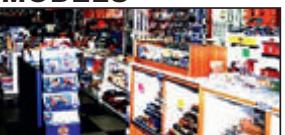
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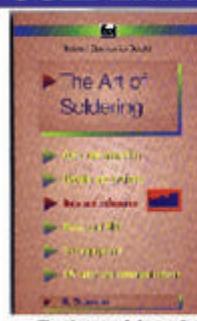


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PROFILE

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Peters Spares web site is crammed with many items from Locomotives and train sets to packs of screws or Valve Gear a small selection is photo'd opposite.

Our contact details are:

Peters Spares Model Railways Ltd, 2J / 2H Brighouse Business Village, Riverside Park, Middlesbrough TS2 1RT
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TAIL LAMP



After an absence of some years I have once again found time to wander along to various model rail shows. Generally my trips have proved to be both interesting and enlightening. My reasons for visiting such events are various but mainly I like to see how the hobby is evolving plus discovering what new innovations are making this hobby more appealing for us modellers. Good examples are the developments in sound, DCC control and other such gadgetry that can and does add a little more excitement to a model layout.

While walking around I will occasionally pause, often near a café area and just look around, taking in the vista and observing those around me. Normally there will be tables and chairs all occupied by modellers emptying their bulging carrier bags, showing each other their prized purchases and exchanging views. At the same time I attempt to work out the average age of those around me.

For example, on the Saturday of **BRM's** Alexandra Palace show my mental 'straw poll' estimated that the average age was approximately 60, while on the Sunday the age had arguably dropped to the mid- to late-50s due to the number of families that visiting that day. I was at Alexandra Palace on the second day as I had business in that part of the world. From past experience I expected the show to be good and I wanted to have a closer look on the Sunday, assuming that the crowds would not be so intense as they had been the day before.

There was one particular layout which, in my opinion, was outstanding and that I was determined to study more closely. I will not embarrass those that were manning it by being too precise as to its name but I was fascinated at how they had managed to create such a stunning grass effect on a section of superbly crafted 'meadow'.

Anxious to learn about the technique used I asked one of the gentlemen who was standing behind the layout how the grass effect had been achieved but was met with a rather disdainful look and the

answer, 'With difficulty!' Sadly this particular person was obviously unaware that he was not at one of his club's meetings but at one of the country's largest and most prestigious model railway exhibitions!

Unfortunately the unhelpful reaction and response I received is not uncommon and I do wonder why these people actually bother to attend such events. Surely those that are behind the layouts must realise that they are not only showing off their skills and handiwork but are ambassadors for a great pastime. Are they not aware that one of the main reasons for their presence is primarily to communicate with the public and to promote the hobby?

I am certain that some think it is just an all expenses paid extension of their club night!

It's by no means a universal problem, but I'm sure that we all have similar stories and people are more likely to remember bad experiences than positive ones.

And while on the subject, operating a layout to a timetable is all well and good on club nights but when at an exhibition there are those visitors, and I suspect a good proportion of them who want to see constant movement and not scale length pregnant pauses between branch line trains.

I am not for a moment advocating the complete abandonment of some form of scale train timings, but what I am suggesting is for the exhibitors to be reasonable and give the majority of the public what they want; namely moving trains!

I would suggest there are a large number of visitors to model rail exhibitions who are either contemplating model railways as a hobby or are just interested in reliving their dreams of days gone by. These are the people that we desperately need to attract into the hobby.

These are the people, young and old who jostle for space around the old Tri-ang 'Super 4' layouts watching the period models rattle around the layout at breakneck speeds. Please remember dear exhibitors that these watchers are all potential modellers, customers and club members! **BRM**

BRM's 'Industry Insider' shares his experiences from a recent model railway exhibition.

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7S-010-003D - Terrier A1X Lined Green Southern 2644 DCC & Sound



7S-010-004 - Terrier A1X LBSC Improved Engine Green 'Thames' 57

7S-010-004D - Terrier A1X LBSC Improved Engine Green 'Thames' 57 DCC & Sound



7F-051-018 - 5 Plank - Nathl Atrill

7F-051-018W - 5 Plank - Nathl Atrill Weathered

Also released this month include;

7S-010-005 - Terrier A1X LBSC Improved Engine Green 'Brighton' 40

7S-010-005D - Terrier A1X LBSC Improved Engine Green 'Brighton' 40 DCC & Sound

All product release dates correct at time of going to press



N GAUGE



2D-009-001 - Class 121 BR Green with Whiskers W55027

2D-009-001D - Class 121 BR Green with Whiskers W55027 DCC Fitted

Also released this month include;

2D-013-052 - Class 27 Dummy BR Blue 27212

2D-009-000 - Class 121 BR Green SYP W55022

2D-009-000D - Class 121 BR Green SYP W55022 DCC Fitted

2D-009-002 - Class 121 BR Blue/Grey 55032

2D-009-002D - Class 121 BR Blue/Grey 55032 DCC Fitted

2D-009-100 - Class 121 BR Blue/Grey Dummy 55032

2D-009-101 - Class 121 BR Green with Whiskers Dummy W55020

2D-009-102 - Class 121 BR Blue/Grey W55030 Dummy

OO GAUGE



4F-018-007 - Salt Van - Saxa 236

4F-018-008 - Salt Van - Saxa 236 Weathered

Also released this month include;

4F-038-005 - 20T Steel Mineral - GWR 33264

4F-038-006 - 20T Steel Mineral - GWR 33264 Weathered

4F-051-015 - 5 Plank - BR M318256

4F-051-016 - 5 Plank - BR M318256 Weathered

4F-090-102 - 9 Plank - Harrogate Gas 14

4F-090-103 - 9 Plank - Harrogate Gas 14 Weathered

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	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
E4 Brighton tank	ehatton.com/e4	£93.46	Mar 2013							
Modified Hall class	ehatton.com/mh	£106.21-£114.71	Mar 2012							
Class 43 NBL Warship	ehatton.com/c43	£118.96	Mar 2013							
Hawthorn Autocoaches	ehatton.com/hac	£58.61	Mar 2013							
Wickham trolley car	ehatton.com/wtc	£67.96	Mar 2013							
Class 5MT	ehatton.com/5mt	£85 (EST)	Mar 2015							
LNWR Webb coal tank	ehatton.com/wct	£102.00 (EST)	Sep 2014							

Birdcage coaches, Class 5P4F Stanier Mogul, Class 24/1, Class 90, J72, 6P, V2, 3F, J39, K3, 94xx, H2 Atlantic - view these projects at www.ehatton.com/projectupdates

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 73	ehatton.com/c73	£105.00	March 2012							

GWR Railcar, Class 68, Class B4, IDA flat, Turbot - view these projects at www.ehatton.com/projectupdates

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
J94	ehatton.com/j94	£82.00	Aug 2014							
14xx	ehatton.com/14xx	£99.00	Sep 2014	Feb 2015	ETA May 2015					
Hatton's King	ehatton.com/king	£169.00-£179.00	Aug 2014	Nov 2014	ETA Apr 2015					

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 05	ehatton.com/c05	£100.00	Jun 2013							
Metropolitan Bo-Bo	ehatton.com/mgb	£107.00	May 2014							

Park Royal railbus, Class 05, Class O2/3, Class 1366 - view these projects at www.ehatton.com/projectupdates

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 9f Crosti-boiler	ehatton.com/9fcb	£111.20	Dec 2013							
D16	ehatton.com/d16	£101.90	Dec 2103							
Class 700	ehatton.com/c700	£101.90	Dec 2013							
Class S15	ehatton.com/s15	£124.99	Dec 2014							
Class J50	ehatton.com/j50	£74.06	Dec 2014							
Hornby Adams Radial	ehatton.com/horar	£111.10	Dec 2014							
King	ehatton.com/horking	£148.14 - £179.99	Dec 2014							
Merchant Navy	ehatton.com/mn	TBC	Mar 2015							

LMS Coaches, K-Type Pullmans, D16, Class 700, Class S15 - view these projects at www.ehatton.com/projectupdates

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
7 plank wagons	ehatton.com/oxcw	£9.00	Jan 2015							
Adam's Radial	ehatton.com/ar	£88.00	Jan 2015							
Hatton's ICI hopper	ehatton.com/ici	£24.00 / £25.00	Mar 2015							

Shows the stage the project is at based on the information available to us. CAD: Computer Aided Design. 1st EP: First Engineering Prototype. (EST): Price is estimated.

You can view extended lists, preorder & comment on all of these projects at

www.ehatton.com/projectupdates

Information correct at the time of going to press. All information subject to change