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OAA Open Railfreight red & grey (type 1)	
OAA Open Railfreight red & grey (type 2)	



22

For over a decade, Blackburn & East Lancs MRS' layout Blackmill has pleased crowds. **Mick Bryan** recalls how this model based on North-West England developed.



40

A week of trainspotting on the North Eastern Region inspired **David Wellington** to re-create the atmosphere of a busy NER steam shed in 1962.



34

Andrew Teale describes a 17-year odyssey to assemble two classic GC trains for Shipley MRS' outstanding exhibition layout 'Leicester South'.



50

A cyclist on a layout that can really pedal? **Phil Parker** sets out to test a clever working layout accessory from Dutch company Magnorail.

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22 LAYOUT FOCUS: BLACKMILL
After a decade of delighting exhibition visitors, Blackburn & East Lancs MRS' depiction of 21st century railways in North-West England has been sold. **Mick Bryan** recalls how it developed.

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34 LAYOUT INSPIRATION: TRAINS FOR LEICESTER SOUTH
Andrew Teale describes a 17-year odyssey to assemble authentic post-war rolling stock for Shipley MRS' exhibition layout.

40

40 LAYOUT FOCUS: HOLLOWBECK
A memorable week of trainspotting on the North Eastern Region inspired **David Wellington** to re-create the atmosphere of a busy NER steam shed in 1962.

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50 PRACTICAL BRM: MAKE A WORKING CYCLIST DIORAMA
Phil Parker tests a remarkable working cyclist accessory from the Netherlands that's perfect for urban and rural layouts alike.

52

52 PRACTICAL BRM: RAIL CRANE
Who said that kit manufacturing was a dying art form? **Phil Parker** tests a resin kit of a BR self-propelled crane from 'Make Your Mark' Models.

56 LAYOUT FOCUS: LOUGHBOROUGH ROAD

This layout brings together some of the fierce rivals for railway traffic in the East Midlands prior to the 1923 Grouping, as modelled by **Alan Paley**.

66 BRM PROJECT LAYOUT: STOKESAY

Telford Railway Modellers Group is progressing well with the **BRM** N gauge project layout, the latest big development is the addition of colour light signalling.

68 PROTOTYPE INSPIRATION: HANDLE WITH CARE

Andy York and **Mike Romans** look at scenes from the past which will make handling wagonloads and small consignments in your goods yard more authentic.

72 LAYOUT FOCUS: BRUCKLAY

Set somewhere on the Western Region in the 1960s, this EM gauge layout is a rare venture away from its owners' usual German and Japanese subjects.

80 LAYOUT PLANNING: TRAIN STORAGE WITH PURPOSE

Gilbert Barnatt explains how careful planning and design of storage yards can make a huge difference towards authentic operation of a layout.

52

Who said that kit manufacturing was a dying art form? **Phil Parker** tests a resin kit from 'Make Your Mark' Models.

PRACTICAL BRM

Search for Crane Kit: www.rmweb-buysandsell.co.uk

HOW TO BUILD A...

PLASSER & THEUERER 12 TON RAIL CRANE

Who said that kit manufacturing was a dying art form? **Phil Parker** tests a resin kit from 'Make Your Mark' Models.

During the last few years, the world of model railways has seen a resurgence in the popularity of resin kits. This is thanks to the fact that resin kits are now being produced in a variety of scales, including OO gauge. One of the most popular resin kits available is the Plasser & Theuerer 12 ton rail crane, which is a highly detailed and accurate representation of the real thing. This kit is made from high quality resin and is designed to be built using simple tools and techniques. The kit includes all the parts you need to build the crane, including the chassis, wheels, and the crane arm. The instructions are clear and easy to follow, and the finished model is a true work of art. This kit is a great addition to any OO gauge collection and is a must-have for anyone who loves to build model railways.

STEP-BY-STEP GUIDE

1. The first step is to assemble the chassis. This involves fitting the wheels to the axle and attaching the chassis to the wheels. 2. The next step is to build the crane arm. This involves fitting the arm to the chassis and attaching the pulley and cable. 3. The final step is to paint the model. This involves using a brush to apply paint to the various parts of the crane. The finished model is a highly detailed and accurate representation of the real thing.

FACT FILE

- 1. The Plasser & Theuerer 12 ton rail crane is a highly detailed and accurate representation of the real thing.
- 2. The kit is made from high quality resin and is designed to be built using simple tools and techniques.
- 3. The finished model is a true work of art and is a great addition to any OO gauge collection.

LAYOUT FOCUS

LOUGHBOROUGH ROAD

This fascinating layout brings together some of the fiercest rivals for railway traffic in the East Midlands prior to the 1923 Grouping, as modelled by **Alan Paley**.

WATCH THIS LAYOUT IN ACTION ON THIS MONTH'S BRM TV VIDEO

FACT FILE

- 1. Loughborough Road is a highly detailed and accurate representation of the real thing.
- 2. The layout is made from high quality materials and is designed to be built using simple tools and techniques.
- 3. The finished model is a true work of art and is a great addition to any OO gauge collection.

56

'Loughborough Road' brings together some of the fiercest rivals for railway traffic in the East Midlands prior to the 1923 Grouping, as modelled by **Alan Paley**.

'Brucklay', set somewhere on the Western Region in the 1960s is a rare venture into EM gauge modelling from a group better known for overseas layouts.

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LAYOUT FOCUS

BRUCKLAY

Set somewhere on the Western Region in the 1960s, Raven Miniature's EM gauge layout is a rare venture away from their usual German and Japanese subjects.

Brucklay is a highly detailed and accurate representation of the real thing. The layout is set in the 1960s and is a rare venture into EM gauge modelling. The layout is made from high quality materials and is designed to be built using simple tools and techniques. The finished model is a true work of art and is a great addition to any EM gauge collection.

STEP-BY-STEP GUIDE

1. The first step is to assemble the chassis. This involves fitting the wheels to the axle and attaching the chassis to the wheels. 2. The next step is to build the crane arm. This involves fitting the arm to the chassis and attaching the pulley and cable. 3. The final step is to paint the model. This involves using a brush to apply paint to the various parts of the crane. The finished model is a highly detailed and accurate representation of the real thing.

FACT FILE

- 1. Brucklay is a highly detailed and accurate representation of the real thing.
- 2. The layout is made from high quality materials and is designed to be built using simple tools and techniques.
- 3. The finished model is a true work of art and is a great addition to any EM gauge collection.

PRACTICAL BRM

SECOND HAND SAVERS PART 3

Phil Parker shares a novel and cheap way to display your redundant locomotives.

The idea of displaying redundant locomotives is a great one. It allows you to showcase your collection of locomotives in a way that is both interesting and informative. This is a great way to display your collection of locomotives and is a must-have for anyone who loves to build model railways.

STEP-BY-STEP GUIDE

1. The first step is to assemble the chassis. This involves fitting the wheels to the axle and attaching the chassis to the wheels. 2. The next step is to build the crane arm. This involves fitting the arm to the chassis and attaching the pulley and cable. 3. The final step is to paint the model. This involves using a brush to apply paint to the various parts of the crane. The finished model is a highly detailed and accurate representation of the real thing.

THE VERDICT

This is a highly detailed and accurate representation of the real thing. The layout is made from high quality materials and is designed to be built using simple tools and techniques. The finished model is a true work of art and is a great addition to any EM gauge collection.

FACT FILE

- 1. Second Hand Savers is a highly detailed and accurate representation of the real thing.
- 2. The layout is made from high quality materials and is designed to be built using simple tools and techniques.
- 3. The finished model is a true work of art and is a great addition to any EM gauge collection.

Phil Parker explains a cheap way to display redundant locomotives in the latest episode of his 'Second Hand Savers' series.

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84 PRACTICAL BRM: MODEL A DERELICT LOCOMOTIVE
Phil Parker explains a novel and cheap way to display your unwanted locomotives and be a 'Second Hand Saver'.

86 PRACTICAL BRM: MAKE A SHUNTING TRACTOR
Shunting tractors were never the most glamorous of items on the railway. **Phil Parker** shows how he made one.

90 YOUR BRM: READERS' LAYOUTS
Would you like to see your layout featured in **BRM**? Here's a section dedicated to your work.

92 PRODUCT UPDATE: HELJAN 02
Tony Wright reports on the progress of Heljan's Gresley 2-8-0 'Tango', now entering the final stages of development.



HELJAN 02
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98 REVIEWS
OO Works' 13, Heljan's O gauge AC Cars railbus and signals from Absolute Aspects, plus 3D printed wagons from Wild Boar Models and more!

102 BOOK REVIEWS
Howard Smith looks at some of the latest books to be released on a whole host of railway subjects.

104 TRIED AND TESTED: IWATA CUSTOM MICRON
With so many different types of airbrush on the market, **Howard Smith** looks at one of the best from Airbrushes.com. Can you really tell the difference?

DON'T MISS OUT

The August 2015 issue of **BRM** is published on July 9

TURN TO PAGE 109 FOR MORE DETAILS ABOUT THE NEXT ISSUE

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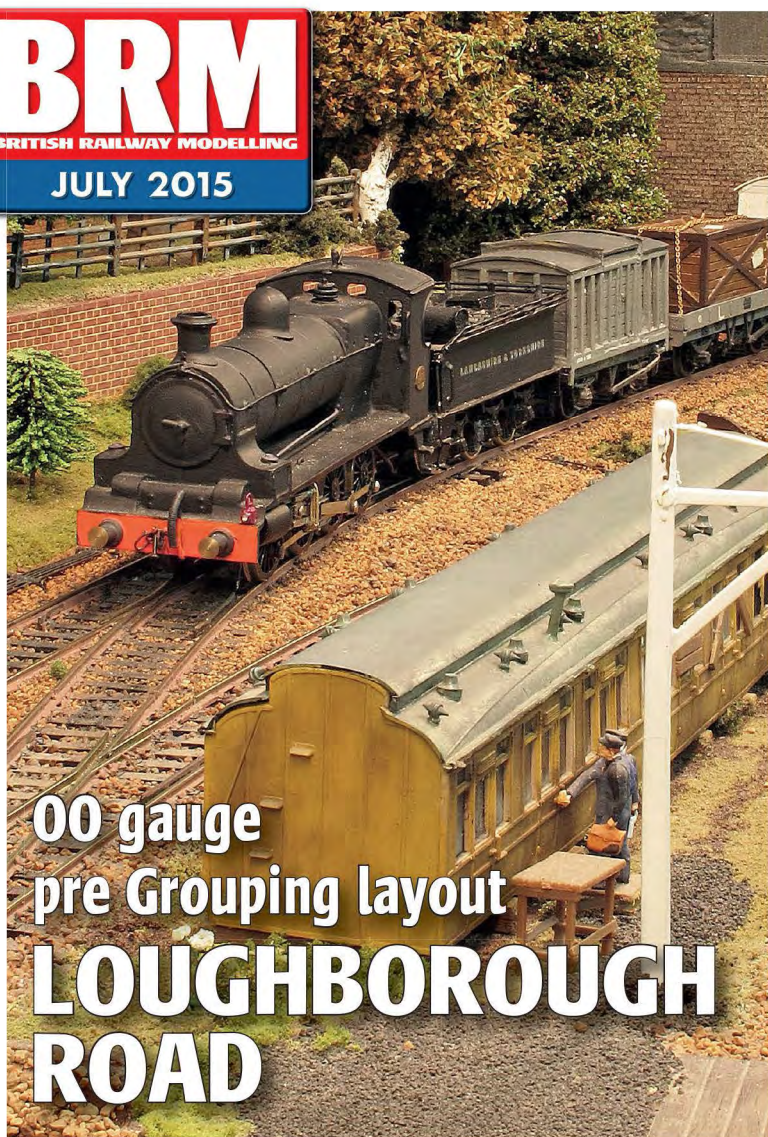
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BRM TV

This month's video is presented from the High Wycombe and District Model Railway Society's clubrooms. **Howard Smith** tests the flagship airbrush from Iwata and **Phil Parker** works with metal, and demonstrates a marvellous working cyclist in 00 gauge.

WHAT'S ON THE DVD



00 gauge
pre Grouping layout
**LOUGHBOROUGH
ROAD**

PRACTICAL BRM

Phil Parker's guide
to working with
metal.



BRM BEHIND THE SCENES

The High Wycombe
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Society



BRM PRODUCT PREVIEW

'Tested - Iwata
airbrush from
airbrushes.com'



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WELCOME



When summer comes around, thoughts often turn away from model railways towards outdoor pursuits. Unless you're lucky enough to have a garden railway, walking, fishing or gardening - or maybe taking in a preserved railway - are all more enticing prospects when the sun is shining. If it's a choice between being stuck under a layout soldering power feeds or out and about enjoying the warm weather and long evenings, I know where most of us would be. But, that time can still be put to good use for your hobby.

Getting out and seeing the real railway at work, studying and photographing the trains and infrastructure and seeing how they fit into the landscape can all provide great inspiration for future projects. If your modelling 'mojo' is flagging a little, there's nothing more inspiring than seeing a big steam locomotive in full flight, an HST howling past at 125mph or, for those who prefer a slower pace, a beautifully restored branch line train a proper setting.

But, inspiration can come from so many other sources; a walk along a disused trackbed has been the spark for many layout projects. It doesn't have to be somewhere as stunning as the Camel Trail in Cornwall either. Seeking out the remains of old industrial railways in your local area - as I have over the last couple of years - can be extremely rewarding too, and lead to something unique and very personal.

In this month's **BRM** you'll see four very different layouts that show the diversity and creativity of our hobby. Two of them, 'Hollowbeck' and 'Blackmill', were directly inspired by encounters with the real railway; one in the early-1960s and the other by what can be seen today. By contrast, Alan Paley's 'Loughborough Road' recalls a time that has just about disappeared from living memory - the colourful world of pre-Grouping railways. If recent evidence is any guide, it's an era that is experiencing a minor renaissance with

railway modellers looking for something out of the ordinary. Finally, there's Norman Raven's 'Brucklay' - again inspired by childhood train journeys, but translated to a very different setting.

We've also got entertaining and informative articles from the likes of Andy York, Gilbert Barnatt and Phil Parker on subjects ranging from self-propelled cranes and fiddleyards to shunting tractors and grounded coach bodies. They're all part of the mix and demonstrate that model railways are about far more than locomotives.

That said, we're keen to hear about your locomotive projects this year, as part of our campaign to

encourage as many people as possible to build a locomotive in 2015. I've already made

a start by building a simple £9.50 kit of a tiny industrial shunter (I'll motorise it later) and have now received my PWM650 brass kit from Judith Edge Models. More on that later, but in the meantime Phil Parker is working on an interesting new resin kit of an industrial 0-6-0T and Tony Wright has some superb LMS/LNER projects on his workbench that you'll see later this year. We

can't wait to see what you're working on.

Finally, if you're looking for a good excuse to visit a preserved railway and recharge your batteries, come and see us at the Great Central Railway's Model Railway Event on June 19-21. The **BRM** team will be on hand to answer your queries and there will be over 60 layouts on display, 40 plus traders, model engineering demonstrations at all four stations along the line from Loughborough to Leicester North, all connected by regular steam and heritage diesel-hauled trains. It's going to be a great weekend mixing model and full size railways. See you there!

SEE
MUCH MORE
ON YOUR
FREE
"BRM TV"
DVD



How many of our layouts were inspired by childhood train-spotting trips, like David Wellington's 'Hollowbeck', featured on page 40?

BRM

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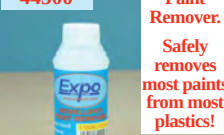
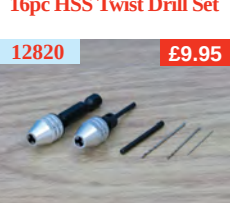
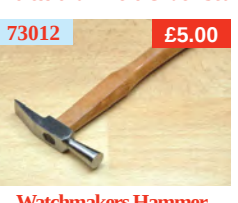
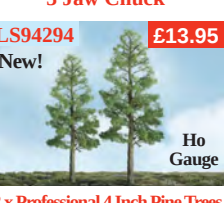
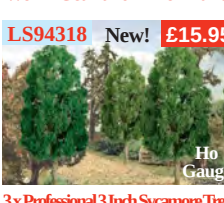
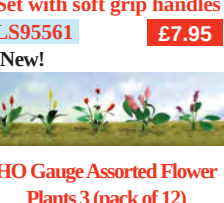
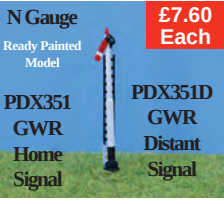
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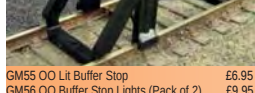
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GMC93 900mm N/Silver Bk Flexi Track (24)	£79.95
GMC94 900mm N/Silver Bm Flexi Track (24)	£79.95
GMC97 900mm N/Silver Bm Flexi Track (100)	£295
GM19 Code 100 (OO) Rail Joiners (24)	£2.45

OO SCALE TRACK ACCESSORIES

GM45 OOHO Re-Railer	£5.35
GM54 OO Buffer Stop	£1.85
BPGM54 OO Buffer Stop (5 Pack)	£8.35



GM55 OO Lit Buffer Stop	£6.95
GM56 OO Buffer Stop Lights (Pack of 2)	£9.95

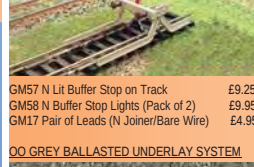
GM13 Pair of Leads (Joiners/Bare Wire)	£4.95
GM66 Hornby Type Track Pins 10mm	£2.60
GM67 Extra Long Track Pins 15mm	£2.60

N SCALE FLEXIBLE TRACK

GM18 Code 80 (N) Rail Joiners (24) £2.35

N SCALE TRACK ACCESSORIES

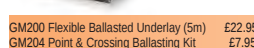
GM46 N Re-Railer	£2.95
GM53 N Scale Buffer Stop	£4.50
BPGM53 N Scale Buffer Stop (Pack of 5)	£19.95



GM57 N Lit Buffer Stop on Track	£9.25
GM58 N Buffer Stop Lights (Pack of 2)	£9.95
GM17 Pair of Leads (N Joiner/Bare Wire)	£4.95

OO GREY BALLASTED UNDERLAY SYSTEM

GM114 OOHO Granite Ballast (500g)	£3.55
GM117 OOHO Granite Ballast (200g)	£2.35



GM200 Flexible Ballasted Underlay (5m) £22.95

GM204 Point & Crossing Ballasting Kit £7.95

OO BROWN BALLASTED UNDERLAY SYSTEM

GM111 OOHO Brown Ballast (500g)	£3.55
GM210 Flexible Ballasted Underlay (5m)	£22.95
GM214 Point & Crossing Ballasting Kit	£7.95

N GREY BALLASTED UNDERLAY SYSTEM

GM115 N Granite Ballast (500g)	£3.55
GM118 N Granite Ballast (200g)	£2.35
GM201 N Flexible Ballasted Underlay (5m)	£22.95
GM205 N Point & Crossing Ballasting Kit	£7.95

N BROWN BALLASTED UNDERLAY SYSTEM

GM113 N Brown Ballast (500g)	£3.55
GM211 N Flexible Ballasted Underlay (5m)	£22.95
GM215 Point & Crossing Ballasting Kit	£7.95

OO SCALE CORK TRACKBED SYSTEM



GM251 3mm Cork Trackbed 4.5 x 50cm (6) £8.95



GM252 3mm Cork Plates 15 x 50cm (2)	£4.50
GM240 For RH Sectional Points (2)	£3.95
GM241 For LH Sectional Points (2)	£3.95
GM244 For RH Sectional Curved Points (2)	£3.95
GM245 For LH Sectional Curved Points (2)	£3.95
GM247 For Y Sectional Points (2)	£3.95

N SCALE CORK TRACKBED SYSTEM

GM231 2mm Cork Trackbed 2.8 x 50cm (6)	£8.95
GM232 2mm Cork Plates 15 x 50cm (2)	£4.50
GM225 For RH Sectional Points (2)	£3.95
GM226 For LH Sectional Points (2)	£3.95



SCENICS

STARTER PACK



GM194 Scenic Starter Pack £24.95

GENERAL SCENIC MODELLING PRODUCTS

GM100 Mod Roc (2.75m)	£4.50
GM119 Fine Plaster of Paris (1kg)	£3.95
GM130 1/16 Cork Sheet 3' x 2' (60 x 90cm)	£6.50
GM131 1/8 Cork Sheet 3' x 2' (60 x 90cm)	£10.50
GM167 Balsa Bundle 50 x 76 x 229mm	£1.95
GM168 Balsa Bundle 75 x 150 x 450mm	£9.95

GRASS & GRAVEL MATS



GM20 Spring Grass Mat 100cm x 75cm	£7.95
GM21 Summer Grass Mat 100cm x 75cm	£7.95
GM22 Autumn Grass Mat 100cm x 75cm	£7.95
GM23 Gravel Mat 100cm x 75cm	£5.95
GM38 Spring Grass Mat 240cm x 120cm	£29.95

MEADOW MATS



GM140 Meadow Mat - Spring 6mm Grass	£8.95
GM141 Meadow Mat - Meadow 6mm Grass	£8.95
GM142 Meadow Mat - Spring 12mm Grass	£11.95
GM143 Meadow Mat-Meadow 12mm Grass	£11.95
GM147 Meadow Mat - Beige 6mm Grass	£8.95
GM148 Meadow Mat - Beige 12mm Grass	£11.95

STATIC GRASS SYSTEM



GM196 Static Grass Starter Set	£9.95
GM193 Puffer Bottle	£4.75
GM169 Static Grass Glue (250ml)	£6.95
GM170 Spring Grass Flock (30g)	£3.15
GM171 Summer Grass Flock (30g)	£3.15
GM172 Moorland Grass Flock (30g)	£3.15
GM173 Meadow Grass Flock (30g)	£3.15
GM174 Woodland Floor Grass Flock (30g)	£3.25

BUDGET SCATTERS

GM101 Meadow Scatter (50g)	£1.85
GM102 Mid Green Scatter (50g)	£1.85
GM103 Dark Green Scatter (50g)	£1.85
GM105 Spring Green Scatter (50g)	£1.85
GM108 Earth Brown Scatter (50g)	£1.85
GM109 Black Scatter (50g)	£1.85
GM110 Red/Brown Scatter (50g)	£1.85
GM112 Imitation Coal (50g)	£2.35
GM116 Grey Tarmac Scatter (50g)	£1.85

LICHENS & HEDGES



GM160 Light Green Hedgerow (1m)	£6.95
GM161 Dark Green Hedgerow (1m)	£6.95
GM164 Light Green Lichen (80g)	£4.75
GM165 Dark Green Lichen (80g)	£4.75
GM166 Assorted Lichen (80g)	£4.75

FOLIAGE

GM150 Fine Light Green Foliage (30g)	£3.15
GM151 Fine Dark Green Foliage (30g)	£3.15
GM152 Fine Mid Green Foliage (30g)	£3.15
GM153 Fine Light Brown Foliage (30g)	£3.15
GM154 Fine Brown Foliage (30g)	£3.15

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
GM185 Weeping Willow Trees (3)	£6.95
GM186 Poplar Trees (3)	£6.95
GM187 Pine Trees (2)	£8.50
GM188 Beech Trees (2)	£7.50

VALUE TREE ASSORTMENTS

GM127 N Scale Tree Assortment (10) TBA



GM128 OO Scale Spring Trees (10) £10.95

GM129 OO Scale Summer Trees (10) £10.95

BULK TREES

GM120 Deciduous Trees (25)	£19.95
GM121 Deciduous Trees (25)	£19.95
GM122 Fir Trees (25)	£19.95

GM123 Small Fir Trees (50)	£29.95
GM124 Deciduous Trees (25)	£19.95
GM125 Spruce Trees (25)	£19.95

MAKE YOUR OWN TREES

GM195 Seafoam for Tree Making	£19.95
GM156 Light Green Scenic Leaves (50g)	£3.65
GM157 Mid Green Scenic Leaves (50g)	£3.65
GM158 Dark Green Scenic Leaves (50g)	£3.65

FLOWERS

GM139 Flowerbeds £11.95



GM175 OOHO Garden Flowers	£9.25
GM176 OOHO Water Plants	£9.25
GM177 OOHO Garden Plants	£9.25
GM178 OOHO Wild Flowers	£9.25

GRASS TUFTS

GM136 Spring Grass Tufts	£10.95
GM137 Summer Grass Tufts	£10.95
GM138 Flowering Grass Tufts	£11.95

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GM30 Plain Stone Wall Grey	£9.25
GM31 Grey Stone Wall & Buttresses	£9.25
GM32 Grey Stone Wall & Arches	£9.25
GM197 Stone Tunnel Wall	£7.95
GM198 Single Tunnel Mouth & Walls	£14.95
GM199 Double Tunnel Mouth & Walls	£19.95

BACKSCENES

GM701 Large Valley Backscene	£7.95
GM702 Large Countryside Backscene	£7.95
GM703 Large Open Field Backscene	£7.95



GM704 Large Village Backscene	£7.95
GM705 Large Cloudy Sky Backscene	£7.95
GM706 Large Industrial Backscene	£7.95
GM707 Large Housebacks Backscene	£7.95
GM708 Large Pretty UK Town Backscene	£7.95
GM751 Small Valley Backscene	£4.95
GM752 Small Countryside Backscene	£4.95
GM753 Small Open Field Backscene	£4.95
GM754 Small Village Backscene	£4.95



GM755 Small Cloudy Sky Backscene	£4.95
GM756 Small Industrial Backscene	£4.95
GM757 Small Housebacks Backscene	£4.95
GM758 Small Pretty UK Town Backscene	£4.95

HIGHWAYS



OO SCALE WIDE ROAD SYSTEM	
GM370 80mm Wide Tarmac Road (1m)	£6.95
GM371 80mm Wide Universal Curves (2)	£6.95



STRUCTURES

OO SCALE LASER CUT KITS (Ctd.)



GM453 Garden Shed Kit £6.00

OO SCALE "FORDHAMPTON" PLASTIC KITS
Fordhampton is a bustling market town on a busy mainline running through the rolling South Downs. With both local and express services steaming through, Fordhampton Station serves all kinds of trains from commuters travelling to and from London as well as excursions to the seaside at Brighton! Wherever you are going the station master will be happy to help you get to your destination.



GM401 Fordhampton Station £25.50



GM402 Fordhampton Signal Box £10.50



GM403 Fordhampton Footbridge £17.50



GM404 Fordhampton Level Crossing £11.50



GM405 Fordhampton 60s Estate House £15.95



GM406 Fordhampton Locomotive Shed £19.95



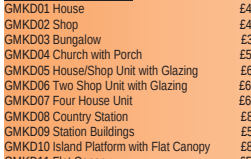
GM407 Fordhampton Carriage Platforms £9.95

Look out for more additions to Fordhampton as and when planning permission is granted!

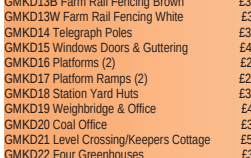


KESTREL DESIGNS

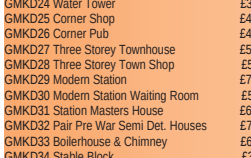
N GAUGE PLASTIC KITS



GMKD01 House £4.25



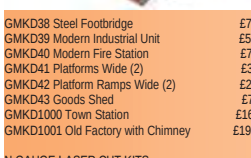
GMKD02 Shop £4.25



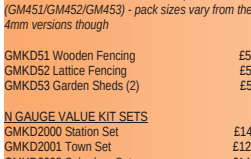
GMKD03 Bungalow £4.25



GMKD04 Church with Porch £5.75



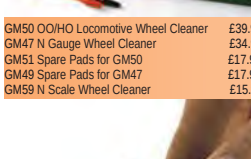
GMKD05 House/Shop Unit with Glazing £6.50



GMKD06 Two Shop Unit with Glazing £6.50



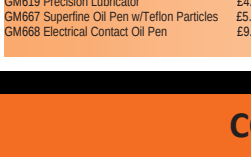
GMKD07 Four House Unit £8.50



GMKD08 Country Station £5.25



GMKD09 Station Buildings £8.00

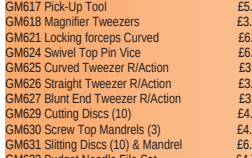


GMKD10 Island Platform with Flat Canopy £5.75

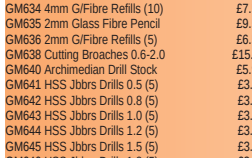
GENERAL MODELLING TOOLS



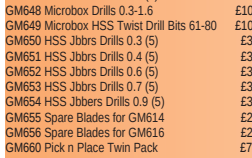
GM08 Model Strip (115mm) £6.95



GM26 Track Rubber £3.15



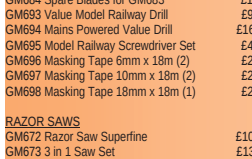
GM27 Jumbo Track Rubber £5.75



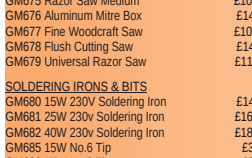
GM600 A2 Cutting Mat £14.95



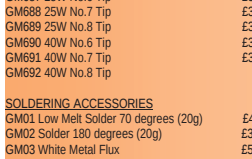
GM601 A3 Cutting Mat £9.95



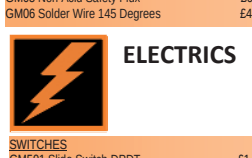
GM602 A4 Cutting Mat £4.95



GM603 A5 Cutting Mat £2.95



GM604 Round Nose Pliers £6.75



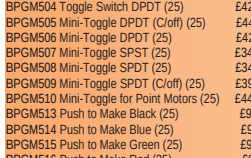
GM605 Flat Nose Pliers £6.75



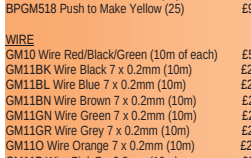
GM606 Bent Nose Pliers £6.75



GM507 Mini-Toggle SPST £2.70



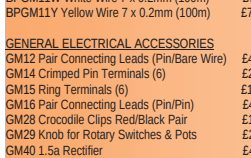
GM508 Mini-Toggle SPDT £2.40



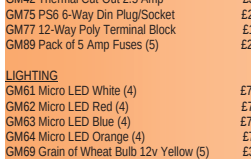
GM509 Mini-Toggle SPDT (C/Off) £2.40



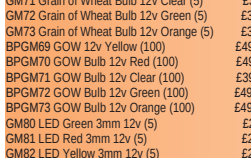
GM510 Mini-Toggle for Point Motors £2.65



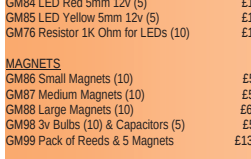
GM511 Mini-Toggle for G Point Motors £3.60



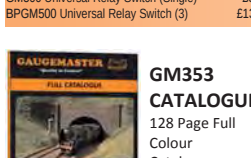
GM512 Push to Break Black (5) £5.95



GM513 Push to Make Black (5) £2.75



GM514 Push to Make Blue (5) £2.75



GM515 Push to Make Green (5) £2.75



GM516 Push to Make Red (5) £2.75

GAUEMASTER Limited Edition News

N SCALE



DAGM220 C166 DB Schenker - £89.95

66 001 IN STOCK NOW



DAGM231 IC Executive Pristine £69.95

73 142 Broadlands



DAGM232 First GBRF - £69.95

73 141 Charlotte



DAGM233 South West Trains - £69.95

73 235



DAGM234 Southern Livery - £69.95

73 202



DAGM235 Pullman - £69.95

73 101 The Royal Alex

(DAGM230 is already sold out)

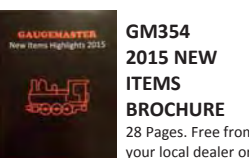


Pullman Class 73 101 - £129.95

DAGM100 The Royal Alex

DAGM101 Brighton Evening Argus

300pcs of each only



GAUEMASTER New Items Highlights 2015

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POSTAGE

up to £19.99 - £2.50
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We are now only taking UK orders.



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

RAILWAY

NEW!



Retaining Wall

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

N Codes: PN144 Stone - PN145 Brick **£8.99**
00 Codes PO244 Brick - PO245 Stone **£11.99**



Tapered Retaining Walls

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

N Codes: PN148 Brick - PN149 Stone **£8.99**
00 Codes PO248 Brick - PO249 Stone **£12.99**

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

RAILWAY



Railway Bridge

Designed to be used with the retaining walls. Can be made double or single track over the top.

N Codes: PN146 Brick - PN147 Stone **£11.99**
00 Codes PO246 Brick - PO247 Stone **£13.99**

ALL THREE KITS AVAILABLE IN BRICK OR STONE STYLES



TOWN & COUNTRY

00/H0 Parish Church

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

PO226 - **£15.99**



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

TOOLS

Ultra Fine Glue Applicators

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

MT907 / **£3.50**



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MIDI KIT



Wooden Pavilion

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

MINI KIT



Picnic Tables

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

RAILWAY

Footbridge

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

00 / PO236 / **£10.35**
N / PN136 / **£9.50**



Span 170mm.



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

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

METCALFE

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INDUSTRIAL PERFECTION...

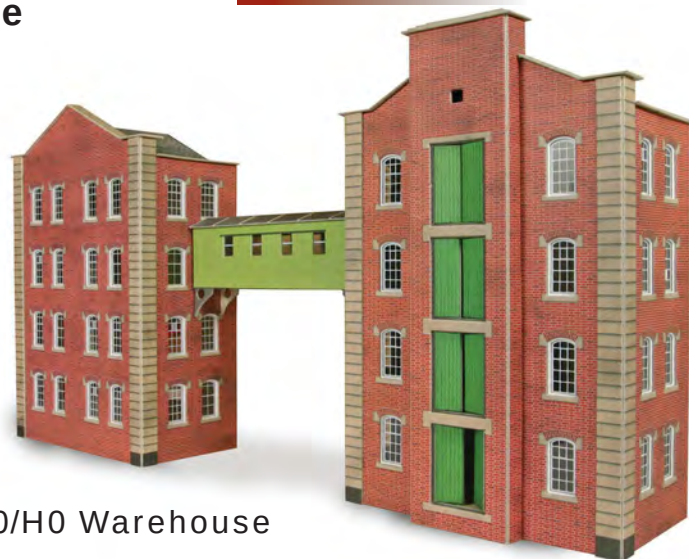
Three industrial buildings that can be arranged in different ways to create superb mills and factories...

INDUSTRIAL

00/ H0 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/H0 Warehouse

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

PO282 - £13.99

INDUSTRIAL

00/H0 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



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ALL AVAILABLE TO PRE-ORDER NOW

Class 3200 Earl "Dukedog" 4-4-0 Pre-order for £118.96



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

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31-204 5530 "Sir Frank Ree" in LMS crimson
Class A2 4-6-2
Pre-order for £144.45



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

Class 43 Warship Diesel Pre-order from £118.96



32-066 - Class 43 North British (NBL) Warship D835 'Pegasus' in BR green with small yellow panel. New tooling
32-065 - Class 43 North British (NBL) Warship D865 'Zealous' in BR maroon with small yellow panel. New tooling
32-067 - Class 43 North British (NBL) Warship 842 'Royal Oak' in BR blue. New tooling



Pre-order at www.ehattons.com/bachmann2014

Standard class 3MT tank Pre-order for £101.96



31-981 82021 in BR lined black with early emblem
Class 3F Fowler Jinty 0-6-0 tank



32-235 47673 in BR black with late crest - weathered £80.71

Class 08 Diesel Shunter



Pre-order from £76.46

32-115B 08818 in BR blue with wasp stripes - weathered £84.96
32-119 08907 in DB Schenker red
32-120 13287 in BR plain green early emblem

Class 47 Diesel



31-659 47001 in BR blue - weathered £110.46
31-659DS 47001 in BR blue pristine - DCC sound £203.95

Class 90 Electric Pre-order for £119.00



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

Class 25/3 Diesel Pre-order for £93.46



32-408 25286 in BR blue with domino headcode



www.ehattons.com/oxfordrailpreorders OXFORD

Adams Radial 4-4-2T - £88



OR76AR001 - Adams Radial 4-4-2T 30583 in BR late black
OR76AR002 - Adams Radial 4-4-2T 30584 in BR early black
OR76AR003 - Adams Radial 4-4-2T 488 in LSWR livery
(Image courtesy of Ben Brooksbank)

Why not try our DCC fitting service?
OR76AR001 / 002 / 003 - Fitted and fully tested with a Hatton's decoder:

£110

Adams Radial due in to stock between July - September 2015.

Wagons due in to stock between April - June 2015.

7 Plank Wagon 95



OR76MW001 7 plank wagon 95
"Fear Bros, Staines" in red - £9

7 Plank Wagon 10



OR76MW002 7 plank wagon 10
"Leamington Priors Gas" in red - £9

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OR76MW003 7 plank wagon 44
"E Welford & Son Oxford" in red - £9

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OR76MW004 7 plank wagon 16
"Weymouth & District Co-Op" in green - £9

7 Plank Wagon 217



OR76MW005 7 plank wagon 217
"Coventry Collieries" in black - £9

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35-027 9479 in BR black with late crest

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35-051 LMS black livery
35-052 BR black early emblem
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H1409 14xx 1470 in BR lined black early emblem
H1410 58xx 5819 in BR unlined black early emblem
H1413 14xx 1444 in BR lined green early emblem
H1414 14xx 1450 BR lined green late crest
H1416 14xx 1409 BR unlined green late crest

Lightly Weathered

H1402 58xx 5814 in GWR unlined green Great Western
H1403 48xx 4871 in GWR unlined green Shirtbutton
H1405 48xx 4807 in GWR wartime black G W R
H1407 58xx 5802 in GWR unlined green G W R
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J9408 98 "Royal Engineer" in Army green
J9410 15 in Wemyss Private Railway lined brown
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J9405 "Hurricane" in NCB Bickershaw Colliery lined green
J9409 7 in NCB Littleton Colliery lined blue
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HK04 6029 "King Edward VIII" 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
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Steam locos



31-931 Class 1000 Midland Compound 4-4-0 1189 in LMS black (Bac) (list £139.95) **BARGAIN** ... £89
31-932DC Class 1000 Midland Compound 4-4-0 40934 in BR lined black early emblem. DCC On Board (Bac) (list £159.95) **BARGAIN** ... £99



31-933 Class 1000 Midland Compound 4-4-0 41157 in BR lined black late crest (Bac) (list £139.95) **BARGAIN** ... £89



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



31-127 Class 30xx 2-8-0 ROD 3023 in BR black early emblem (Bac) (list £129.95) **BARGAIN** ... £80
R3006X Class 3800 2-8-0 3864 BR weathered black early emblem. DCC Fitted (Hor) £120



31-626A Class 3F 0-6-0 43257 in BR black early emblem (Bac) (list £99.95) **BARGAIN** ... £60
31-628DC Class 3F 0-6-0 43620 in BR black late crest - weathered. DCC On Board (Bac) (list £119.95) **BARGAIN** ... £79



R3229 Class 4000 Star 4-6-0 4021 "British Monarch" in BR green early crest (Hor) £125.10



R3223 Class 42XX 2-8-0 4257 in BR black late crest (Hor) £111.20
R3222 Class 42XX 2-8-0 4261 in Great Western green (Hor) £111.20



R3205 Class 4900 4-6-0 4965 "Rood Ashton Hall" in BR. New tooling for 2013. Special edition etched name & number (Hor) £105



31-880 Class 4F 0-6-0 3851 in LMS black Johnson/Deeley tender (Bac) £76.46
31-881 Class 4F 0-6-0 43875 BR black early emblem and Johnson/Deeley tender (Bac) £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



31-782 Class 6959 Modified Hall 6965 "Thirlestaine Hall" in BR green late crest - weathered (Bac) **NEW** ... £114.71

NEW



31-783 Class 6959 Modified Hall 7904 "Fountains Hall" in BR black early emblem - weathered (Bac) **NEW** ... £114.71



R3225 Class 72XX 2-8-2 7233 in Great Western green (Hor) £120.50



31-013 Class 7F 2-8-0 S&DJR 53808 in BR black late crest & Deeley tender (Bac) (list £134.95) **BARGAIN** ... £89



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** ... £95



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
R3280 Class A4 4-6-2 4496 "Golden Shuttle" in LNER Garter blue - Railroad range (Hor) £71.30



R2784X Class A4 4-6-2 60022 "Mallard" in BR green late crest - DCC Fitted (Railroad Range) (Hor) (list £92.25) **BARGAIN** ... £59



R3114A Class B1 Thompson 4-6-0 61267 in BR black late crest (Hor) £120
R2922X Class B17/6 Sandringham 4-6-0 61650 "Grimby Town" in BR late crest DCC Fitted (Hor) £125
31-146 Class D11/1 4-4-0 62663 "Prince Albert" BR black early emblem (Bac) £101.96
31-137 Class D11/2 4-4-0 6385 "Lucky Muckeback" LNER black (Bac) £106.21



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



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



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

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35-075 Class E4 Brighton tank 0-6-2 579 in LB & SCR umber (Bac) **NEW** £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



32-154A Class N 2-6-0 31404 in BR lined black late crest - weathered (Bac) (list £134.95) **BARGAIN** ... £79
31-001Z Class O4 2-8-0 Robinson ROD 63743 (shed 9G) in BR black late crest - weathered. Ltd Edition of 512 (Bac) (list £148.72) **BARGAIN** ... £119



R3208 Class V Schools 4-4-0 30915 "Brighton" in BR black early emblem & tender (Hor) (list £139.99) **BARGAIN** ... £105
R3194 Class V Schools 4-4-0 30837 "Esom" BR black early emblem (Hor) £112



32-954 Standard class 4MT 2-6-0 76058 in BR lined black early emblem (Bac) (list £119.95) **BARGAIN** ... £74
32-955 Standard class 4MT 2-6-0 76109 in BR lined black late crest (Bac) (list £119.95) **BARGAIN** ... £72.50



32-508 Standard Class 5MT 73049 in BR lined green late crest & BR1 tender (Bac) (list £129.95) **BARGAIN** ... £82
32-509 Standard class 5MT 73109 in BR lined black early emblem and BR1B tender (Bac) (list £129.95) **BARGAIN** ... £89
32-261 WD Austerty 2-8-0 90441 in BR black early emblem (Bac) £114.71



32-260DC WD Austerty 2-8-0 90448 in BR black with late crest. DCC On Board (Bac) (list £152.95) **BARGAIN** ... £109

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



30-575 The Railway Children Train Pack GWR 57xx Pannier in GNSR, 2 x GNSR Coaches & Scenecraft Oakworth Station Building (Bac) £114.71



30-525 The Shakespeare Express Train Pack Hall Class 4965 "Rood Ashton Hall" in Great Western green, 2 x Pullman cars in umber & cream, BR Mk1 BSK coach in chocolate & cream & Stratford-Upon-Avon Open-top bus (Bac) **NEW** £195.45



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

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



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 08 09017 National Railway Museum maroon - Railroad range (Hor) £34.20



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



1600 Class 16 North British diesel D8400 BR green grey roof. Ltd Ed of 750 pcs (Hel) (list £134.95) **BARGAIN** . £72



1601 Class 16 North British diesel D8401 BR green small yellow warning panels. Ltd Ed of 750 (general release). (Hel) (list £134.95) **BARGAIN** ... £72



1602 Class 16 North British diesel D8404 BR green Stratford-style yellow warning panels. Ltd Ed of 750 (general release) (Hel) (list £134.95) **BARGAIN** ... £72



1605 Class 16 North British diesel D8405 BR green small yellow warning panels. Weathered. Ltd Ed of 750 (general release) (Hel) (list £144.95) **BARGAIN** ... £72



1603 Class 16 North British diesel D8407 BR green with full yellow ends. Ltd Ed of 750 (general release) (Hel) (list £134.95) **BARGAIN** ... £72



1604 Class 16 North British diesel D8409 BR green grey roof. Gloss finish. Ltd Ed of 750 (general release) (Hel) (list £134.95) **BARGAIN** ... £72



4D-012-003 Class 22 B-B Diesel Hydraulic D6311 in BR green small yellow panels & disc headcode box (Dap) . £103
2320 Class 23 Baby Deltic D5900 green headcode discs and frost grilles - gloss (Hel) (list £129.95) **BARGAIN** ... £69



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



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

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2809^ Class 28 Co-Bo Diesel D5708 BR Green Full Yellow Ends (Hel) (list £125) **BARGAIN** £893430 Class 33/0 diesel D6506 in BR blue full yellow ends (Hel) £95
3414 Class 33/0 diesel D6570 BR green full yellow ends and BR coach roundels (Hel) £95
3411 Class 33/0 diesel D6577 in early BR green (Hel) £953521 Class 35 Hymek D7003 in BR green (Hel) £94
3520 Class 35 Hymek D7070 in BR blue full yellow ends (Hel) £94

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

32-480DS Class 40 D211 'Mauretania' in BR green indicator discs. DCC Sound on board (Bac) (list £244.95) **BARGAIN** £189
R3282 Class 42 Warship D853 'Thruster' in BR maroon small yellow panels - Railroad range (Hor) £50.9032-816 Class 47/3 47365 'Diamond Jubilee' BR Railfreight Distribution (Bac) (list £114.95) **BARGAIN** £7232-817 Class 47/7 47745 'Royal London Society For The Blind' in RES red & grey (Bac) (list £114.95) **BARGAIN** £7232-815 Class 47/8 47834 'Fire Fly' BR Intercity Swallow (Bac) (list £114.95) **BARGAIN** £78
4D-003-005 Class 52 D1072 'Western Glory' BR blue full yellow panel (Dap) £1094D-003-011 Class 52 diesel loco D1002 'Western Explorer' in BR green small yellow panels (Dap) £109
4D-003-010 Class 52 diesel loco D1010 'Western Campaigner' in BR blue full yellow ends (Dap) £109
4D-003-008 Class 52 diesel loco D1023 'Western Fusilier' in BR maroon small yellow panels (Dap) £1094D-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) £93.465822 Class 58 58006 Railfreight Redstripe Livery. (Hel) £125
5827 Class 58 58016 EWS Livery. (Hel) £125
5824 Class 58 58030 in EWS Livery (Hel) £12532-980 Class 66/9 66731 'InterhubGB' in GBRf Europorte (Bac) £93.46
R3268 Class 67 67003 in Arriva Trains Wales (Hor) £129.80R3272 Class 67 67006 'Royal Sovereign' (Hor) (list £139.99) **BARGAIN** £11031-588 Class 70 PowerHaul diesel 70005 in Freightliner - weathered (Bac) £127.46
31-996 Class D/16 LMS 10000 in BR Brunswick green part eggshell blue waistband (Bac) £101.964010 - English Electric DP2 prototype in BR Brunswick green (as per 1962 to May 1965) (Hel) (list £129.95) **BARGAIN** £754011 - English Electric DP2 prototype in BR two-tone green (as per 1965 until withdrawal in 1967) (Hel) (list £129.95) **BARGAIN** £704005 - Lion Diesel loco D0260 in white 5 gold stripes (Hel) (list £129.95) **BARGAIN** £70

Electric locos

31-678 Class 85 (AL5) Bo-Bo Electric 85026 in BR Blue single pantograph (Bac) (list £112.45) **BARGAIN** £86
31-677 Class 85 (AL5) Bo-Bo Electric 85056 in BR Blue single pantograph. (Bac) (list £139.95) **BARGAIN** £79
R3347 Class 92 92019 'Wagner' in Railfreight/EWS (Hor) £74.06

HSTs



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

31-325DC Class 105 2 Car Ravens DMU in BR blue full yellow ends (DCC on Board). (Bac) (list £129.95) **BARGAIN** £74.50
31-535 Class 105 Ravens 2 Car DMU in BR blue full yellow ends (Power Twin Unit) (Bac) (list £119.95) **BARGAIN** £7832-906 Class 108 2 Car DMU in BR green half yellow ends (Bac) (list £139.95) **BARGAIN** £72.50
32-905^ Class 108 2-car DMU in BR blue & grey full yellow ends (Power Twin Unit) (Bac) (list £139.95) **BARGAIN** £72.5032-912 Class 108 3 Car DMU in BR blue full yellow ends (Bac) (list £169.95) **BARGAIN** £868940 Class 128 DPU Blue full yellow ends and flush fronts M55993 (Hel) (list £119.95) £69
8942 Class 128 DPU BR blue - weathered M55995 (Hel) (list £129.95) **BARGAIN** £69

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

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

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

31-256DC Class 251 Blue Pullman 6-car Midland set in Nanking blue full yellow ends. DCC Fitted (Bac) (list £349.95) **BARGAIN** £2908704 Railbus W&M E79962 in green large yellow panel - weathered. (Hel) (list £129.95) **BARGAIN** £79

8802 Railcar W79977 in BR dark green small yellow warning panels & white cab roofs (Hel) £94



8803 Railcar W79978 in BR dark green speed whiskers (Hel) £94

EMUs

R3184 1960 Brighton Belle Pullman Train Pack in Umber and cream (Hor) (list £189.99) **BARGAIN** £159R3290 Class 2-HAL 2 car EMU in BR green small yellow ends (Hor) (list £130.25) **BARGAIN** £9631-030^ Class 350/1 Desiro 4 Car EMU 350 111 'Apollo' in Silver Link (unbranded) (Bac) (list £189.95) **BARGAIN** £9931-032 Class 350/1 Desiro 4-Car EMU 350 102 in London Midland (Bac) (list £189.95) **BARGAIN** £116
31-031 Class 350/2 Desiro 4 Car EMU 350 238 in London Midland (Bac) (list £189.95) **BARGAIN** £118

R3215 Class 373 Eurostar 4 car EMU in latest 2014 Eurostar (Hor) £157.40

31-375 Class 416 2-car EPB EMU in BR blue (Bac) (list £124.95) **BARGAIN** £72
31-267 Class 419 Motor Luggage Van (MLV) in BR blue & grey (Bac) (list £104.95) **BARGAIN** £6431-265 Class 419 Motor Luggage Van (MLV) in BR Southern Region green (Bac) (list £104.95) **BARGAIN** £6431-266 Class 419 Motor Luggage Van (MLV) in BR Southern Region green yellow panel (Bac) (list £104.95) **BARGAIN** £64

Track Maintenance vehicles

B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) £56
36-165A Plaster Tamper track maintenance machine (motorised) (Bac) £63.7131-575 Windhoff MPV Multi-Purpose master and slave units in 'Network Rail' (Bac) (list £148.95) **BARGAIN** £79
31-577 Windhoff MPV Multi-Purpose master and slave units in 'Railtrack' (Bac) (list £148.95) **BARGAIN** £79

Train sets - analogue

R1174 Breakdown Hauler Train Set 0-4-0 loco, Breakdown Crane and Support Van (Hor) (list £119.99) **BARGAIN** £59
30-160 Rural Commuter set Class 105 2 car DMU BR green small yellow panels (Bac) £84.99

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



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30-048 Highland Tourer Digital Sound Set Class 37/4 37418 in BR blue and Mk2 TSO & BSO coaches in Far North green & cream (Bac)£255

Coaches

R4672 RailRoad SR 4 Wheel Coach (Hor)£13.88



R4582 1960s Brighton Belle 3 car pack in umber and cream (Hor) (list £148.99)BARGAIN.....£130
R4612 BR blue & grey MK2E BSO brake second open lights (Hor) £27.80



R4611 BR blue & grey MK2E FO first open lights (Hor) £27.80
R4613 BR blue & grey MK2E TSO tourist second open (Hor)£23.10
R4610 BR blue & grey MK2E TSO tourist second open lights (Hor) £27.80



R4620 BR crimson and cream Mk1 SO second open (Hor) (list £24.99)BARGAIN.....£19
R4619 BR Maroon Mk1 BG full brake paracole 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



39-320A BR Mk1 BSP Pullman bar 2nd 'The Hadrian Bar' (with lighting) (Bac) (list £48.95)BARGAIN.....£26



39-321 BR Mk1 BSP Pullman bar 2nd coach in blue/grey (with lighting) (Bac) (list £48.95)BARGAIN.....£24



39-291A BR Mk1 GUV InterCity Motorail Blue & Grey - Weathered (Bac) (list £39.95)BARGAIN.....£21
39-274A BR Mk1 SK Pullman Second Kitchen Grey & Blue (With Lighting) (Bac) (list £48.95)£24
39-274A Pack of 4 (Bac) (list £159.80)BARGAIN.....£80



39-301A BR Mk1 SK Pullman Second Kitchen Grey & Blue (With Lighting) (Bac) (list £48.95)£24



39-300C BR Mk1 SK Pullman Second Kitchen in umber & cream 'Car 335' (With Lighting) (Bac) (list £48.95)BARGAIN.....£26
39-503 BR Mk1 SLSTP Sleeper Car in blue & grey 'Inter-City' (Bac)£33
39-503 Pack of 4 (Bac) (list £155.80)BARGAIN.....£122
39-052G BR Mk1 SO Second Open Crimson & Cream (Bac)£33.11



39-311A BR Mk1 SP Pullman Second Parlour Grey & Blue (With Lighting) (Bac) (list £48.95)BARGAIN.....£26



39-200C BR Mk1 Super BG Full Brake RES - Weathered (Bac) (list £39.95)BARGAIN.....£18
R4658 BR Non-Corridor 57' Composite Coach (Hor) NEW£37.27



R4678 BR Non-Corridor 57' Third Class Brake Coach (Hor) NEW£37.27
R4678A BR Non-Corridor 57' Third Class Brake Coach (Hor) NEW£37.27
R4659 BR Non-Corridor 57' Third Class Coach (Hor) NEW£37.27



R4580 Eurostar Class 373 Blue Livery Divisible Centre Saloons Coach Pack (Hor)£41.66
R4654 FGW Mk3 TGS (Hor)£26.38



39-460 LMS 57 ft Porthole Corridor Brake 3rd in BR Crimson & Cream (Bac) NEW£33.96
39-470 LMS 60 ft Porthole Corridor Brake 1st BR Crimson & Cream (Bac)£33.96



39-465 LMS 60 ft Porthole Corridor Composite in BR crimson & cream (Bac)£33.96
R4656 LMS Non-Corridor 57' Composite Coach (Hor) NEW£37.27



R4677A LMS Non-Corridor 57' Third Class Brake Coach (Hor) NEW£37.27
R4677 LMS Non-Corridor 57' Third Class Brake Coach (Hor) NEW£37.27



R4657 LMS Non-Corridor 57' Third Class Coach (Hor) NEW£37.27
R4574 LNER Thompson Teak effect Non-Corridor Brake third class coach (Hor)£40
34-326A Period III 50ft parcels van in BR crimson & cream (Bac)£22.91

Wagons

R6679 BR Horse Box 'M42369' (Hor)£18.51
R6678 LMS Horse Box '42513' (Hor)£18.51
R6662C 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
38-500 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)£18.28
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
37-479 1 plank wagon in BR bauxite (Late) (Bac)£8.46



37-628B Megapack of 8 102 Tonne GLW Thrall BRA steel strip carrier in EWS - weathered (Bac)BARGAIN.....£143
(list £239.60)£143
37-628B Single (Bac) (list £29.95)BARGAIN.....£19
37-628B Pack of 4 (Bac) (list £119.80)BARGAIN.....£74
38-700 12 Ton Pipe Wagon BR Bauxite (Early) (Bac)£17.81
38-701 12 Ton Pipe Wagon BR Bauxite (Late) (Bac)£17.81



38-375A Pack of 4 (Bac) (list £59.80)BARGAIN.....£30
38-325~ 13 Ton high sided steel open wagon chain pockets in BR bauxite (early) (Bac) (list £14.50)BARGAIN.....£10
38-325~ Pack of 4 (Bac) (list £58)BARGAIN.....£38
38-325~ Megapack of 8 (Bac) (list £116)BARGAIN.....£74



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 £58)BARGAIN.....£36
37-378 16 ton pressed end door steel mineral wagon in BR grey (Bac)£11.01
37-426C 16 Ton slope side mineral wagon pressed side door in MOT brown (Bac) (list £12.95)BARGAIN.....£7
37-253B 16 ton steel mineral wagon without top flap doors in BR grey - weathered (Bac)£12.71



37-537D 20 Ton Brake Van BR Bauxite (Late) - Weathered (Bac)£20.83



37-531 20 ton brake van in BR bauxite - weathered (Bac)£20.83
37-530 20 ton brake van in BR grey - weathered (Bac)£20.83
37-529A 20 ton tube van in LNER oxide (Bac)£20.36
37-307 20 ton Toad brake van in BR bauxite (Bac)£11.86
38-750 22 Ton STV Tube Wagon BR Bauxite (TOPS) Weathered (previously announced as BR grey) (Bac)£22.91



R6606 3 x HAA MGR coal wagons (Railroad range) (Hor)£19
R6606 Box of 12 (Hor) (list £249)BARGAIN.....£210
R9706 3 x open wagons - S C Ruffey, Sodor Scrap & brake van (Thomas the Tank range) (Hor) (list £34.99)BARGAIN.....£14
38-041B 31 Tonne OBA open wagon in Railfreight (Bac)£16.53
38-041B Pack of 4 (Bac) (list £87.80)BARGAIN.....£80
38-041B Megapack of 8 (Bac) (list £175.60)BARGAIN.....£116



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



38-126A Megapack of 8 35 Ton VBB box van sliding door in BR bauxite - weathered (Bac) (list £199.60) BARGAIN.....£136
38-126A Single (Bac) (list £24.95)BARGAIN.....£20.36
38-126A Pack of 4 (Bac) (list £99.80)BARGAIN.....£72



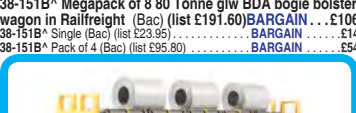
37-603A Megapack of 8 46 Tonne glw VGA sliding wall van in EWS - weathered (Bac) (list £175.60) BARGAIN.....£122
37-603A Single (Bac) (list £21.95)BARGAIN.....£16
37-603A Pack of 4 (Bac) (list £87.80)BARGAIN.....£62



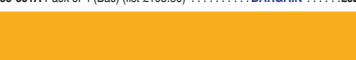
38-005C 46 Tonne HSA hopper wagon in BR bauxite - weathered (Bac) (list £18.95)BARGAIN.....£10
37-061C 5 plank wagon wooden floor in BR grey (Bac)£11.01
37-062A 5 plank wagon wooden floor Edwin W. Badland (Bac) (list £12.95)BARGAIN.....£7
37-062A Pack of 4 (Bac) (list £51.80)BARGAIN.....£27
37-085A 7 plank end door wagon in North End (Bac) (list £14.25) BARGAIN.....£7
37-085A Pack of 4 (Bac) (list £57)BARGAIN.....£27



37-082A 7 plank end door wagon Park Lane Wigan (Bac) (list £14.25)BARGAIN.....£7
37-082A Pack of 4 (Bac) (list £57)BARGAIN.....£27
37-206A 8 plank wagon coke rails in Stanton (Bac) (list £14.95) BARGAIN.....£7
37-206A Pack of 4 (Bac) (list £59.80)BARGAIN.....£27



38-151B~ Megapack of 8 80 Tonne glw BDA bogie bolster wagon in Railfreight (Bac) (list £191.60) BARGAIN.....£106
38-151B~ Single (Bac) (list £23.95)BARGAIN.....£14
38-151B~ Pack of 4 (Bac) (list £95.80)BARGAIN.....£54



38-351A BAA steel carrier steel coils in Railfreight Metals (Bac) (list £25.95)BARGAIN.....£14
38-351A Pack of 4 (Bac) (list £103.60)BARGAIN.....£52



38-427 Megapack of 8 Bulk grain bogie hopper in 'Traffic Services Limited' (Bac)BARGAIN.....£330
38-427 Single (Bac)£46.71
38-427 Pack of 4 (Bac) (list £239.80)BARGAIN.....£172
38-425 Bulk grain bogie hopper VTG Traffic Services - weathered (Bac) £51.39
38-425 Pack of 4 (Bac) (list £239.80)BARGAIN.....£192
38-425 Megapack of 8 (Bac) (list £479.60)BARGAIN.....£370
38-350A 22A steel carrier steel coils in EWS (Bac) (list £25.95) BARGAIN.....£14
38-350A Pack of 4 (Bac) (list £103.60)BARGAIN.....£52
38-345A~ FNA Nuclear Flask Wagon flat floor & round buffers in standard buff - Flask 9 (Bac) (list £29.95)BARGAIN.....£17
38-345A~ Pack of 4 (Bac) (list £119.80)BARGAIN.....£65
38-345A~ Megapack of 8 (Bac) (list £239.60)BARGAIN.....£128
R6693 GWR Toad Brake Van (Hor)£15.73



37-313 Intermodal bogie wagon 2 x 45ft containers in Maersk (Bac) (list £49.95)BARGAIN.....£28
37-313 Pack of 4 (Bac) (list £199.80)BARGAIN.....£106



37-314 Intermodal bogie wagon 2 x 45ft containers in Safmarine (Bac) (list £49.95)BARGAIN.....£29
37-314 Pack of 4 (Bac) (list £199.80)BARGAIN.....£108



38-200A Megapack of 8 JPA bogie cement hopper 'VTG - Lafarge Cement' (Bac) (list £287.60)BARGAIN.....£166
38-200A Single (Bac) (list £35.95)BARGAIN.....£22
38-200A Pack of 4 (Bac) (list £143.80)BARGAIN.....£85



38-751 Long Tube Wagon BR Bauxite (Early) (Bac)£22.06
38-752 Long Tube Wagon BR Bauxite (Late) (Bac)£22.06
38-242~ MBA Megabox high-sided bogie box wagon in EWS - weathered (without buffers) (Bac) (list £27)BARGAIN.....£22
38-242~ Pack of 4 (Bac) (list £108)BARGAIN.....£78
38-242~ Megapack of 8 (Bac) (list £216)BARGAIN.....£162
38-300 OTA (ex-VDA) timber carrier lumber load in BR Railfreight (Bac)£20
38-300 Pack of 4 (Bac) (list £99.80)BARGAIN.....£77



38-340 Pack of 3 13 Ton high sided steel open wagons in BR bauxite - weathered (Bac) (list £47.95) BARGAIN.....£25



37-672 Pack of 3 14 Ton tank wagons in British Tar - weathered (Bac) (list £46.95)BARGAIN.....£28
38-287 Pack of 3 22 ton Prestiflo in BR bauxite - weathered (Bac)£66.73



37-671 Pack of 3 14 Ton tank wagons in Fina - weathered (Bac) (list £46.95)BARGAIN.....£28
38-287 Pack of 3 22 ton Prestiflo in BR bauxite - weathered (Bac)£66.73



37-981 Pack of 3 Conflat wagons in BR bauxite AF containers in light blue - weathered (Bac) (list £43.95)BARGAIN.....£22



37-982 Pack of 3 Conflat wagons in BR bauxite BD containers in BR crimson - weathered (Bac) (list £43.95)BARGAIN.....£25
38-652 PCA Metalair Bulk Powder Wagon Grey - weathered (Bac)£15.26
R6371 Petrol tanker wagon in Shell black (Hor)£6
R6371 Pack of 6 (Hor) (list £37.50)BARGAIN.....£33



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



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



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

Containers & Loads**Analogue controllers****DCC decoders**

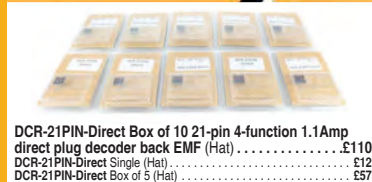
Est. 1946

Hatton's
Model Railways

Opening Hours

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

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



DCR-21PIN-Direct Box of 10 21-pin 4-function 1.1Amp direct plug decoder back EMF (Hat) £110
DCR-21PIN-Direct Single (Hat) £12
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
X9659 4-pin decoder for some train set locos and Sentinels (Hor) £10



R8249 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-2168H-5 ZEN Nano 8-pin Wired 4-function 1.1A Decoder Stay Alive (15x7x2.7mm) (5 Pack) (DCC) £113

DCC accessory decoders



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

DCC controllers



R8213 DCC Select unit (boxed) (Hor) £90



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

DCC accessories

R8239 Power and Signal Booster - can be used any DCC controlled system (Hor) £74

Point motors

R8014 Mark 2 Point Motor (Hor) £7



R8243 Surface Mounted point motor (Hor) £7

Switches & Levers

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

Lighting equipment



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

Accessories

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

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-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) £2



SL-10 Metal rail joiners/fishplates (for code 100 rails incl. Hornby, Peco & Peco Streamline). For OO, HO & O gauge Pack of 24 (Pec) £2.50
36-030 Mk2 Couplings NEM shaft (straight) pocket x 10 (Bac) £6
18KADCE NEM-362 Medium Coupler - 8.63 mm (11/32") (w/ Draft Gear Boxes) (2 pair) (Kad) £3.50

Wheel sets

R8218 14.1 mm coach wheels (pack of 10) (Hor) £5
R8097 Metal 3 hole disc wagon wheels on axles (10 axles) (Hor) £6.50
R8098 Metal disc wheels on axles (10 axles) (Hor) £5
36-024 Pair of LMS bogies. (Bac) £5

Buildings - railways

LK-20X Double length overall arched station roof (Pec) £20
PO216 Platform kit in red brick - Makes up to 8ft (Card Kit) (Met) £9



44-170 Shillingstone Goods Shed (170 x 115 x 100mm) (Bac) (list £39.95) **BARGAIN** £21

Man-made scenic structure - railway-related



LK-55 76ft Well type turntable (Pec) £38
R083 Buffer Stop (Hor) £1.40
R083 Box of 6 (Hor) £8
SL-43 Loco Lift and storage unit (Pec) £11
SL-40 Rail built buffer stop (Pec) £1.50
R460 Straight Platform (Hor) £3.50

Signals



4L-002-001 Signal - Motorised, LMS home (OOSIGN3) (Dap) £22
4L-001-001 Signal - Motorised, Square post GWR home lower quadrant (OOSIGN1) (Dap) £22

Man-made scenic structure - non-railway

44-505 Security fences x 10 - Scenecraft range (Bac) £5

Bridges, Tunnels & Walls

SS80 3 arch viaduct plastic kit (Wil) £21
SS52 Brick retaining arches x 4 (Wil) £10
CO03 Ginder Bridge plastic kit (Dap) £6.65
R8008 Grand suspension bridge (Hor) £39
44-225 Low Relief Retaining Walls (168 x 10 x 85mm) (Bac) £14.41
PO244 Retaining Wall in Red Brick - 4 sections per kit (Met) £11
PO245 Retaining Wall in Stone - 4 wall sections per kit (Met) £11

People - civil

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



36-047 Locomotive staff x 6 (Bac) £6.21
36-045 Station passengers sitting x 6 (Bac) £6.21
36-044 Station passengers standing x 6 (Bac) £6.21



36-043 Station staff x 6 (Bac) £6.21

Track - Code 100 Setrack

ST-245 Setrack curved double radius left handed point insulfrog (Pec) £14
ST-244 Setrack curved double radius right handed point insulfrog (Pec) £14
ST-201 Setrack double straight (Pec) £2
ST-226 Setrack No.2 radius double curve (Pec) £2.50



ST-241 Setrack No.2 radius left handed point insulfrog (Pec) £9



ST-240 Setrack No.2 radius right handed point insulfrog (Pec) £9
ST-231 Setrack No.3 radius double curve (Pec) £3



ST-204 Box of 24 Setrack Quad Straight (Pec) £76
ST-204 Single (Pec) £3.50
ST-200 Setrack standard straight (Pec) £1.50

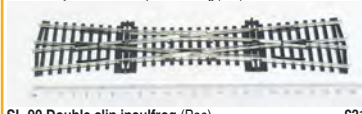
Track - Code 100 Streamline



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) £3



SL-102 Pack of 25 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) £70
SL-102 Single (Pec) £3
SL-E99 3 way medium radius point electrofrog (Pec) £25
SL-99 3 way medium radius point insulfrog (Pec) £25



SL-90 Double slip insulfrog (Pec) £31
SL-87 Left hand curved point (Pec) £12.50
SL-E87 Left hand curved point electrofrog (Pec) £12.50
SL-E89 Left hand large point electrofrog (Pec) £12
SL-89 Left hand large point insulfrog (Pec) £12



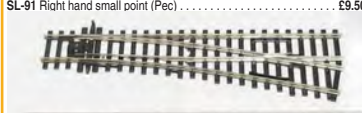
SL-96 Left hand medium point (Pec) £10
SL-E96 Left hand medium point electrofrog (Pec) £10
SL-92 Left hand small point (Pec) £3.50
SL-E92 Left hand small point electrofrog (Pec) £9.50
SL-86 Left hand curved point (Pec) £12.50
SL-E86 Right hand curved point electrofrog (Pec) £12.50
SL-E88 Right hand large point electrofrog (Pec) £12



SL-88 Right hand large point insulfrog (Pec) £12
SL-95 Right hand medium point (Pec) £10



SL-E95 Right hand medium point electrofrog (Pec) £10
SL-91 Right hand small point (Pec) £9.50

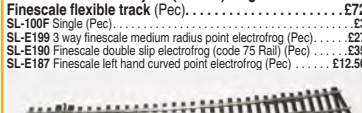


SL-E91 Right hand small point electrofrog (Pec) £9.50
SL-80 Single slip insulfrog (Pec) £28

Track - Code 75 Finescale Streamline



SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) £72
SL-100F Single (Pec) £3
SL-E199 3 way finescale medium radius point electrofrog (Pec) £27
SL-190 Finescale double slip electrofrog (code 75 Rail) (Pec) £35
SL-E187 Finescale left hand curved point electrofrog (Pec) £12.50



SL-E189 Finescale left hand large point electrofrog (Pec) £12
SL-E196 Finescale left hand medium point electrofrog (Pec) £12
SL-E192 Finescale left hand small point electrofrog (Pec) £10
SL-E186 Finescale right hand curved point electrofrog (Pec) £12.50
SL-E188 Finescale right hand large point electrofrog (Pec) £12



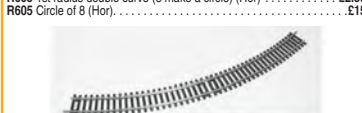
SL-E189 Finescale left hand large point electrofrog (Pec) £12
SL-E196 Finescale left hand medium point electrofrog (Pec) £12
SL-E192 Finescale left hand small point electrofrog (Pec) £10
SL-E186 Finescale right hand curved point electrofrog (Pec) £12.50
SL-E188 Finescale right hand large point electrofrog (Pec) £12



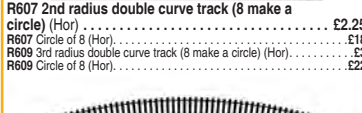
SL-E195 Finescale right hand medium point electrofrog (Pec) £12
SL-E191 Finescale right hand small point electrofrog (Pec) £10

Track & Points

R605 1st radius double curve (8 make a circle) (Hor) £2.50
R605 Circle of 8 (Hor) £15



R607 2nd radius double curve track (8 make a circle) (Hor) £2.25
R607 Circle of 8 (Hor) £18
R609 3rd radius double curve track (8 make a circle) (Hor) £3
R609 Circle of 8 (Hor) £22



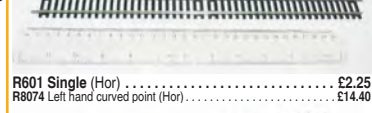
R607 2nd radius double curve track (8 make a circle) (Hor) £2.25
R607 Circle of 8 (Hor) £18
R609 3rd radius double curve track (8 make a circle) (Hor) £3
R609 Circle of 8 (Hor) £22



R607 2nd radius double curve track (8 make a circle) (Hor) £2.25
R607 Circle of 8 (Hor) £18
R609 3rd radius double curve track (8 make a circle) (Hor) £3
R609 Circle of 8 (Hor) £22



R601 Box of 24 Double Straight (Hor) £49



R601 Single (Hor) £2.25
R8074 Left hand curved point (Hor) £14.40



R8072 Left Hand Standard Point (Hor) £9
36-877 Left-Hand Point (same as Hornby R8077) (Bac) £11.65
R603 Long Straight (Hor) £3.25



36-603 Box of 10 Long straight track nickel silver (same as R603) (Bac) (list £34) **BARGAIN** £24.80
36-603 Single (Bac) £2.76
DCX-PBVP PowerBase OO Gauge Value Pack - use to setup PowerBase on 16ft (5 metres) of track and run 3 locos - 12 magnets (DCC) £24
R8075 Right hand curved point (Hor) £14.40



R8073 Right Hand Standard Point (Hor) £9
36-878 Right-Hand Point (same as Hornby R8078) (Bac) £11.65
R610 Short Straight (Hor) £1.50
R621 Single 970mm length of flexible track (Hor) £3
R621 Pack of 24 (Hor) £66



R600 Box of 24 Standard Straight (Hor) £33
R600 Single (Hor) £1.40

Track underlay



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



SL-50 Roll of foam track underlay sleeper indentation. Suitable for Setrack and Streamline 5m long (16' 4") (Pec) £9
R638 Roll of track foam underlay Approx: 4880mm (16ft) (Hor) £9

Railway publications



36-2015 Bachmann Branchline 2015 Catalogue (Bac) £6.80
R8150 Hornby 2015 Catalogue (Hor) £7.50

Buses

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



36-2015 Bachmann Branchline 2015 Catalogue (Bac) £6.80
R8150 Hornby 2015 Catalogue (Hor) £7.50



36-2015 Bachmann Branchline 2015 Catalogue (Bac) £6.80
R8150 Hornby 2015 Catalogue (Hor) £7.50



36-2015 Bachmann Branchline 2015 Catalogue (Bac) £6.80
R8150 Hornby 2015 Catalogue (Hor) £7.50



36-2015 Bachmann Branchline 2015 Catalogue (Bac) £6.80
R8150 Hornby 2015 Catalogue (Hor) £7.50



36-2015 Bachmann Branchline 2015 Catalogue (Bac) £6.80
R8150 Hornby 2015 Catalogue (Hor) £7.50

Visit

www.ehattons.com/new

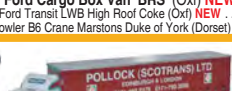
for new releases




76EC001 ERF EC Olympic 40ft Fridge Scotlee Transport (Oxf) £18
39001 Foden S24 Short 2 Axle Tipper "Limmer & Trinidad" (EFE) £26



NEW
76FCG001 Ford Cargo Box Van 'BRS' (Oxf) **NEW** £11
76FT14CC Ford Transit LWB High Roof Coke (Oxf) **NEW** £4.95
76FCR001 Fowler B6 Crane Marston's Duke of York (Dorset) (Oxf) £13



NEW
76S143001 Scania 143 40ft Curtainside Pollock (Oxf) **NEW** £18
76SCLO01 Scania Crane Lorry D R Macleod (Oxf) £13
76SHLO1CT Scania Highline Comb Trailer & Container "Eddie Stobart" (Oxf) £20



76SHLO2WF Scania Highline Walking Floor Eddie Stobart (Oxf) £19
76DBU001 Scania Topline Drawbar Unit "Eddie Stobart" (Oxf) £22



Public Service vehicles
76SET31 6 Piece London Fire Brigade 150th Anniv. W/LG/TLM/Regent/F8/F106/AEC (Oxf) **NEW** £70
BS-HO-01 HO/OO Scale Ballast Spreader (Pro) £11



Tools
N Gauge
ND095a Britannia Pacific 4-6-2 70000 "Britannia" in BR Green late crest and original smoke deflectors (Dap) £107
ND095b Britannia Pacific 4-6-2 70013 "Oliver Cromwell" in British Railways Green early crest (Dap) £102
2S-009-004 Class 2864 2-6-0 3803 GWR green GWR lettering (Dap) **NEW** £105



372-626 Class 2MT Ivatt 2-6-0 46440 in BR lined black early emblem (Gra) £93.46
372-625 Class 2MT Ivatt 2-6-0 46521 in BR lined green late crest (Gra) £93.46



2S-015-002 Class 2MT Ivatt 2-6-2 in BR black early emblem (Dap) £53
2S-015-003 Class 2MT Ivatt 2-6-2 in BR black late crest (Dap) £53
2S-009-007 Class 38010 2-6-0 38022 in BR black late crest (Dap) £105
2S-014-003 Class 49xx 2-6-2 4571 BR black British Railways lettering (Dap) £53
2S-010-003 Class 49xx Hall steam loco 4958 "Priory Hall" GWR lined green (Dap) £95
372-061 Class 4F 0-6-0 3851 in LMS black Johnson tender (Gra) £93.46



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



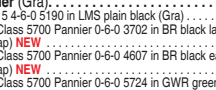
372-060 Class 4F 0-6-0 43924 BR black late crest & Fowler tender (Gra) £93.46
372-138 Class 5 4-6-0 5190 in LMS plain black (Gra) £110.46
2S-007-008D Class 5700 Pannier 0-6-0 3702 in BR black late crest - DCC Fitted (Dap) **NEW** £82
2S-007-007D Class 5700 Pannier 0-6-0 4607 in BR black early crest - DCC Fitted (Dap) **NEW** £82
2S-007-009D Class 5700 Pannier 0-6-0 5724 in GWR green "GWR" lettering - DCC Fitted (Dap) **NEW** £82



372-062 Class 4F 0-6-0 43875 in 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
372-138 Class 5 4-6-0 5190 in LMS plain black (Gra) £110.46
2S-007-008D Class 5700 Pannier 0-6-0 3702 in BR black late crest - DCC Fitted (Dap) **NEW** £82
2S-007-007D Class 5700 Pannier 0-6-0 4607 in BR black early crest - DCC Fitted (Dap) **NEW** £82
2S-007-009D Class 5700 Pannier 0-6-0 5724 in GWR green "GWR" lettering - DCC Fitted (Dap) **NEW** £82



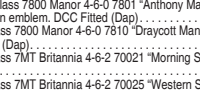
372-060 Class 4F 0-6-0 43924 BR black late crest & Fowler tender (Gra) £93.46
372-138 Class 5 4-6-0 5190 in LMS plain black (Gra) £110.46
2S-007-008D Class 5700 Pannier 0-6-0 3702 in BR black late crest - DCC Fitted (Dap) **NEW** £82
2S-007-007D Class 5700 Pannier 0-6-0 4607 in BR black early crest - DCC Fitted (Dap) **NEW** £82
2S-007-009D Class 5700 Pannier 0-6-0 5724 in GWR green "GWR" lettering - DCC Fitted (Dap) **NEW** £82



2S-007-007 Class 57xx Pannier #4607 in BR black early crest (Dap) £61
2S-007-012D Class 57xx Pannier 0-6-0 5764 Great Western green - DCC Fitted (Dap) £82



2S-007-011D Class 57xx Pannier 0-6-0 6746 in GWR green shirbutton emblem - DCC fitted (Dap) £88
2S-007-013 Class 57xx Pannier 0-6-0 9744 in British Railways green (Dap) £61
2S-007-005 Class 57xx Pannier tank steam loco #L97 London Transport maroon (Dap) £51
2S-001-001D Class 7800 Manor 4-6-0 7801 "Anthony Manor" in GWR green shirbutton emblem - DCC Fitted (Dap) £119
2S-001-000 Class 7800 Manor 4-6-0 7810 "Draycott Manor" in BR lined green late crest (Dap) £100
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



372-182 Class 8P Duchess 4-6-2 46235 "City of Birmingham" BR green late crest (Gra) £127.46
372-802 Class A1 4-6-2 60147 "North Eastern" in BR green early emblem (Gra) (list £144.40) BARGAIN £111
372-800A Class A1 4-6-2 60163 "Tornado" BR lined Brunswick green (Gra) £133.75
ND129GD Class A3 steam loco 2744 "Grand Parade" LNER apple green - DCC fitted (Dap) £122
2S-008-003 Class A4 steam loco 60004 "William Whitelaw" in British Railways Garter blue (Dap) £105



2S-008-001 Class A4 steam loco 60012 "Commonwealth of Australia" in BR green early crest (Dap) £105
372-401 Class J39 0-6-0 84960 BR black early emblem & flat sided tender (Gra) £80.71
2S-016-003 Class M7 0-4-4 in BR black late crest (Dap) £53
2S-016-001 Class M7 0-4-4 in Southern Railway green (Dap) £53



372-427 Class WD Austerity 2-8-0 90201 in BR black late crest - weathered (Gra) (list £144.95) BARGAIN £89



372-186 Princess Coronation Class 4-6-2 46226 "Duchess of Norfolk" in BR Express Passenger blue early emblem (Gra) £127.46
372-185 Princess Coronation Class 4-6-2 46236 "City of Bradford" in BR black early emblem (Gra) £127.46



372-186 Princess Coronation Class 4-6-2 46226 "Duchess of Norfolk" in BR Express Passenger blue early emblem (Gra) £127.46
372-185 Princess Coronation Class 4-6-2 46236 "City of Bradford" in BR black early emblem (Gra) £127.46



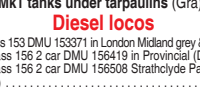
Train packs
2D-012-007 Class 22 diesel loco BR blue & 6 milk tankers - weathered (Dap) £142
2D-007-001 Class 66 diesel in "Malcolm" 6 Megafret wagons & 45' containers (Dap) £140



370-500 Cumbrian Mountain Express Train Pack Coronation Class 46229 "Duchess of Hamilton" in BR maroon late crest, 3 x Mk1 coaches in blue/grey & Scenecraft "Ais Gill" Signal box (Gra) **NEW** £131.71



370-300 Landship Train Train Pack Class 4F 3848 in Midland Railway black, 3 bogie bolster wagons in olive green & 3 x Mk1 tanks under tarpaulins (Gra) **NEW** £89.21



Diesel locos
2D-020-002 Class 153 DMU 153371 in London Midland grey & green (Dap) £79
2D-021-002 Class 156 2 car DMU 156419 in Provincial (Dap) £95
2D-021-001 Class 156 2 car DMU 156508 Strathclyde Passenger Transport (Dap) £95



371-086 Class 25/1 diesel D5222 in BR green, weathered (Gra) £93.46
371-087 Class 25/2 diesel 25245 in BR blue (Gra) £84.96
371-079 Class 25/3 diesel D7638 in BR two-tone green (Gra) £85



2D-013-000 Class 27 diesel #27108 in BR blue (Dap) £82
2D-013-051 Class 27 diesel 27203 in BR blue (Dummy) (Dap) **NEW** £33
2D-013-052 Class 27 diesel 27212 in BR blue (Dummy) (Dap) **NEW** £33



2D-013-001 Class 27 diesel loco D5401 in BR green small yellow panels. (Dap) £82
2D-013-001D Class 27 diesel loco D5401 in BR green small yellow panels. DCC Fitted (Dap) **NEW** £110



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-018-003 Class 35 Hymek D7013 in BR green (Dap) £79
2D-018-004 Class 35 Hymek D7024 in BR green - weathered (Dap) £85



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
371-165 Class 37/4 diesel 37407 "Loch Long" in BR blue large logo (Gra) £89.21
371-168 Class 37/5 diesel 37506 Railfreight Red Stripes (Gra) £89.21



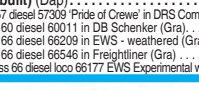
2D-019-001 Class 43 HST Book Set in BR blue & grey - W43047, W43046 & two Mk 3 coaches (coach numbers are W41047 and W42069) (Dap) £135
2D-019-002 Class 43 HST Book Set in First Great Western purple - 43177, 43165 & two Mk 3 coaches (Dap) £135
2D-019-003 Class 43 HST Book Set in Intercity Executive - W43126, W43125 & two Mk 3 coaches (Dap) £135



2D-019-004 Class 43 HST Book Set in Intercity Swallow - 43075, 43106 & two Mk 3 coaches (Dap) £135
2D-003-009 Class 52 diesel loco D1045 "Western Viscount" in BR maroon full yellow ends - weathered (Dap) £94
371-287 Class 55 diesel "Deltic" 55005 "The Prince of Wales" Own Regiment of Yorkshire in BR blue (Gra) £93.46
371-286 Class 55 diesel "Deltic" D9002 "The King's Own Yorkshire Light Infantry" in BR green half yellow ends (Gra) £93.46
371-285 Class 55 diesel "Deltic" D9007 "Pinza" in BR green (Gra) £93.46



2D-004-007 Class 56 diesel 56090 in BR blue large logo (Doncaster built) (Dap) £101
371-657 Class 57 diesel 57309 "Pride of Crewe" in DRS Compass (Gra) £93.46
371-355 Class 60 diesel 60011 in DR Schenker (Gra) £93.46
371-384 Class 66 diesel 66209 in EWS - weathered (Gra) £99.41
371-385 Class 66 diesel 66546 in Freightliner (Gra) £99.21
2D-007-003 Class 66 diesel loco 66177 EWS Experimental white roof (Dap) £78



371-636 Class 70 PowerHaul diesel 70003 Freightliner (Gra) (list £119.95) BARGAIN £82.50
371-635 Class 70 PowerHaul diesel 70006 Freightliner (Gra) (list £119.95) BARGAIN £82.50



Electric locos
371-751 Class 87 electric 87019 "Sir Winston Churchill" Virgin trains (Gra) (list £100) BARGAIN £42.50



371-751 Class 87 electric 87019 "Sir Winston Churchill" Virgin trains (Gra) (list £100) BARGAIN £42.50



BARGAIN
371-802 Class 91 electric 91201 'Archbishop Thomas Cranmer' DVT GNER, (Gra) (list £114.40) **BARGAIN** £49



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



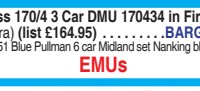
DMUs
371-503 Class 101 2-car DMU BR blue & grey "Express Parcels" (motor in each car) (Gra) (list £119.95) BARGAIN £98



BARGAIN
371-510 Class 101 3 car DMU in BR blue (Gra) (list £159.95) BARGAIN £76
2D-009-000 Class 121 single car DMU "Bubble car" W55022 in BR green small yellow warning panel (Dap) **NEW** £90
2D-009-000D Class 121 single car DMU "Bubble car" W55022 in BR green small yellow warning panel (DCC Fitted) (Dap) **NEW** £107



NEW
2D-009-001 Class 121 single car DMU "Bubble car" W55027 in BR green speed whiskers (Dap) **NEW** £90
2D-009-001D Class 121 single car DMU "Bubble car" W55027 in BR green speed whiskers (DCC Fitted) (Dap) **NEW** £107
371-558 Class 158 2 Car DMU 158871 ScotRail (Gra) (list £144.95) BARGAIN £89



BARGAIN
371-433 Class 170/4 3 Car DMU 170434 in First ScotRail (Gra) (list £164.95) BARGAIN £100
371-740 Class 251 Blue Pullman 6 car Midland set Nanking blue (Gra) £229.46



EMUs
371-702 Class 350/1 Desiro 4 Car EMU 350 101 in London Midland (Gra) (list £169.95) BARGAIN £99
371-700A Class 350/1 Desiro 4-car EMU 350 111 "Apollo" in unbranded Silverlink (Gra) (list £169.95) BARGAIN £99
371-701 Class 350/2 Desiro 4-car EMU 350 238 in London Midland (Gra) (list £169.95) BARGAIN £99
372-677 Class 411 4 CEP 4 car EMU in BR blue & grey (Gra) £137.02



Train sets - analogue
370-180 Seaside Excursion Class 4F 44044 in BR black late crest and BR Mk1 BCK & SO coaches in maroon (Gra) £110.46
370-140 The Steel Worker Class 08 D3406 in BR green & 3 x 24-Ton ore hopper wagons (Gra) £93.46



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



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



Coaches
374-085A Mk1 BCK Brake Corridor Composite Blue & Grey (Gra) £20.83
2D-017-002 MkIII DVT in InterCity (Dap) £36

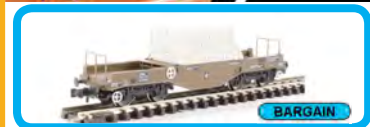


Wagons
377-826A 20 Ton Prestilo Bulk Powder Wagon "Crown Cement" Bauxite (Gra) (list £17.95) BARGAIN £8
NEW
377-375B 20 Ton Toad Brake Van GWR Grey (Gra) **NEW** £14.41
377-600A 80 Tonne glw BDA Bogie Bolster Wagon Loadhaul (Gra) (list £24.95) BARGAIN £15



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

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



377-801 FNA Nuclear Flask Wagon Flat Floor, Changeover Valve & Round Buffers - Flask 23 (Gra) (list £29.95) BARGAIN.....£15
377-802 FNA Nuclear Flask Wagon Sloping Floor & Oval Buffers - Flask 38 (Gra) (list £29.95) BARGAIN.....£15
373-950B HCA hopper wagon dust cover in Transrail - weathered (Gra) (list £12.95) BARGAIN.....£8
377-355 Intermodal Bogie Wagons With Two 45ft Containers "DHL" (Gra) . £30
2F-053-002 Megafret Wagon (3368 4943 055) + 2 Stobart Rail Containers (Dap).....£25
377-665 Triple pack 13 Ton high sided steel open wagons BR boxlike weathered (Gra).....£28.01
373-666 Triple pack 14 Ton tank wagons "Esso" - weathered (Gra) £30.56

DCC decoders



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



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

Lighting equipment

NC040a Light Bar coach lighting unit for modern coaches/multiple units (Class 150/MkIII Plug&Play) (Dap).....£8

Cables & Wires

PL-82 Power feed joiners - Code 55/80 (x4 pairs) (Pec).....£5.50

Spare

SL-311 Insulated Rail Joiners/Fishplates for N & 009 gauge (12 per pack) (Pec).....£1.50
2A-000-011 Magnetic couplings - short arm - 5 pairs (Dap).....£18



SL-310 Rail Joiners/Fishplates for N & 009 gauge (24 per pack) (Pec).....£2

Wheel sets

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

Man-made scenic structure - railway-related

379-200 4 x Platform sections (red brick) (Gra).....£9

Signals



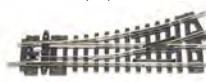
2L-002-001 Signal - Motorised, LMS home upper quadrant (ex-NSIGN3) (Dap).....£22

Bridges, Tunnels & Walls

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 No3 radius double curve (8 form a circle). 238.5mm/11.75" radius (Pec).....£2
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-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 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec).....£64
SL-300 Single (Pec).....£3



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

Track - Code 55 Finescale Streamline



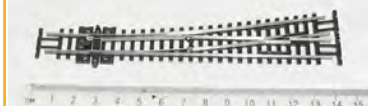
SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver Flexible Wooden Sleeper track (Pec).....£84
SL-300F Single (Pec).....£3



SL-E399F 3-way finescale turnout (Pec).....£26
SL-E386F Finescale curved double radius right hand point electrofrog (Pec).....£11



SL-E390F Finescale double slip electrofrog (Pec).....£35
SL-E389F 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
SL-E383F Finescale scissors crossover electrofrog (Pec).....£58
SL-E397F Finescale Y Point. Electrofrog (Pec).....£11

O Gauge (1:43 Scale)

Diesel locos



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

DMUs

8890 AC Cars Railbus W79975 BR light green speed whiskers (Hel) NEW £400
8891 AC Cars Railbus W79977 BR dark green small yellow panels (Hel) NEW £400
8892 AC Cars Railbus W79978 BR dark green speed whiskers (Hel) NEW £400

Coaches

4922 BR Mk1 BSK brake 2nd corridor coach in blue & grey (Hel).....£250



4920 BR Mk1 BSK brake 2nd corridor coach in carmine & cream (Hel).....£250

4923 BR Mk1 BSK brake 2nd corridor coach chocolate & cream (Hel) NEW £250

4924 BR Mk1 BSK brake 2nd corridor coach in SR green (Hel) NEW £250

4910 BR Mk1 SO 2nd open in carmine & cream (Hel) (list £325) BARGAIN £250

4913 BR Mk1 SO 2nd open in chocolate & cream (Hel) NEW £250

4914 BR Mk1 SO 2nd open in SR green (Hel) NEW £250

Wagons

1052 100xx OAA in Railfreight red and grey (Hel).....£63

1040 200xx VAA sliding door van in BR boxlike - early (Hel).....£63

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

1004 33xx class B tank in Mobil Charrington red (Hel).....£63



1003 33xx class B tank in Regent black (Hel).....£63

1002 33xx class B tank in Waste Oil black (Hel).....£63

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-E792BH Left hand point bullhead rail and electrofrog (Pec).....£39



SL-E791BH Right hand point bullhead rail and electrofrog (Pec).....£39
SL-E797BH Y Point bullhead rail & electrofrog (Pec).....£39

Cars

43ASS002 Austin Seven RN Saloon Light Royal Blue (Oxf).....£13



43ASS003 Austin Seven RN Saloon Maroon (Oxf).....£12



43DSP001 Daimler SP250 [Hood] Black Metropolitan Police (Oxf) NEW.....£19

G Scale

Steam locos



91404 Emily Steam loco (with moving eyes) (Thomas the Tank range) (Bac).....£205



91403 James the Red Engine (with moving eyes) (Thomas the Tank range) (Bac).....£169

Track & Points

16000 Curved track radius 3 22.5 degrees (LGB).....£11
10610 Straight track 1200mm long (LGB).....£23
10610 Box of 6 (LGB).....£124



10600 Straight Track 600mm long (LGB).....£11

Any or Multiple Scales

Analogue controllers



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



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



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

Analogue power supplies

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

Analogue point control

CDU Capacitor Discharge Unit (Gau).....£11



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

DCC decoders

10311-02 2-function 2-sided 0.5/0.8A Silver mini decoder NEM651 plug (Len).....£29
10321-01 21-pin 4-function 1-sided 1.1A Silver decoder (Len).....£25
DCR-8PIN-2SAX 8-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

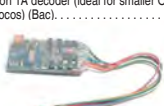


DCR-8PIN-Harness Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF (Hat).....£94

DCR-8PIN-Harness Single (Hat).....£10

DCR-8PIN-Harness Box of 5 (Hat).....£48

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



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

10231-01 8-pin 3-function 1-sided 1/1.8A decoder (Outputs A, B & C) (Len).....£10

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

10433-01 8-pin 4-function 2-sided 1A Gold decoder choice of plug or wires (Len).....£27

DCC accessory decoders



DCD-ADS8FX COBALT Solenoid Accessory Decoder (8 Output) (DCC).....£56

DCC controllers



50200 ECoS Command Station DCC controller full colour LCD touch screen & dual controllers motorised dials & easy CV (ESU).....£509
36-510 EZ Command Companion for using a 36-500 to control an additional loco (Bac) (list £79.95) BARGAIN.....£58



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



DCC02 Prodigy "Advance 2" starter DCC controller package (Gau).....£215
DCC14 Prodigy Advance 2 Backlit Walkaround controller (Gau).....£99
524-027 SB5 Smart Booster Entry level 5A DCC system for use Power Cab controller (NCE).....£144

DCC accessories

11150 L11150 (LS150) Switch Module 6 AC Outputs (Len).....£41

Point motors

DCP-CB61P COBALT ip Slow Action Analogue Point Motor (6 Pack) (DCC) £82
DCP-CB11P COBALT ip Slow Action Analogue Point Motor (Single) (DCC) £14
DCP-CB12DP COBALT ip Slow Action Digital Point Motor (12 Pack) (DCC) £177
DCP-CB61DP COBALT ip Slow Action Digital Point Motor (6 Pack) (DCC) £94
DCP-CB12DP COBALT ip Slow Action Digital Point Motor (Single) (DCC) £17
DCP-CB120MG COBALT slow-action analogue point motor x 12 (ex. DCP-CB12) (DCC).....£135
PL-10WE High performance turnout point motor extended pin (Pec).....£6



PL-10E Bag of 6 Point Motor Extended Pin (use PL-9) (Pec).....£34

PL-10E Single (Pec).....£6



PM-2 Seep point motor (Gau).....£3.50



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



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

Switches & Levers

GM510 A5H Single Pole Double Throw Momentary Contact Mini-toggle for Point Motors (Gau).....£2.50



PL-13 Accessory Switch for fitting to turnout motor PL10 (Pec).....£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-51 Turnout switch mode add-on (makes wiring easy) (Pec).....£5.50



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

Cables & Wires

Track underlay

GM130 Cork sheet - 1/16 thickness 3' x 2' (600 x 900mm) approx (Gau).....£5.50



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



DCM-RR6A Rolling Road - Active Set - 6 Way - For OO, N, HO, TT Gauge - See Description (ex DCP101) (DCC) £61



BLACKMILL GOING, GOING, GONE...

After a decade of delighting exhibition visitors, Blackburn & East Lancs MRS' depiction of 21st century railways in North-West England has been sold. **Mick Bryan** recalls how it developed.

LAYOUT OF THE MONTH

FACT FILE

- **Layout Name:** Blackmill
- **Scale/Gauge:** 4mm:1' scale, 16.5mm gauge '00'
- **Size:** 48' x 3' 6"
- **Era/Region:** NW England, 2010 onwards
- **Layout Type:** Continuous loop
- **Track:** Peco Code 75
- **Control:** Lenz DCC
- **Photography:** Andy York



Sometimes, club layouts can be let down by having to accommodate rolling stock from a large number of club members, with their associated variation in standards of detailing and reliability. Most of the stock is detailed and/or weathered and because we have only three main providers of stock, variation is kept to a minimum and a consistent appearance is the result.





The bus has been modified with LEDs mounted in the rear compartment, with fibre optics routed through to the headlights and flashing indicator. They are powered via a DCC decoder. The exhibition sign is a mini version of our club sign. The chevrons on the bridges are by Fox Transfers.

As ‘Blackmill’ evolved the communication and teamwork required to operate it also developed. One problem with such a long DCC layout is maintaining contact between operators.

Back around 2003, plans were drawn up at the Blackburn & East Lancashire Model Railway Society to make a modest foray into the world of Digital Command Control and contemporary railway modelling.

The original design was a through station with storage yards at either end, with the possibility that it would later be extended into a continuous run. The design was based upon the current layout at Blackburn and a ‘half-station’ rather than modelling the full-length platforms. The plan was only 24’ long, but before work commenced, it was quickly extended to 28’ to include an extra scenic section and slightly longer storage sidings.

The arrangement of the storage yards was based upon the length of a four coach Mk 2 set top-and-tailed by two Class 37s, giving a minimum siding length of 5’ 6”. The width of the layout was just 2’, with a slight stagger built to accommodate a gentle reverse curve along the layout. One storage yard was of conventional plan with pointwork, the other was a sliding sector plate.

INTO BATTLE

After operating it for only a couple of shows, it became very evident that there were working difficulties with the storage yard at the station end of the layout. It had a six-road sector plate but if a train was routed from the sector plate to the goods loop and then held at the signal, the rear of the train was often still on the sector plate and consequently blocking the movement of it.

Unless the operator knew that this was going to happen and had planned the next steps in advance, it caused serious delays to the next train move! It was also noticeable that the layout lacked visual depth and required a decent backscene. Various solutions were discussed over post-exhibition fish and chips and a plan was devised to remedy the above two problems.

It was decided to add two 20” sections to the scenic front of the layout – one in the platform area to lengthen the platforms – and the goods loop, enabling trains to be held at the signal, clear of the sector plate. However, this was on the joint between the angled boards that created the stagger

mentioned above, so another section was added at the other end of the curve to match the extra offset generated by the platform extension.

This portion of the layout was to include a gatehouse and vehicle barrier for the nearby industrial park and sidings. Once these were built and fitted, a separate bolt-on backscene, about 9” deep, was to be added along the back of the scenic part of the layout. The buildings chosen to fill the new backscene are typical of those to be found in an urban environment and comprise the rear delivery areas of a retail park and an accompanying fast food outlet. Further down the layout is a small concrete depot, a car sales outlet and a motorsport tuning shop to satisfy the requirements of one of our group who collects road vehicles.

The modifications were extremely well received by both the public and the operating crew and ‘Blackmill’ continued on its way again.

MORE CHANGES

Two years later, the ‘Blackmill’ group was ready for more chopping and changing, particularly as the



A Britannia Pacific Models Plasser & Theurer 07 Series tamper, ex-BR but now operated by Jarvis, awaits its next duty in the siding alongside Platform 4.



Northern DMUs 153324 (Hornby) and 158791 (Bachmann) avoid the platforms with an empty stock working.



Super-detailed Bachmann DRS 'Tractors' 37601 Class 37-Fifty and 37419 Carl Haviland 1954-2012 return north to Carlisle Kingmoor from Gresty Bridge depot in Crewe.

sector plate was becoming unreliable and needed remedial work. It was also felt that as more stock was being acquired, the storage yards needed to be longer and larger. The minimum length was now determined by a nine-car Bachmann Class 220/221 Voyager set.

At this time it we decided to abandon plans to make the layout a continuous run and retain end-to-end operation. As a group, we felt that making it a continuous run would actually remove some of the operating potential and fun. Removal of the sector plate allowed the station end yard to be increased from six to ten sidings.

In parallel with the development of additional scenic sections and storage, work was always ongoing to enhance the atmosphere of the layout with sound and lighting.

Our locomotives are controlled via a Lenz 100 Digital Command Control system and we took advantage of this to fit interior lighting inside a couple of DMUs, along with modifications to rolling stock to fit lights - if they weren't already fitted - using Express Models kits or custom-fitted using LEDs from sources such as Maplins and Rapid Electronics.

Sound decoders were also developing and gradually the fleet was fitted with sound as time and money allowed. Although sound in locomotives is very subjective and some people are not in favour of such a feature, we felt it added another dimension to the layout.

Alterations were made to the DCC wiring underneath the layout to split it into three power zones, each with it's own DCC circuit breaker to minimise disruption when short circuits occurred.

More lighting effects were also being added to the layout, with various floodlights and flashing amber lights on the zebra crossing and building site

KEY DETAILS - COMMUNICATIONS

As the layout evolved, the communication and teamwork required to operate 'Blackmill' successfully, also developed. One problem with such a long layout is the contact between operators - especially when using a DCC system. As trains are handed over, often on the move, the other operator needs to know the decoder address to take control.

We have experimented with two-way radios, but found them to be awkward to use unless headphones and microphones are fitted. In some respects, these detach the operator from the public and discourage exhibition visitors from asking questions. As we like to talk, we soon removed the radios.

As we exhibited the layout more, the operating team became used to each other, recognising the stock and remembering DCC addresses. Often trains were passed along the layout with nothing more than a nod. There was still a need for simple communication for routing the trains, as we don't operate to a set sequence, but there were a number of recognised moves that again, the team became used to. These moves are simple statements, such as "Voyager to 1" or "In to goods loop".

A simple red/green light system was installed to indicate to the yard operators what they could and couldn't do if a particular route was set, signalled via the main panel. This was automatically operated from switches on the point motors.



Engineers are attending a signalling fault, delaying a diverted Voyager heading for Preston. The gantry is soldered from brass section. The signal heads are Knightwing, drilled out and fitted with LEDs.



Cotswold Rail 08871 has been hired to shunt the warehouse sidings. The two bridges are based on those at the eastern end of Blackburn station. The girder bridge uses Wills Vari-girder sections.





Eddie Stobart trucks get everywhere! Colas 56094 hauls empty log carriers northbound to be loaded at Ribbleshead. The GSM-NRN aerial and cabin were scratchbuilt from styrene.





A Realtrack Class 144 sits in Platform 2. York is in the opposite direction! The lighting was scratchbuilt from brass with LEDs soldered directly to the tube. The return wire runs inside the tube. The heads are clad with styrene and filed to shape.

vehicles. There is even a road sweeper with flashing warning lights and a bus with its headlights and indicator on!

Lights were also built for the platform, using 3mm square surface-mount LEDs soldered to brass tube, which also serves as the power feed. The return wire is made from small diameter enamelled copper wire routed inside the tube. They are then fitted with hoods made from styrene sheet. Similarly, lights were made for the buildings to illuminate the doorways and signage.

When 'Blackmill' was first constructed, it had overhead lighting, but we didn't have time to extend it after lengthening the layout. As it turned out, the lack of overhead lighting emphasised the lights on the layout and rolling stock. From then on, the overhead lighting was never used again.

With any exhibition layout, there are always faults and minor damage to fix after shows. Transporting it around in a van meant that a couple of cross-baseboard rail joints were becoming troublesome. The solution? Another extension to replace the previous extension! The odd length 20" boards were removed and replaced with 4' long sections.

An extra crossover was added at the western end to improve operability and the bay platform was lengthened to take three-car multiple units. A few weeks later and 'Blackmill' was 48' long, a far cry from the original arrangement.

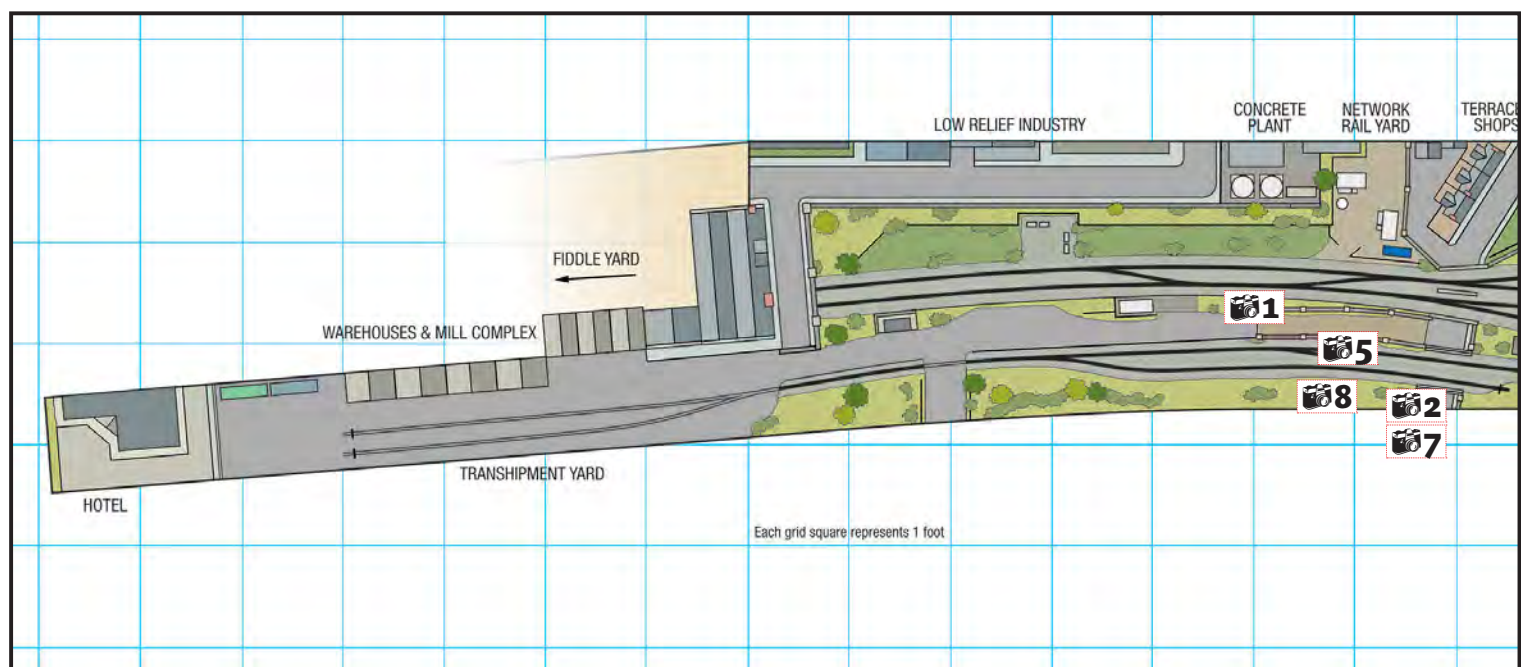
Since its inaugural outing in 2004, when two baseboards were exhibited at our own club show as a DCC demonstration, 'Blackmill' has travelled nearly 6,000 miles up and down the UK from Perth

in Scotland to Truro in Cornwall and Folkestone in Kent and attended around 35 exhibitions. We hope that it has given as much pleasure to the viewing public as it has to the team that built and operated it.

'Blackmill' was sold in 2014 to make way for a replacement. Hopefully, lessons learned from constructing and operating it will be incorporated into the next project - the main one of which will be - build it large enough in the first place!

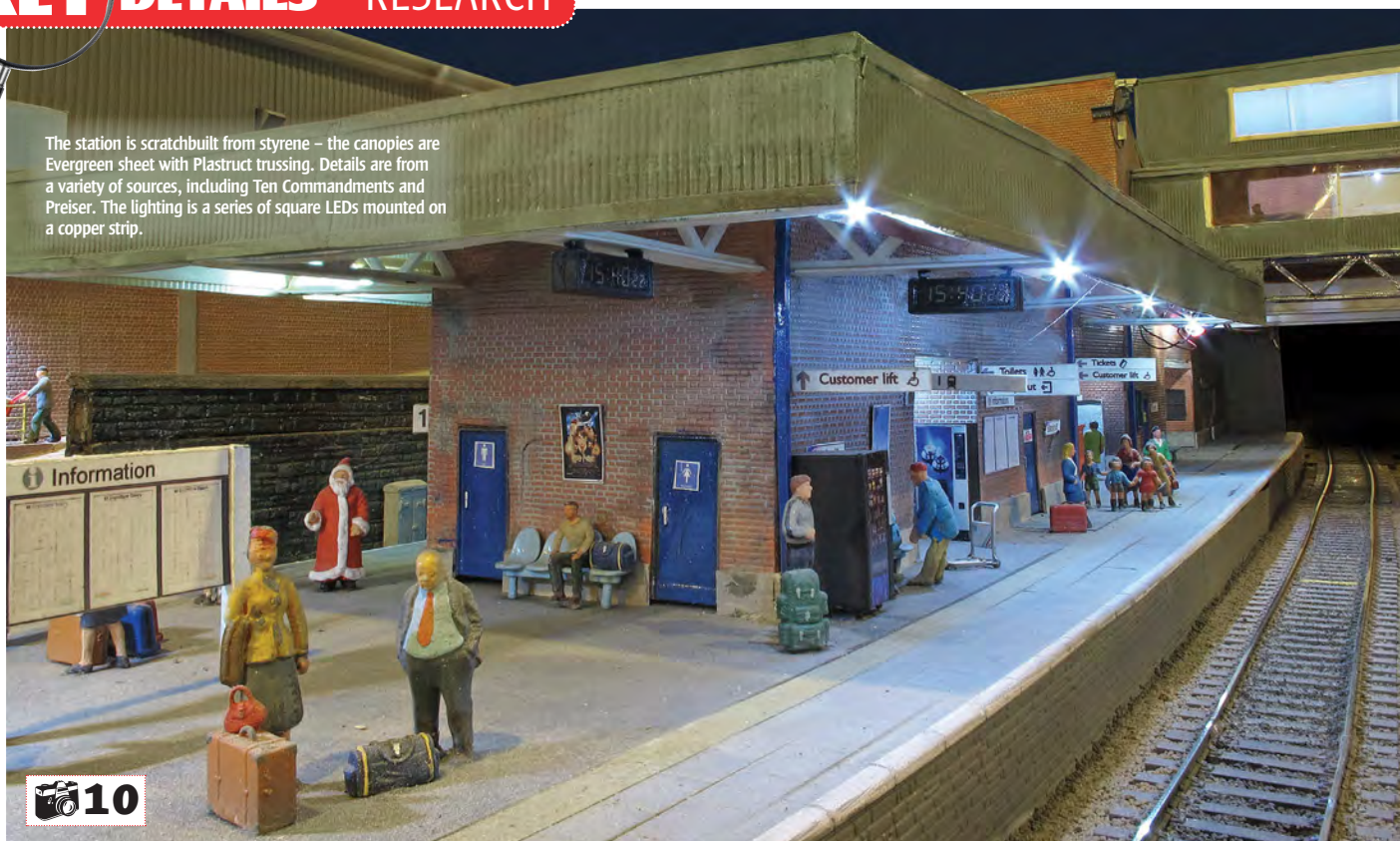
Thanks must go to Blackburn & East Lancashire Model Railway Society for their support of 'Blackmill' over the years - especially from the other club members when shifting it up and down two flights of stairs before and after each exhibition. Our new clubrooms have a lift which makes things far easier! **BRM**

LAYOUT OF THE MONTH BLACKMILL



KEY DETAILS - RESEARCH

The station is scratchbuilt from styrene – the canopies are Evergreen sheet with Plastruct trussing. Details are from a variety of sources, including Ten Commandments and Preiser. The lighting is a series of square LEDs mounted on a copper strip.



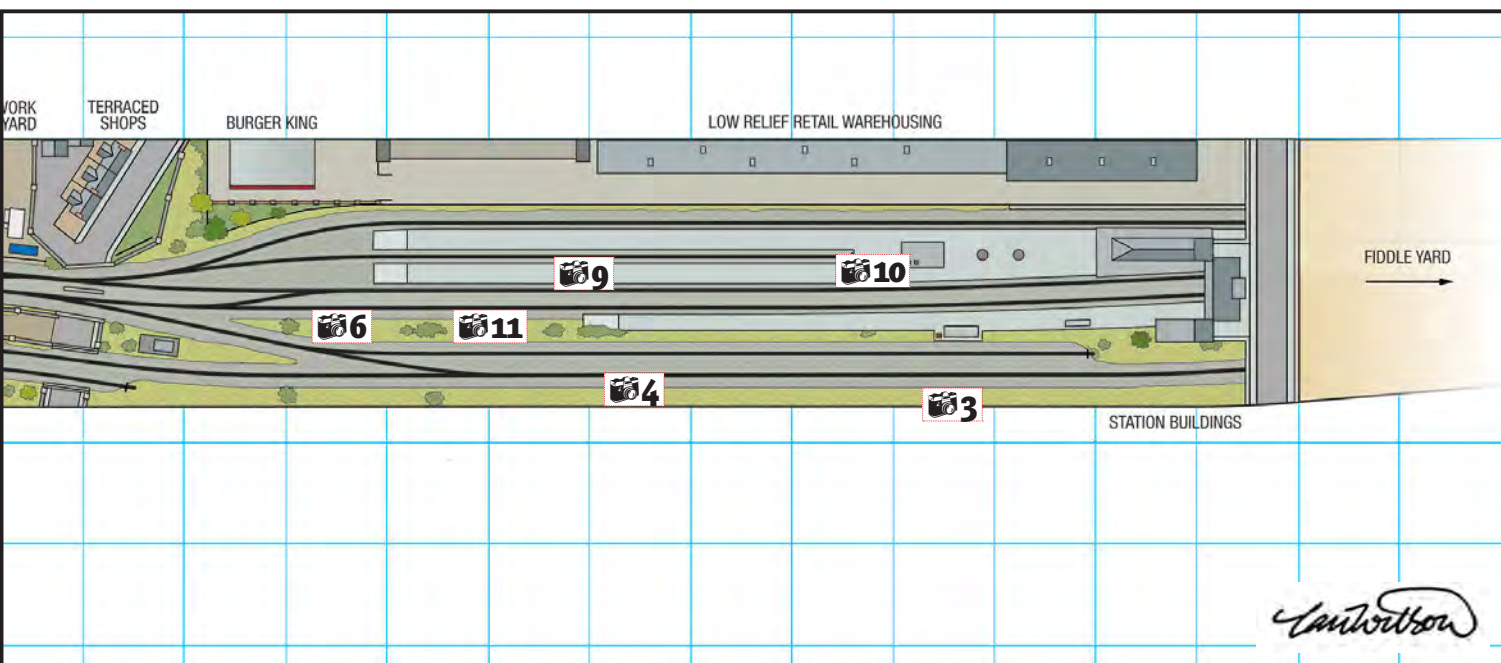
10

One of the big advantages of contemporary modelling is that it is easy to research. Most of the scenery is based upon current day observations – it's so easy to simply photograph and model

a particular feature if it's still standing. There's no need to search through libraries and books. The downside though was keeping up-to-date as things change – particularly on the rolling stock front, but

this created a positive effect in that we always had something new to run and display to the public, thus maintaining interest in the layout for over ten years.

Hopefully, the lessons learned from constructing and operating it will be incorporated into the next layout - the main one being to build it large enough in the first place!





FACT FILE: Blackburn & East Lancashire Model Railway Society

'Blackmill' relied on a small dedicated team with backgrounds ranging from electrical engineering, aeronautical engineering and teaching to world-class cycling, aged from 40 through to 70 years old, each with their own particular areas of interest and expertise. I think it is because of these varied experiences that we all work together as a team and have an immense amount of fun - after all, it's only a hobby.

Taken from all aspects of modelling, we're not afraid to look at other layouts, whatever the era, scale or location. If there's an idea that we could incorporate to improve 'Blackmill', then we would use it. However, the biggest single influence is observing the prototype.



Stanier 'Black Five' No. 44932 drifts through. The absence of spotters on the platform ends is notable as this is a short notice test run by West Coast Railways from Carnforth.

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My father's A3 No. 60052
Prince Palatine at the
foot of the bank with the
1949 'Master Cutler'. Ron
Hodge's scratchbuilt ex-GCR
L3 2-6-4T is shunting
wagons in the loop.



RESEARCH & DEVELOPMENT

Andrew Teale describes a 17-year odyssey to assemble a comprehensive and realistic set of GC London Extension trains for Shipley MRS' outstanding exhibition layout. *Photography Derek Shore*



My involvement with 'Leicester South' began when my father and I joined Shipley Model Railway Society. We had seen the Leicester group's previous layout 'Tebay' and had been blown away by its scope and atmosphere.

Prior to this we had constructed a number of 4mm:1' scale locomotives. My father's hobby had been model engineering but it was put aside after I was born. There was a dalliance with a railway in the attic but it was in retirement that he brought his formidable skills back to railway modeling.

As a youth, I watched a motley collection of RTR carriages hurtle around the attic railway. I pondered what real trains were like; they couldn't surely all be formed of brakes and composites? It was SMRS's Ron Hodge, a prolific modeller with a feel for the real working railway, who popped the question; "do you build stock as well?"

I had limited experience with rolling stock but I didn't mention that. I was allocated the last two trains on the layout, the northbound 'Master Cutler' and 'The South Yorkshireman'. The die was cast and a 17-year odyssey would begin.

RESEARCH

Research is one of my favourite aspects of the hobby. On a practical level I can't build unless I understand what it is I'm building. Colin Walker's books provided the inspiration and the methodical Derek Shore had already conducted extensive research, to determine the trains to be modelled.

More detailed research was carried out by our in-house Sherlock Holmes, John Marsh and I. Carriage working books, original documents from the National Railway Museum and a trawl through the relevant editions of The Railway Observer revealed more



V2 No. 60878 on 'The South Yorkshireman'. Second and third in the formation is the articulated Twin FO, my first carriage build.



LAYOUT FOCUS

K3 'Mogul' No. 1870 pilots D11 4-4-0 No. 2668 *Jutland* on the 10.35pm Manchester-Marylebone express. The majority of the carriages are my MJT hybrids.



Two Manchester expresses pass North 'box. The basis of blue A3 No. 60111 *Enterprise* is a Comet chassis, the rest is an agglomeration of parts. Heading north is Derek Shore's A3 No. 60102 *Sir Frederick Banbury*, more sensibly constructed from a DJH kit.





B1 No. 61381 on an inter-regional express formed of WR stock. I modelled the body and the open filler cap on the tender. My father did all the important bits, but I rustled up some carriages to go with it.

insights. Most importantly people who worked the line such as Leicester engineman Frank Stratford and signalman Iain MacKenzie provided first hand accounts.

Any false pride about joining the project was soon dampened by practicalities. No fewer than 21 carriages, some of them quite exotic, and two locomotives had to be built. V2 No. 60878 was selected for the 'South Yorkshireman' and A3 No. 60052 *Prince Palatine* for the 'Cutler'. The other practicality was that northbound expresses faced a formidable 1-in-75 gradient. I had little experience of how to get kit-built trains to run on the flat, let alone tackle inclines.

My father started work on the chassis of No. 60863, while I tackled the tender and body. My father's chassis are works of art, featuring such exotica as full working valve gear. Thus the rest of the locomotive had to reach the same standards. In order to realise the 'South Yorkshireman' within this lifetime I adopted the idea of 'A grade' locomotives and 'B grade' stock. I consulted **BRM** articles by Tony Wright, whose philosophy on the prototype and construction was influential in building the train.

It was an out-and-back express, running from Bradford Exchange to London Marylebone via Sheffield Victoria and Leicester Central (GC). The 1955 formation was formed around a core of Thompson carriages. Gresley carriages made up the dedicated First Class and catering vehicle. These consisted of an articulated Twin First Open and a teak Restaurant Car.

The Thompson carriages were created with Southern Pride and Comet brass sides fitted to Bachmann donor vehicles. The Mailcoach kit chosen for the Twin First

Open had clear plastic sides and a reputation as a difficult paint job. My background in graphic art came in handy and this was completed without too much fuss. More of a challenge was splicing in a pair of extra doors. These were added to the real carriages after the Huntingdon disaster, in which one of the Twins was destroyed by fire.

Something special was required for the Gresley restaurant car. Nothing else comes close to representing my favourite carriages than MJT's Gresleys. They are superb kits to build but the downside is that they are heavy. That 1-in-75 gradient and thoughts that another ten would be required for the 'Master Cutler' gave me sleepless nights.

TRIALS AND TRIBULATIONS

My worst fears were realised when No. 60878 occasionally slipped to a stand on the bank with the completed 'South Yorkshireman'. No problem could be found with the locomotive, a revaluation of the stock was required. The conversion of the Bachmann carriages included whitmetal fittings and extra weight added to the bogies. I concluded that the original Bachmann weight block was no longer required and was removed. Now No. 60878 had plenty in reserve to lift the train up the bank. In retrospect my decision to reuse the original bogies with new wheels and bearings was not a complete success. The carriages with kit-built bogies proved to be more free-running. I realised that there was room for improvement in minimising drag on future trains. One experiment that was an instant success was my decision to employ MJT

working gangways and couple the carriages off the headstocks using Tony Wright's hook and bar method.

THE 'CUTLER' - A PROTRACTED BUILD

Two MJT Gresleys were built for the 'Master Cutler'. I used brass sides from Bill Bedford and Comet to create the correct diagrams. They looked great but I was still concerned about the weight of the train. In the meantime my father had completed the A3, No. 60052 *Prince Palatine*. It was a DJH kit but with major upgrades and modifications.

Then disaster struck; MJT's complete product range disappeared from the market. The train was put on hold while I considered the way forward for the stock required. I also had to get to grips with my nemesis, the infamous Bulleid Tavern Car and how to realize its complicated livery. Designed originally for the Southern Railway, they were painted to resemble a traditional English pub. On completion a couple went into service on the newly-nationalised Eastern Region.

With 'The Master Cutler' on hold my initial commitment to two trains was to grow to ten. These included Southern Region set 880 on the Newcastle-York-Bournemouth and the overnight Western Region York-Bristol. The 2.10pm and the 10.35pm Manchester-Marylebone expresses followed. The latter was known as 'The Mail', and conveyed more bogie vans than passenger carriages.

Finally two freight trains, a southbound Annesley-Woodford Halse 'runner' and the daily Hotchley Hill-Woodford gypsum train. In the early-1950s this would change locomotives in south loop. Other trains



Any false pride about joining the project was soon dampened by practicalities. No fewer than 21 carriages, some of them quite exotic, and two locomotives had to be built.



Originally my Father's, 9F 2-10-0 No. 92069 was a bright green Hornby *Evening Star*, bought in a sale for £10. The train is Derek Shore's 'Starlight Special' composed of ex-LMS stock.

to which I contributed were the 5.22pm Leicester-Woodford and the 10.00pm Rugby-Nottingham ordinary passenger trains. As I focused on these I improved my skills and began building more sophisticated models. I still regarded them as 'grade B' but some of my earlier efforts I now regard as 'grade C'.

HELP FROM HORNBY

Two things happened to restart the 'Cutler' project; the welcome reappearance of the MJT range under the Dart Castings banner and the release of a range of RTR Gresley coaches by Hornby. An experimental conversion of one of the Hornby models into a Brake Third was attempted.

The underframe was discarded as not fit for purpose and replaced by an MJT one. New brass sides and dummy ends were constructed as a box. The Hornby roof and ends then fitted over the box completing the body. Some components

such as the original angle iron trusses were reused but altered to the correct dimensions. The excellent Hornby bogies were adapted and the original interior was re-modeled. The resulting carriage looked like an MJT Gresley, took less time to construct and was considerably lighter but was it cost effective? The surprising answer was yes, provided I could get the Hornby bits for the right price.

No. 60052 went into service with the new Brake Third on the southbound 2.10pm Manchester-Marylebone express. The model proved to be something of a monster, but how would it perform on the northbound climb?

A3 VERSUS THE BANK

Finally the completed formation was assembled and No. 60052 was placed at the head of the train. At the foot of the bank a little power was added and the locomotive rose to the challenge, the 1-in-75 gradient was flattened like a billiard table. Next stop

Leicester Central - and nothing fell off. "Job's a good 'un", as my father would say.

Sadly he passed away before the 'Master Cutler' was completed, but No. 60052 is still romping up the bank with ten Gresleys and a flying pub on 'the swing'. No. 60052 won the Bachmann trophy for best locomotive in show at the 2013 Nottingham Exhibition, my father would have been embarrassed but chuffed. And as for the Tavern Car, it picked up the trophy for best rolling stock item.

It's good to receive awards for your individual efforts but for me the reward is seeing the right locomotive, on the right train, in the right location doing the job it was built to do. To achieve that, my father and I were very fortunate to be invited to join the team on 'Leicester South' - that's when the magic happens.

Thanks are due to the following people for knowledge and inspiration; Steve Banks, Robert Carroll, Horace Gamble, Iain Mackenzie, Frank Stratford and David Webb. **BRM**

KEY DETAILS - TAVERN CAR



Tavern Car 'Dolphin', flanked by two LNER teak carriages. What a sight to be seen from those houses on a summer's evening in 1949.

My old nemesis the Tavern Car remained the other obstacle. Without it the 1949 'Master Cutler' simply wasn't right. Because of weight savings with the Gresleys, the Tavern Car could be completed as a full metal kit. However the livery remained a stumbling block. I'm not a bad painter but all those rows of bricks were beyond my skill level. Sometimes providence drops straight into your lap. While browsing the internet I came across an advert for Tavern Car transfers on the MARC Models site. The Comet kit came out of the cupboard and the transfers arrived in the post. By now I had acquired enough skills to regard the kit as an easy build, but even with the transfers the paint job was a complicated one. It took two attempts to get it right; trying to remember that paint stripper is your friend. Despite this the transfers worked a charm.

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HOLLOWBECK

A memorable week of trainspotting on the North Eastern Region inspired *David Wellington* to re-create the atmosphere of a busy NER steam shed in 1962.



FACT FILE

- **Layout Name:** Hollowbeck Shed
- **Scale/Gauge:** 7mm:1' scale, 32mm gauge 'O'
- **Size:** 18' x 3'
- **Era/Region:** North Eastern Region 1962
- **Location:** Portable
- **Layout Type:** End-to-end shed layout
- **Control:** 12V DC analogue
- **Photography:** Andy York



No North Eastern steam shed should be without a J27, and Hollowbeck's allocation includes four of these sturdy 0-6-0s, all built from Piercy Models kits.





J94 No. 68074 looms over the unusual sunken road, designed to make it easier for shed staff to load for ash into wagons for removal.

My interest in North East steam started in the 1963 summer holidays when, as a 14 year old, I was 'seconded' to my grandparents home in Ilkley, West Yorkshire. By then I already owned an Ian Allan combined volume and with my family aware of the hobby, I was given a Railrover ticket for a week covering all stations in the North Eastern Region.

The early morning DMU from Ilkley connected with the 9.10am 'North Briton' from Leeds, so Newcastle could be reached by 11.20am, with the express continuing to Glasgow.

By 1963 most express trains were in the hands of diesels. Deltics

monopolised front line East Coast Main Line trains, assisted by EE Type 4s (Class 40s) and early Brush Type 4s (Class 47s), whilst 'Peaks' were in charge across the Pennines to Liverpool and from Bradford Forster Square down the Midland Main Line.

Notwithstanding, steam made the odd passenger appearance and during the week I witnessed a Gateshead A3 on the 'Anglo-Scottish Car Carrier', a Burton 'Jubilee' on a York-Bristol and a York V2 piloting a 'Peak' on a Cardiff-Newcastle service. Steam was plentiful however, away from the main line on freight around the collieries, steelworks, docks and other industrial complexes of the North East. And, of course, on sheds around Tyneside, Wearside, Teesside and the West Riding. Helped by the Ian Allan

Shed Directory, illicit visits were made to many NER depots and a second Railover followed in 1964. They were happy days.

BRINGING IT ALL BACK

Fast forward to the year 2000 and I found myself in possession of a cut-price 7mm kit of an LNER J27 0-6-0, courtesy of Geoff Saville of Motor Books in Oxford. J27s were synonymous with the North East of England, and were the last pre-Grouping type in service with BR, lasting until 1967. Fortunately, one was rescued from the scrapman; No. 65894 of the North East Locomotive Preservation Group, which also owns a J22, K1 and a Q6.

Having spent years modelling a stretch of the GC main line in 4mm scale, a move to 7mm appealed after fellow GC fan Tony Geary built an Oakville WD 2-8-0 in the larger scale. From then on I followed suit by acquiring several more 7mm kits, ultimately with a



In summer 1963 I was given a Railrover ticket for a week covering all stations in the North Eastern Region... Helped by the Ian Allan *Shed Directory*, illicit visits were made to many NER depots.

KEY DETAILS - DIRT & DECAY



The layout itself oozes dirt and decay; a tribute to the original builders - Wilf Gammack and club colleagues from North Turton near Bolton - and a reflection of the state of the railways in the North East by 1962. The solid buildings have been constructed in plywood and overlaid with embossed plastic card. Trackwork is by Marcway and Fulgurex motors power the pointwork.



Dumped at the end of one of the shed roads, a stored J27 - complete with a bag over the chimney - is inspected by one of the shed staff.



A line of diesel shunters built by BR Swindon, Drewry and Hunslet is a sign of ongoing modernisation, although some will not outlive local NER steam.

KEY DETAILS - OPERATIONS



From our team of four, two operators control movement on the layout whilst the man in the brewery selects the incoming traffic which may include a couple of wagons, a brake van or even an Inspection saloon. To avoid repetition there is no set sequence, meaning the controllers have to deal with a challenging set of arrivals. Such is the delicious unpredictability and appeal of the working depot - in today's model form and as it was in those heady days of the early-1960s.

North Eastern theme - circa 1962. In 2009 the layout was spotted for sale at the Gauge O Guild's Telford show. 'Hollowbeck' had already been built based on the North East so it fitted the bill to showcase the growing collection.

The layout's scenario is fictitious but logical. In 1962 a brewery located south of the Tyne has constructed its own two-road depot to service its own fleet of Hunslet industrial saddle tanks. But, road transport has proved more economic, so the beer now goes by lorry. Under pressure following a fire at one of its own depots (not an uncommon event at steam sheds), British Railways has commandeered the redundant depot to service visiting locomotives from other sheds in the area plus a few of the increasing fleet of diesels.

On the model the large brewery building acts as a covered fiddle yard, and from there each locomotive emerges to stop initially at the office building to before proceeding via the ash drop and coal stage to be turned; thence to the cosy confines of the shed building. Diesels are stabled in the open.

Unlike most other depot layouts on the exhibition circuit, 'Hollowbeck' features many of the smaller classes up to the 2-6-0 wheel arrangement, though a Q6 0-8-0, WD 2-8-0, V2 2-6-2 and B1 4-6-0 can appear. The core classes are duplicated; indeed no fewer than four Piercy Models J27s are the mainstay, one in condemned condition and unmotorised, whilst the J94 0-6-0ST is well represented by another quartet, including a former brewery-owned green example in a sorry state.



A couple of the brewery's fleet of immaculate Foden and Atkinson lorries; part of the move from rail to road haulage that led to the closure of the company's internal railway.

A pair of Peppercorn K1 'Moguls' and V3 2-6-2Ts are also regular visitors, one of each class is unusually in ex-works condition. All other steam locomotives are heavily weathered, true to the period, and this aspect of modelling attracts many favourable comments. Other popular topics are the diesel brake tenders and the 1:50 scale brewery lorries from the Corgi Collection.

A fleet of five small diesel shunters take their turn, including a rare Class 05, built from an Oakville kit. Gateshead had three of these Hunslet-built 0-6-0DMs in 1962. Outsiders of non-LNER origins include the Ivatt 4MT and BR Standard 3MT 2-6-0s, both of which were allocated to the North Eastern Region.

Guest locomotives appear too, and the three resident trainspotters will be pleased to note a K3 2-6-0 from New England in Peterborough and pair of EE Type 1 diesels from Sheffield Darnall. Fellow 'Hollowbeck' operators also contribute a few items, taking the stock roster up to 31 locomotives at times. They are mostly kit-built, but include some superb RTR models by Finescalebrass and Heljan.

THE REST OF THE GANG...

There are usually four of us behind the layout, and we have known each other for 25 years, initially through the Risborough & District Model Club. Sometimes my Yorkshire colleague Allen Hammett and I operate the layout ourselves, as the other two are located in Cornwall and Mid-Wales.

Allen in particular has had a massive impact on the layout. As 'Loco Superintendent' he has made sure locomotives move at a scale speed around the depot, often using 80:1 gearing. He is also responsible for constructing the College Models Ivatt 4MT and Acorn Standard 3MT 'Moguls', both of which were difficult builds. My contributions are the Piercy, DJH, Mercian and Meteor kits, which feature less taxing instructions!

Allen's most notable creation is a model of the 04/8, a Thompson rebuild of the LNER Robinson 04 2-8-0. This hybrid model was commended at the Gauge O Guild awards at Telford in 2013. The base kit is the Gladiator 04/7, with DMR Models providing the boiler and fittings, plus smokebox and side cab - all from its B1 kit. With Allen's scratchbuilt smokebox saddle, the conversion is complete. Though the 99 prototypes were mostly based on former Great Central routes, No. 63873 makes the odd guest appearance at 'Hollowbeck'.

An interest in railways can open many doors. In 1998 I became involved in the launch of 'The Berwyn



Although there's coal in the tender, this J27 stored under the old shear legs won't be moving under its own power again. An Ivatt 4MT takes a turn in the background.





Another classic NER goods design, Darlington's J21 No. 65110 simmers by the coaling stage.

Belle', the Llangollen Railway's dining train. This culminated in the ownership of two full-sized Mk 1 vehicles. The project lasted 14 years and involved my other two 'Hollowbeck' colleagues, our wives and my teenage daughters! For a while modelling took a back seat until 2002 when the 'Berwyn Belle' became unsustainable, the coaches were sold, and the proceeds put towards the O gauge collection enjoyed today.

I believe there is a social side to railway enthusiasm that partners can enjoy. The wives of the 'Hollowbeck' team can testify to this, after a recent combined outing with the Heyside 7mm group to the German narrow gauge in the Harz Mountains. A repeat is planned.

WHAT OF THE FUTURE?

Other interests can intervene. I follow British Athletics and the Leicester Tigers rugby union team so, at 65, there is little spare time in retirement. All this is no threat to 'Hollowbeck' though, and we will appear at the forthcoming Redcar Show on August 1/2; and at BRM's 'Festival of British Railway Modelling' in Doncaster next February.

After that, there's some uncertainty. We have been on the road for six years, the layout and stock are complete, and another project beckons. If another exhibition layout does emerge, it will feature green diesels and DCC sound. It will be more noisy, but less heavy; a concession to the creaking bones that most exhibitors – and traders – are familiar with.

But as another work-stained J94 emerges from the brewery, who's complaining? **BRM**

SPOTTERS COMPANION HOLLOWBECK LOCOMOTIVE ROSTER

No.	Allocation	Class	Type	Supplier
43084	34E	Ivatt 4MT	2-6-0	College Models kit
60887	50A	V2	2-6-2	SanCheng RTR
61032	51A	B1	4-6-0	SanCheng RTR
61864	34E	K3	2-6-0	Anchorage Models kit
62010	52C	K1	2-6-0	Meteor Models kit
62044	51A	K1	2-6-0	DMR Models kit
63353	51F	Q6	0-8-0	Meteor Models kit
65011	51A	J21	0-6-0	Fourtrack Models kit
65812	52E	J27	0-6-0	Piercy Models kit
65845	52F	J27	0-6-0	Piercy Models kit
65873	52G	J27	0-6-0	Piercy Models kit
65883	52G	J27	0-6-0	Piercy Models kit
67687	52A	V3	2-6-2T	Ace Models kit
67690	52B	V3	2-6-2T	Piercy Models kit
68021	51C	J94	0-6-0ST	Mercian Models kit
68047	51A	J94	0-6-0ST	Mercian Models Kit
68074	40E	J94	0-6-0ST	Bachmann Brassworks
69018	51A	J72	0-6-0T	Piercy Models kit
69026	52B	J72	0-6-0T	Piercy Models kit
77003	51F	BR 3MT	2-6-0	Acorn Models kit
90015	34E	WD	2-8-0	Oakville Models kit
D2080	51A	03	0-6-0	DJH Models kit
D2162	52A	03	0-6-0	DJH Models kit
D2158	50A	03	0-6-0	DJH Models kit
D2302	40E	04	0-6-0	Bachmann RTR
D2594	52A	05	0-6-0	Oakville Models kit
D5159	51L	25	Bo-Bo	JLRT Models kit
D5379	51L	27	Bo-Bo	RJH kit
D6742	41A	37	Co-Co	Heljan RTR
D8052	41A	20	Bo-Bo	Heljan RTR
D8061	41A	20	Bo-Bo	Heljan RTR

Depot Codes

34E	New England
41A	Sheffield Damall
50A	York
51A	Darlington
51C	West Hartlepool
51F	West Auckland
51L	Thornaby
52A	Gateshead
52B	Heaton
52C	Blaydon
52E	Percy Main
52F	North/South Blyth
52G	Sunderland

Although diesels are being drafted in to replace them, Hollowbeck is still finding employment for its stud of J94s.



Colwick 04/8 No. 63873 is a rare visitor from the Midlands. It's a hybrid model, combining Gladiator, DMR and scratchbuilt parts.

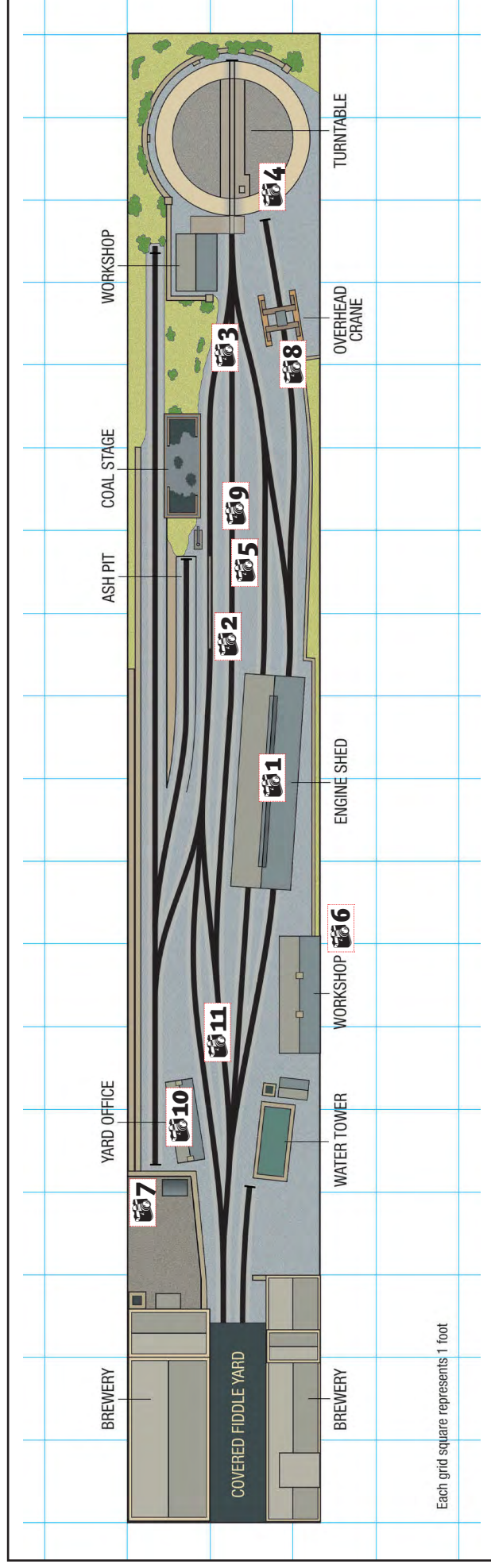


0

GAUGE

LAYOUT FOCUS

HOLLOWBECK

Sanfordson


David and friends enjoy a footplate visit on 'Battle of Britain' No. 34079 141 Squadron in the 1960s. How many of us had childhood experiences like this, leading to a lifelong passion for railways?



A common scene in the final years of BR steam in the north-east of England; two veteran J27s poke out of Hollowbeck's distinctive NER shed building awaiting their next turns out into industrial Tyneside and Wearside.



Footplate crews are an essential item on older locomotives with more open cabs. Appropriate steam age figures can be obtained from Dart Castings, Aldan Campbell and S&D Models, amongst others.



london
transport
museum



London Underground S Stock train models

London Transport Museum announces a new motorised 1:76 (00) scale S Stock model London Underground train.

This is the first time a highly detailed 'ready to run' London Underground model train has been produced.

Manufactured exclusively for London Transport Museum by Bachmann Europe plc.

A motorised set comprising of 4 cars including 2 driving cars



Additional individual un-motorised cars may be purchased to authentically complete either S7 or S8 train formations



Available Autumn 2015

Visit London Transport Museum's website for full information and advance order details

ltmuseumshop.co.uk



A WORKING CYCLIST DIORAMA

Phil Parker sets out to test a clever working accessory from the Netherlands.

A couple of years ago, tucked in amongst the continental layouts at the Warley NEC exhibition, a tiny display attracted as much attention as many of the larger models. Crowds were three-deep and many couldn't believe what they were seeing.

On a small piece of board, a scale cyclist was riding in a circle. His legs moved on the pedals and yet there was no obvious method of propulsion.

Like many, I picked up a leaflet for something described as the 'Magnorail' system. Well, the future arrived when I was presented with a starter set by our Features Editor and asked to build a little diorama to try it out.

HOW IT WORKS

Like all good ideas, this one really is quite simple. The cyclist sits on an etched steel mount - his little feet stick out from the wheels to keep him upright. The basic set has a male cyclist, but a female version is available too.

His legs are driven by a clear plastic wheel that



sits where the cranks on a real bicycle would be. This wheel runs along the road surface and as it spins, it moves the legs attached to the pins on it.

Under the road, a plastic chain runs in guides, fitted with a pair of high-strength magnets. These grip the feet on the bike wheels pulling it along and downwards, so the clear wheel has enough friction on the road surface to rotate. The chain is driven by a pair of rubber tyred wheels that grip either side in a simple mechanism, powered from a 12V DC geared motor. The rider's speed is normal too - not Bradley Wiggins on the Tour de France time trial!

As well as moving bicycles, the system can haul road vehicles or even boats if fitted under a model river. Unlike the Faller road system, there's no need for on-board power in the vehicles, so the size of the model isn't an issue. And, you can control the drive motor directly, so vehicles can be made to speed up, slow down or stop.

INSTALLATION

Magnorail's starter set provides enough for a small scene. With 150cm of track, extra lengths are available, and if you want a really long run, the website advises the use of extra drive mechanisms. Turning loops are also sold, so that vehicles can run

along both sides of a road, changing direction in a hidden fiddle yard.

Obviously, the system has its limitations, the main one being that you can't cross baseboard joins. You'd need access to split the chain when the boards are apart. This isn't impossible though, as a bit of ingenuity would allow an access point where the chain could be pushed down the guides.

My main worry is that everything has to be buried in the road surface. You can't even change a motor without digging it up as the fixing screws are on its face. The surface also performs a vital job in keeping the chain in the guides, especially through the drive mechanism.

According to the instructions, the road should be 0.5mm thick and Magnorail recommend a card surface. This would provide some grip for the leg powering wheel and if you can find something pre-printed it will look better than a plain colour. The bicycle needs a smooth run though as it slides along, so joins need to be perfect.

Having said this, with care, assembly isn't difficult. I made things harder for myself by using a clear plastic road so we can show you the mechanical side on DVD and at shows. I know people will be curious!

Animated scenes are incredibly popular and really help to bring a layout alive. A working cyclist on a model will fascinate everyone who sees it, even those with only a passing interest in model railways. It really does appear to be a bit of magic. **BRM**

SEE THIS
DIORAMA IN
ACTION!

On this month's free
DVD, Phil gives a
guided tour of this
diorama.



STEP-BY-STEP GUIDE

1



Inside the neatly laid-out box, the contents are simple. Red chain, white guides, a motor and casing, plus two pots - one with a cyclist kit, the other with all the fittings you need. A clear set of instructions is provided.

4



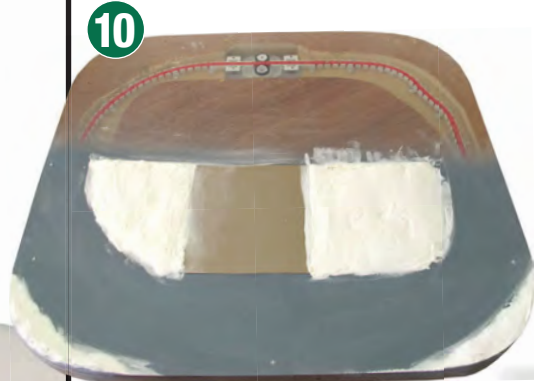
Inserting the magnets is a challenge as they're a tight fit in the chain. After a lot of frustrating attempts, I found the easiest was to attach one to a jaw of some pliers and then squash it into the hole.

7



8mm plywood is an excellent match for the height of the guides. Using a jigsaw, I cut a sheet to accommodate the track.

10



My plastic road has a slight rough side which I'm using as the road surface. I'm spraying it with grey car primer. By holding the can further away from the road, the paint is slightly dry when it hits, giving a little more grip for the wheel that drives the cyclist's legs. The road is shaped around the route of the cyclist with verges built up using household filler. The rear of the diorama is left unpainted so everyone can see the interesting mechanics.

2



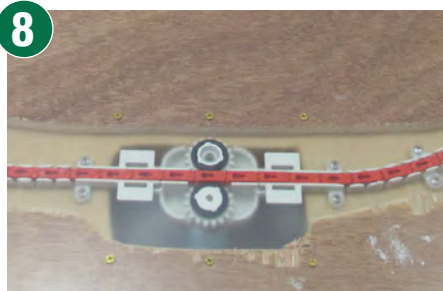
The chain and guides simply clip together. Two options are available for the guides, either build up the road surface around them or let it sit on top of the wings moulded into the sides. All screws are supplied.

5



A hole in the baseboard 10cm x 6cm is required for the drive mechanism. The geared motor runs from a 9V battery, although it's designed for 12V DC. The chain is a slippery plastic that runs smoothly in the guides - oil or grease might stop the rubber wheels gripping, so don't lubricate it.

8



The road surface should be 0.5mm thick, but for demonstration purposes, I want it to be clear over the drive mechanism. A local DIY store supplied some 1mm thick plastic sheet. When screwed down, it holds the chain in place quite well.

11



Old images of cottages in a nearby village showed them at road level with inlaid brickwork around the front. I replicated this with Slater's Plastikard. Strips were built up in layers to form a flowerbed, also seen in the photographs.

WHERE TO BUY?

W WWW.MAGNORAIL.COM

RRP €94.50 (= £69.50) REF Starter kit A

3



Powerful neodymium magnets are fitted in the chain. The north poles should point upwards. Placed together, the north and south poles will grab each other so you can identify them. I coloured the sides with permanent marker so I could work out which way round each one goes when fitting.

6



My basic diorama on a 40cm x 50cm board. Nearly all the components in the box are used. Without a road surface, the chain tends to climb out of the rubber drive wheels at this stage.

9



The cyclist is supplied as a kit. His bike is etched steel that just requires its feet folding out. A clear plastic disc slots into this and drives his legs. Be careful what you paint as the mechanism needs to be free running. The fret includes bend guides to help assembly.

12



Hedges are cut to shape from foam rubber, coated in PVA, then rolled in flock powder. More flock is applied to the verges, which are normally kept pretty well trimmed. I felt electrostatic grass would have been too long here.

THE COTTAGE SHOWN HERE IS SOLD BY PETITE PROPERTIES AND WAS REVIEWED IN JUNE ISSUE OF BRM.



HOW TO BUILD A...

PLASSER & THEURER 12 TON RAIL CRANE

Who said that kit manufacturing was a dying art form?

Phil Parker tests a resin kit from 'Make Your Mark' Models.

Discussions amongst older modellers often end up bemoaning the disappearance of some old kit ranges and how this spells the end of the hobby. What is often overlooked is that whilst it's a shame that useful old kits are becoming scarce, there's a constant stream of new manufacturers entering the market with innovative products.

RMWeb member Simon Paley informed me of Make Your Mark Models and its range of On-Track Plant and nuclear flask wagons. The kits are moulded in polyurethane resin and in their most basic form, need nothing more than sticking together with superglue and painting.

Choosing the Plasser & Theurer 12 tonne Rail Crane, I was quickly supplied with a set of very good quality resin moulded parts. There are no air bubbles to fill, or flash to remove - in fact they're as good as you'd expect an injection moulded kit to be.

The model is designed to be built unpowered. It makes sense as the prototypes only move within the area of an engineering possession and are hauled as rolling stock in a train between sites as their top speed is too low for main line operation.

Despite this, I decided it would be much more interesting if the model worked and after discussion with the manufacturer





Over 60 resin parts, cleanly cast. The builder has to source wheels, bearings, couplings and buffers.

it turned out that although there is no provision for this, with some ingenuity, it had been done in the past using a Tenshodo SPUD.

A SPUD (Self Propelled Underfloor Device) is a self-contained motor bogie. Ready-to-run and available in different wheelbase lengths, it's supplied with fittings to assist the builder when fitting it to a model. It was designed long before DCC was common, so it would be quite an exercise to add a decoder, although not impossible.

The crane kit needs 12mm wheels, but those on the SPUD I used are 10.5mm as the motorised bogie is quite bulky and there's not a lot of space to hide it. The 1.5mm difference isn't noticeable behind the bogie sideframes, and I've made sure that the footplate is at the correct height and level when sat on the track. The bogie sideframes are both at the same height, but the centre of the powered wheels doesn't correspond with the centre of the axleboxes.

This is an impressive kit. Many people worry about producing a model that'll sit comfortably next to modern RTR. No problems in this case. In fact if you know the prototype and are keen enough to add all of the cables and wiring, the results could be breathtaking. Even in its simplest form, it'll look great on any suitable layout. **BRM**



I decided it would be much more interesting if the model worked.

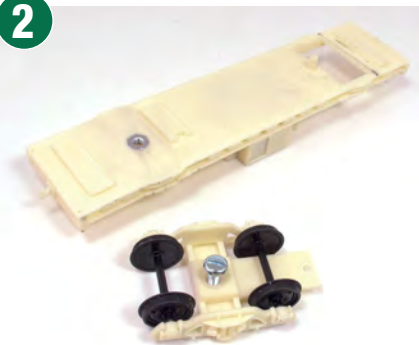
STEP-BY-STEP GUIDE

1



Plenty of space for weight under the floor. Pouring some Liquid Lead from Deluxe materials into the box brings it up to the level of similar sized wagons. A bottom is added to the box to hold the weight in place. Don't use PVA glue for this as it reacts with the metal, making it swell.

2



The unpowered bogies need brass bearings and the wheelsets just slot in place. The hole in the footplate is opened out for the retaining nut. This is later covered with the chassis deck plate. If you aren't using tension lock couplings, the tongue can be sawn away. At the other end, I've cut out the floor to allow a powered bogie to be fitted.

3



Tenshodo supplies its SPUD with various fittings to support sideframes and even act as a pony truck in a steam locomotive. First, I run the unit up and down a test track several times to check all is well as fitting the sideframe supports involves removing the plate on the bottom. If you aren't careful you'll disturb the wheels, which can lead to running problems. Be confident that the unit is working properly in the first place.

4



Using two layers of 1mm thick plastic sheet, a simple support plate is made up. The sideframes need to be spaced out from the wheels, so more plastic is superglued to the frame. Before fitting, the extended axle ends are cut short to avoid touching the resin sides.

5



To allow the SPUD to be removed, the hole in the deck plate is opened out to the size of the retaining bolt and then the plastic support plate fitted underneath this.



6

It's important to check at this stage that the deck top is level. You can see how the smaller Tenshodo wheels compensate for the extra bulk of the motorised unit.





7



A few minutes work with superglue sees the main components fixed to the chassis. Each was checked for fit before gluing and no modifications were required. It all fits perfectly.

10



The main body of the jib is a single casting to which a few detail parts are fitted. It's not possible to model this raised without modifying the hydraulic arm casting. This wouldn't be difficult if you want to model a static scene.

11



Wizard Models Oleo 16" diameter buffers are glued into the end holes. I replaced both the moulded couplings with a screw set from Romford. These would be in the way if tension locks are used so are best left off an unpowered model.

REWHEELING A SPUD

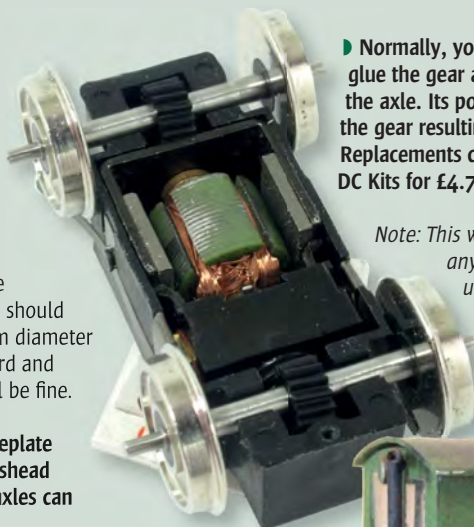
You can change the wheels in a Tenshodo SPUD with minimal tools. You might do this if you need spoked wheels or just a different diameter to those fitted. The alternative wheels should be fitted on a 2mm diameter axle - both Romford and Gibson wheels will be fine.

► Remove the baseplate using a small crosshead screwdriver. The axles can then be lifted out.

► Pull a wheel off each axle with your fingers. Some gentle twisting will be required, but no need for a puller.

► Gently pull the gear wheel from the axle.

► Remove a wheel from the new axle and slide the gear on to this. Test it in the SPUD to make sure it aligns with the worm gear. It should be in the centre of the axle. If OK, replace the wheel and check the back-to-back is correct and that the pick-ups are in contact with the back of the wheel.



► Normally, you don't need to glue the gear as it's a snug fit on the axle. It's possible to damage the gear resulting in poor running. Replacements can be obtained from DC Kits for £4.75 a complete set.

Note: This work will invalidate any warranty so test the unit before attempting to modify it.



This Nonneminstre Models Planet diesel kit runs on a SPUD, fitted with Romford 12mm diameter wagon wheels.

14



Clear glazing is supplied along with resin guides to help the modeller cut it out. I find this very fiddly, so I'm using Micro Kristal Klear instead. Even if you cut the plastic, use Klear or canopy glue to fit it as superglue will fog the material unless it's scrupulously clean.



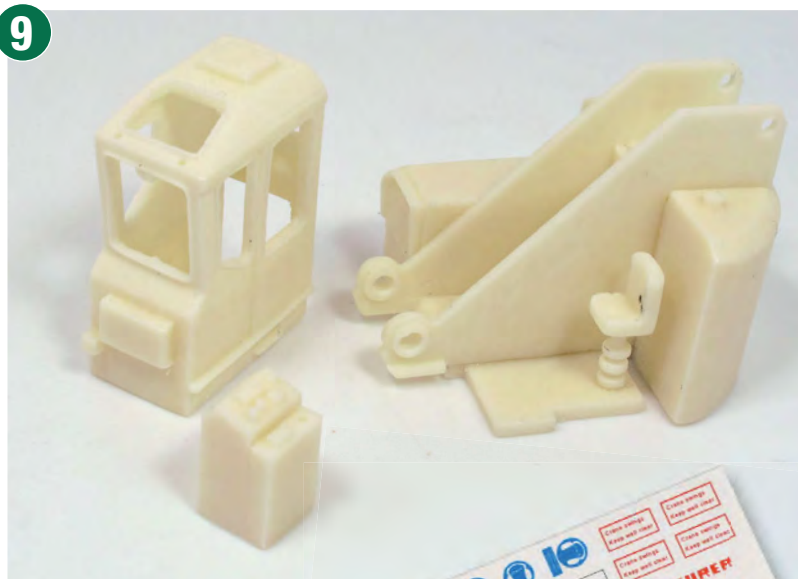


8

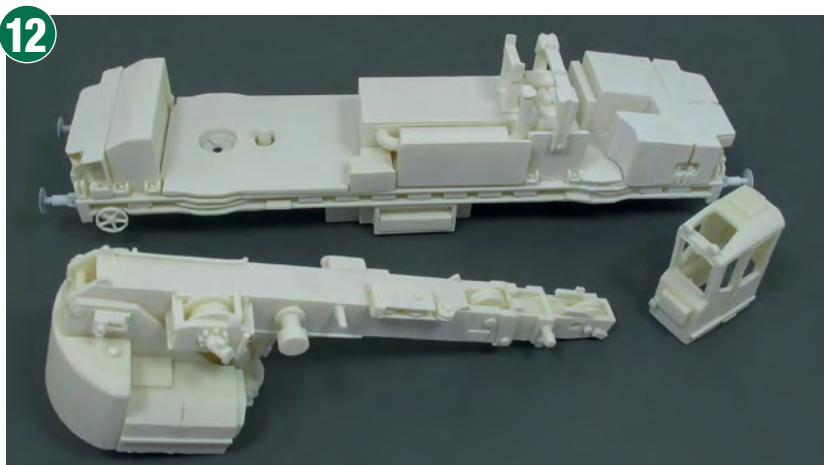
Left Jib supports vary between prototype machines. Some don't appear to have any at all. I've followed the instructions and fitted both pieces. The longer one is handed so needs to be used the correct way around or the jib won't fit.

Right Assembling the crane starts at the cab end. To allow for interior painting, the cab and control panel are left loose at this stage.

9



12



All the castings are given a quick but gentle scrub in the sink, rinsed thoroughly with cold water and then dried with a cool hair dryer. White spray primer shows up any areas that need cleaning up as well as providing a good base for the yellow paint.

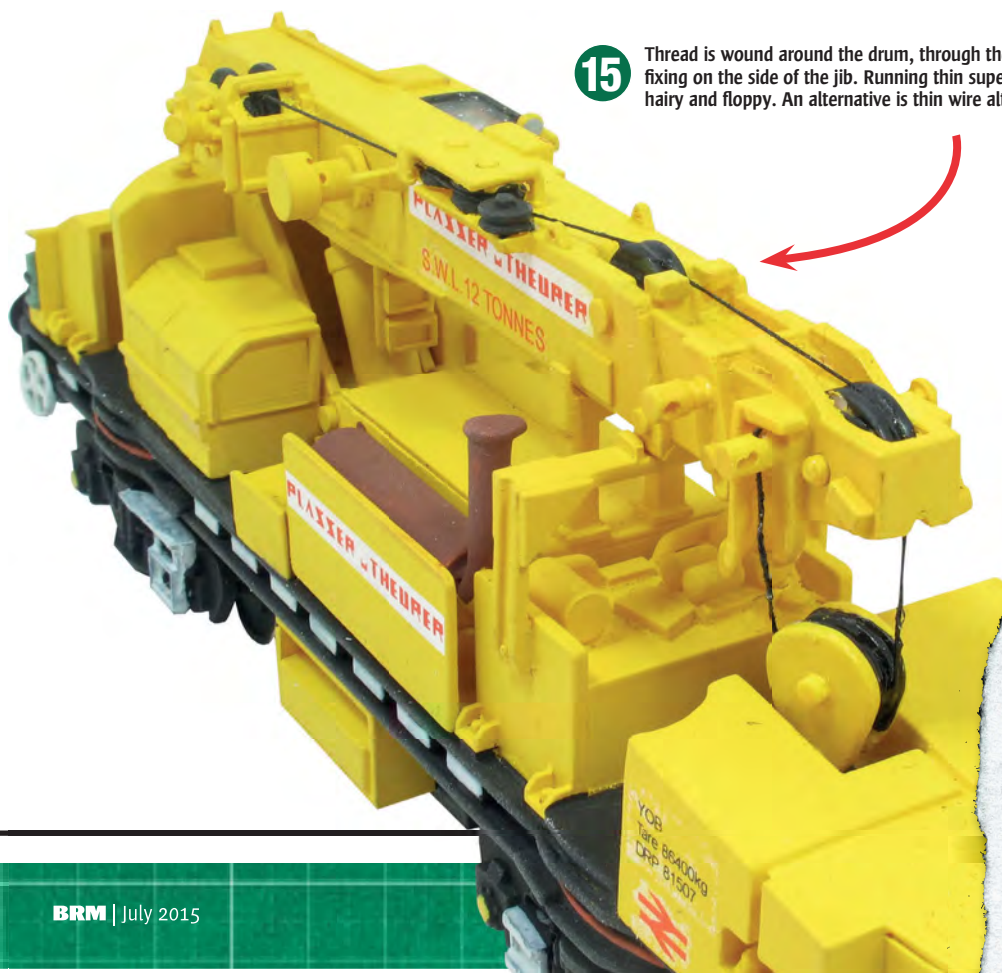
13



Transfers are sold separately for different liveries. These are for BR livery, but Balfour Beatty and Jarvis sheets are also available. None of them include wasp stripes though, so I used some from Fox Transfers. Positioning of the notices varies a lot between machines, so prototype photographs are essential.

15

Thread is wound around the drum, through the pulleys, around the hook and then up to the fixing on the side of the jib. Running thin superglue along it stops the thread from becoming hairy and floppy. An alternative is thin wire although this can be difficult to keep straight.



WHAT WE USED

■ **Make Your Mark Models**
www.makeyourmarkmodels.com
 Plasser & Theurer 12t Rail Crane £87.50
 British Rail Livery Pack £8.25

■ **Wizard Models**
www.wizardmodels.co.uk
 Oleo long 16" diameter buffers (4) £2.50

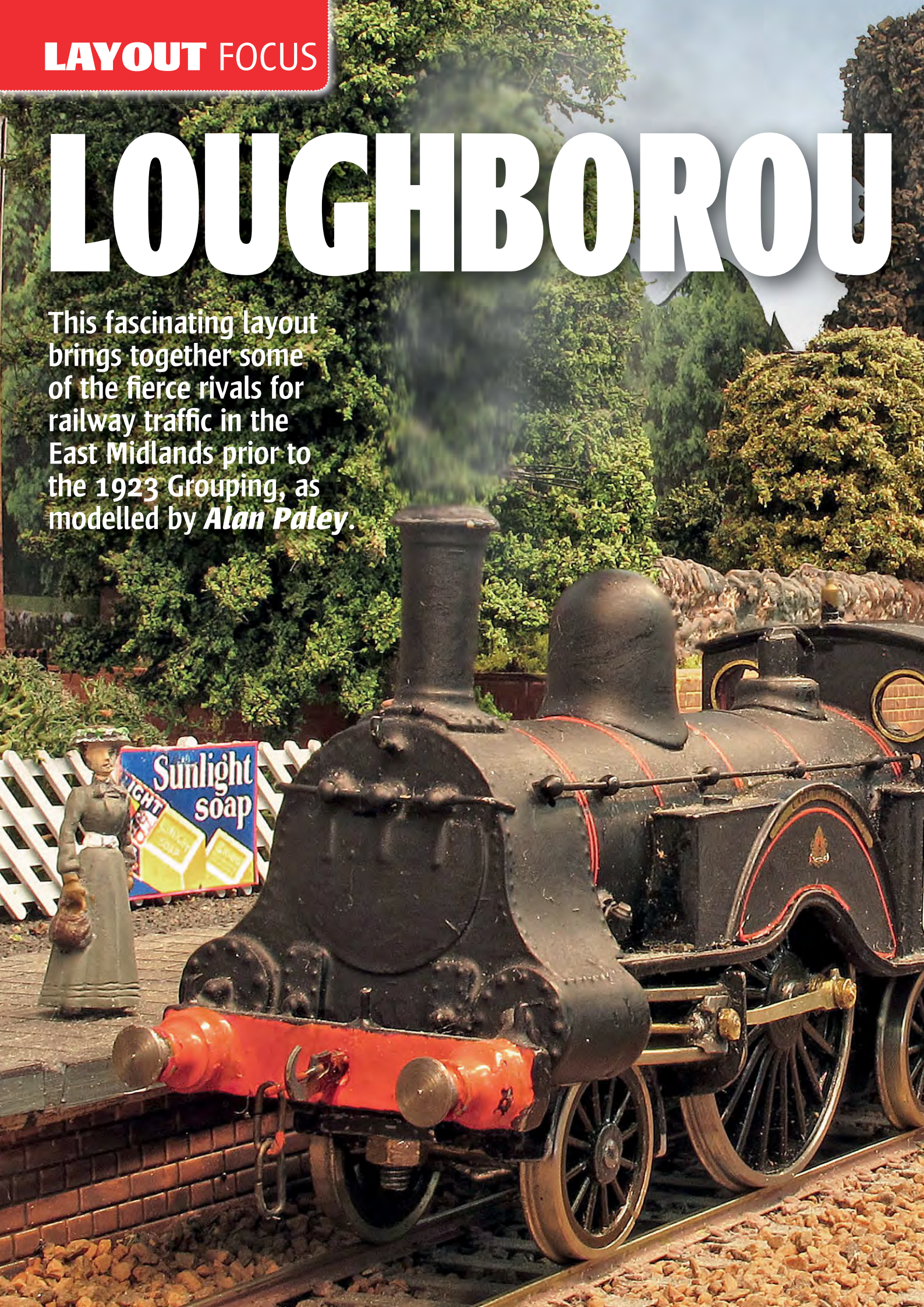
■ **DC Kits**
www.dckits-devideos.co.uk
 Tenshodo Spud 26mm X 10.5mm 17:1 Ratio
 Motor Bogie £34.50

■ **Alan Gibson**
www.alangibsonworkshop.com
 2 X 12mm plain wheels £1.35 per axle

LAYOUT FOCUS

LOUGHBOROUGH

This fascinating layout brings together some of the fierce rivals for railway traffic in the East Midlands prior to the 1923 Grouping, as modelled by *Alan Paley*.



00
GAUGE

GH ROAD

**WATCH
THIS LAYOUT
IN ACTION ON
THIS MONTH'S
BRM TV
VIDEO**



FACT FILE

- **Layout Name:** Loughborough Road
- **Scale/Gauge:** 4mm:1" scale, 16.5mm gauge '00'
- **Size:** 11' x 3'
- **Era/Region:** Nottingham, 1900-30
- **Location Type:** End-to-end, fiddleyard to terminus
- **Track:** Peco Code 75
- **Control:** 12V DC analogue
- **Photography:** Andy York



The London & North Western Railway used joint running powers to serve many locations across the East Midlands. 'Problem' class 4-2-2 No. 531 *Lady of the Lake* arrives with a pair of LNWR bogie coaches. ||||| ➔



Midland 0-4-0ST No. 1507 shunts coal and oil wagons at the Paley's cod liver oil factory. Note the former 6W tank in use as a grounded storage tank.



Loughborough Road could be almost anywhere in the UK, there being examples in Nottingham, Leicestershire and Brixton in south-east London, and no doubt many others too. Ours is in West Bridgford (without an 'e' - as kindly pointed out to us at an exhibition by someone who was born there, causing red faces all round!).

The layout is a 'might have been' fantasy but includes some real features. My Grandfather lived on Loughborough Road in West Bridgford in the late 19th Century and had a boot and shoe business with shops, at various times, in Nottingham (in Cheapside), Carlisle and Chorley. His home in Loughborough Road has become a factory on our model.

The real Loughborough Road is a main artery running south from Nottingham through West Bridgford to Loughborough. The Midland Railway line linking Kettering and Nottingham via Melton Mowbray runs through West Bridgford and slightly further east was the London & North Western (LNWR) and Great Northern Joint-Line built to link Market Harborough with Peterborough, Melton Mowbray and Nottingham.

There is no evidence that any station was proposed for West Bridgford but it is not entirely impossible that

the good citizens of that area, in 1900, a thriving and growing Nottingham suburb, might have ambitiously established a terminus for the Midland Railway with LNWR running powers and all linked into a growing Nottingham suburban railway network.

Just to the north of our imagined station is Trent Bridge Cricket Ground. The local council apparently managed to find a narrow site allowing access to the station between the Paley & Co. factory and what became the Midland Hotel.

The station has one regular passenger platform and a small goods yard. The council was obviously anxious to promote its town and funded a traverser at the platform end which allows all but the largest locomotives to escape. It bears a strong resemblance to the two GWR traversers at Birmingham Moor Street; the remains of one of which are still visible today. We have assumed that they were built by the same contractor.

THE LAYOUT

Work started in 2010 and the layout was built in a conventional form by myself and my son Simon. It was designed to be exhibited and to be quickly and easily assembled. It's a OO gauge fiddleyard-to-terminus

scheme, although the cod liver oil factory and goods yard headshunt are located in front of the fiddle yard, hiding it.

The whole layout is built on a slight curve with a size of approximately 11' by 3', excluding the operating area. We receive lots of comments about the lack of straight lines but the curved track disguises three straight baseboards joined at angles and also makes the whole thing look a bit longer.

The time period is 1900 to 1930 allowing the use of Midland, LNWR and LMS passenger and goods stock. We also have a few visitors from other pre-Grouping railways that might have been seen in the area.

Layout operation requires thought and planning along with the use of a station pilot to shunt goods vehicles into and out of the limited goods yard.

Stock and buildings are mainly kit-bashed and locomotives are currently DC analogue operated. This may change in the future as the layout has been wired to facilitate Digital Command Control. Operation was originally intended to be as simple as possible with minimal wiring and no electric point motors.

However in the High Wycombe & District Model Railway Society (see this month's DVD), of which I am active member, we have several members with

Our time period is 1900 to 1930, allowing the use of Midland, LNWR and LMS stock, as well as a few regular 'visitors'.



KEY DETAILS - COUPLINGS

Our goods yard is at the front of the layout and totally visible to spectators so realistic shunting is a necessity and has to be as hands-off and reliable as possible. After trying a number of couplings we settled on modified Bachmann European hook-and-loop couplings sold in this country to connect DMU cars. They are modified to work in the same way as DG couplings, used by many narrow gauge modellers, and enable wagons to be uncoupled and propelled without recoupling. It's increasingly reliable as we master the system and ensure they are all set at the same height, but it has to be admitted that at our first exhibitions were, let us say, less than successful.



Kirtley Goods 0-6-0 No. 2778 sidles into the goods yard with an engineers train - a common feature on modern image layouts, but not commonly seen on 'Big Four' or pre-Grouping era layouts.



4

The Great Central Railway was another major player in the East Midlands from the late-1890s. A GCR 9K 4-4-2T (later LNER C13) passes the station signalbox with a short goods working.



Like many early railway stations, goods and passenger facilities are combined on one site with just a single platform face for passenger services.



The MR signalbox is the classic Airfix kit, based on nearby Oakham, while the signals are Ratio kits.



Photographic images of typical local houses have been added to the backscene to give a better 3-D effect.

extensive modelling and electrical skills and the result is that we have moved to slow action point motors activated by a wireless relay board. The remote control system uses a small handheld keypad, of the type used to remotely switch lights on and off in your living room. On this, keys one to six activate the electromagnetic uncouplers whilst numbers seven to 12 activate the points.

This arrangement has reduced dependence on a fixed wired control panel, and allows operation from the front and provides a degree of freedom for the operator to move around. We have not tested the full range but it's in excess of 50' which is not really a lot of use to us in practice!

The station has an electrically powered traverser, serendipity perhaps, but borrowed from a Cyril Freezer plan. This has progressed from a simple push/pull slider through a winding mechanism (my support team objected both to the 62 turns it took to get a locomotive from one side to the other and the shaking of the layout it provoked) to a Meccano electric motor and drive band.

However, it works and we have learned lessons such as it is not easy to retrofit uncouplers (and for that matter point motors) under the layout without the risk of damaging finished track.

We operate to a 49 step sequence. These are only the basic steps and include movements into the goods yard and shunting as sub-routines. This means the sequence lasts for about two hours and requires one person to operate the fiddleyard, one to handle station movements and a third to manage the goods yard. We work on the principle that there is always something happening to keep spectators interested.

THE STOCK

Here is my mission statement: I prefer everything on the layout to be at least modified, and preferably totally constructed by me. The downside is that I am a very average modeller.

This is, in the main, a pre-Grouping layout. At first we had Midland Railway stock but now have more LNWR with a Lancashire & Yorkshire fish van train and a Great Central hauled gunpowder train.

There are no RTR locomotives used straight from the box. Even the Bachmann Midland 3F and LNWR G2 0-8-0 have been renumbered and re-liveried to suit the period.

Most of the locomotives have been built by myself from K's, SE Finecast, Craftsman kits over a 40-year period, or have been heavily modified from wrecks purchased via the internet. One, an LNWR liveried 'Metropolitan' tank is a first use of a 3-D printed product and incidentally, we also have a K's Metro tank in MR crimson lake. Of course, we always take far too many locomotives to exhibitions even though our sequence requires just 15.

I have gradually improved my chassis construction skills and have used Comet chassis and gearboxes and, more recently the excellent High Level gearbox kits. This is a small layout so we are unable to run long passenger or freight trains. All our passenger trains use short coaches including four and six-wheelers to allow a reasonable representation of Edwardian passenger services without having trains overhanging the platform.

We try to use a varied and interesting selection of wagons, both from private owners and company fleets of the period, and it is not unknown for us to do things like putting a firework manufacturer's

Most of the locomotives have been built from K's, South Eastern Finecast or Craftsman kits over a 40 year period.

KEY DETAILS - GOODS TRAFFIC

Business through the goods yard reflects the area's main trades; Paley & Co shipped its boots and shoes to their other locations, gunpowder vans deliver explosives to local collieries (no sign of Health & Safety restrictions to protect the local citizens then!) and there seem to be an awful lot of large beer kegs. Far from home, a daily Lancashire & Yorkshire Railway train - presumably making its final stop - delivers fish and fish products from Fleetwood to the Cod Liver oil factory. One wonders why East Coast fish are ignored.



6

Stranger in town: An Lancashire & Yorkshire Railway Aspinall 0-8-0 backs a train of fish vans in to Paley's cod liver oil factory.

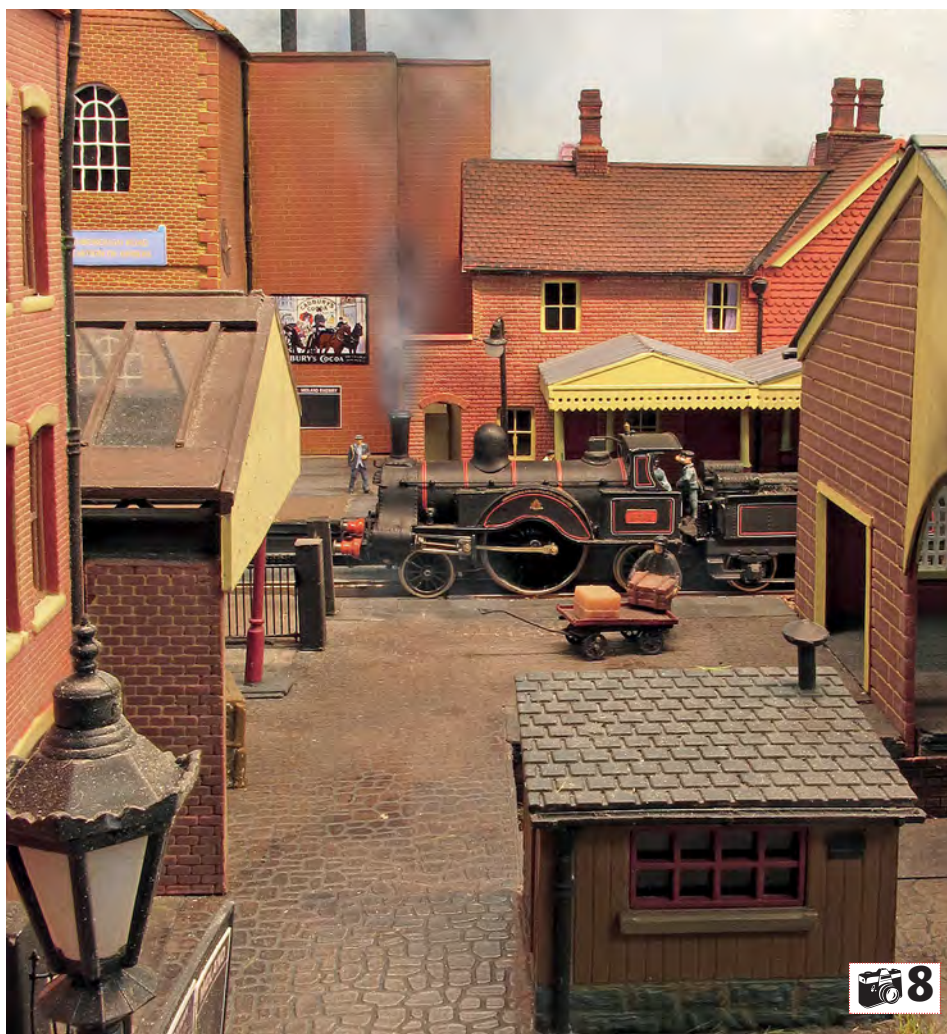




07

Above Victorian elegance in the form of a Midland 'Spinner' 4-2-2 passes the somewhat less elegant crew accommodation in the yard. The clerestory coach body is a Ratio kit with extra detailing and a suitably grubby exterior finish.

Below *Lady of the Lake* after arrival at Loughborough Road terminus.



08

10

LNWR 'Precursor Tank'
No. 900 departs with a
train for the LN&GN
Joint Line.



wagon in the gunpowder train. A lady at the **RMweb Live** event did point out that it might blow up!

THE TEAM

In addition to my son Simon we could not keep evolving or exhibiting the layout without the assistance of others, including Graham Muspratt, John Hipwell, Hugh Griffiths and Roger Noble in particular.

Every exhibition results in a change for the better. We are lucky to all belong to the High Wycombe & District Model Railway Society, which has enthusiastic members contributing a whole range of talents. How many other hobbies require carpentry, electronic, artistic and detailed modelmaking skills all available from 8 to 80 years old?

On the other hand, nothing has so far surpassed lying on the floor watching the valve gear of my new Duchess of Atholl in 1949! It was that Hornby-Dublo present from my parents which got me started, although in common with lots of other people, marriages, working for a living and families stopped me for quite a while.

With my son Simon and the HWDMS (and retirement) I was encouraged to take a more active role again and I find exhibiting really good fun. We field all sorts of questions from spectators sometimes simple from a newcomer to the hobby, sometimes serious ("there weren't any traversers really were there?") sometimes critical, and sometimes just plain daft. But it is never just boring! **BRM**



A footplate crew arrive at the bothy for their break between turns. Note how decoupage techniques have been used to give greater depth to the backscene.

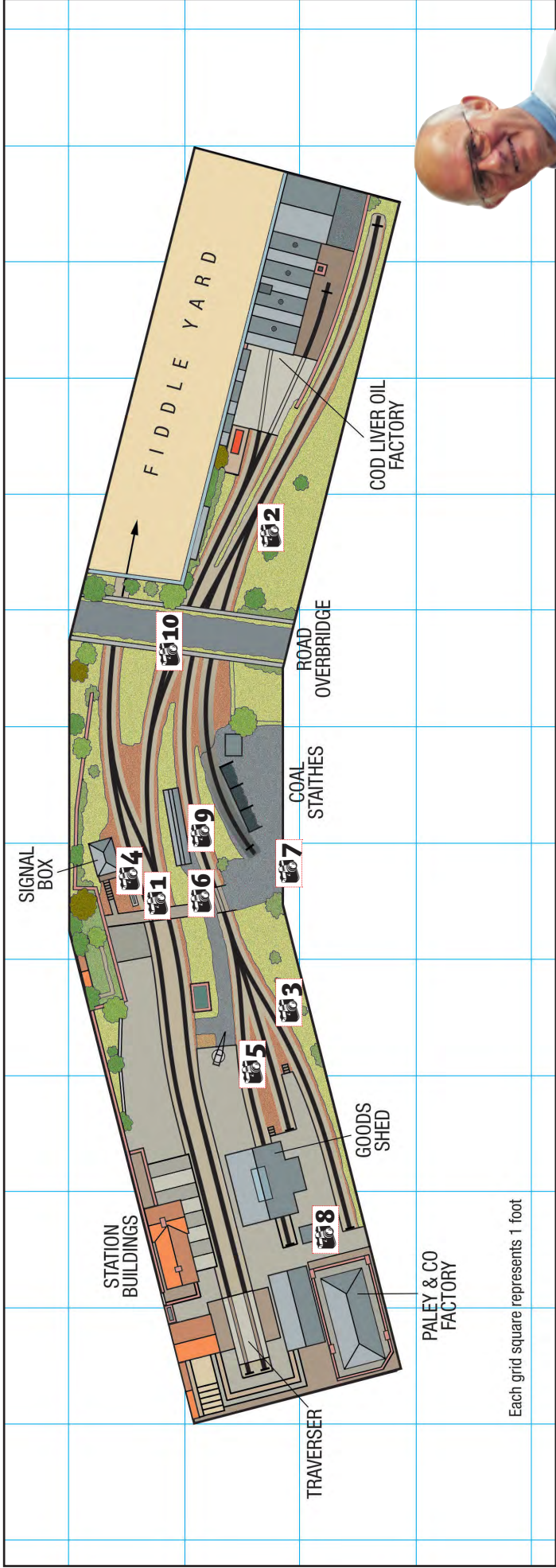




LAYOUT FOCUS

LOUGHBOROUGH ROAD

AmWilson



Each grid square represents 1 foot



All buildings are scratchbuilt or 'kit-bashed' to create replicas of typical local buildings in the Loughborough Road area of Nottingham.



Paley's Cod Liver Oil factory is a major local employer and source of inward and outbound goods traffic for the railway.



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STOKESAY

PART 5: SIGNALLING

Telford Railway Modellers Group is progressing well with the **BRM** project layout, the latest big development is the addition of colour light signalling.

One of the original decisions when we made our project submission was that we'd install working multiple aspect colour light signals (MAS). This was despite the fact that our inspiration, the Marches Line, didn't and still doesn't have anything other than semaphore signals and we only have one member with some prototype knowledge.

It was therefore with considerable excitement that on closer examination we found that the project layout was already equipped with the facility to install signals. Furthermore, these were connected to the point operation through banks of relays - another feature of our 'wish list', and to top off the whole package there were very detailed circuit diagrams that had been lovingly compiled by the original builder - to whom we are eternally grateful.

With another of life's pleasant coincidences we then had an experienced N gauge modeller join the club who was formally trained and practised as a signal engineer. With this experience he was able to study the circuit diagrams relative to our requirements. These were to provide south-to-north reversing in Platform 3 and the bay platform road to either Central Wales or main line for DMU working.

The original concept was drawn up with two-aspect signals in mind. The layout came with all the signals ready to install, but with the concept of the Central Wales Line junction fully formed we felt it would be nearer to modern practice to install three-aspect signals complete with route

EQUIPMENT

Two-aspect signals: Berko

Three-aspect/route indicator signals: CR Signals of Rotherham

Point motors and switches: Peco

Relays: Finder miniature general purpose Type 55.34 plug-in

Relay Mount: Finder Type 94.24

indicators (feathers) giving the impression that the North signalbox had been updated for multi-aspect signalling. The signals associated with the South 'box have been left as two-aspect and not updated.

The wiring for the circuits was modified including an additional relay for six points for the new three-aspect signals with route indicators (RIs) - S6 and S7 (see diagram). Signal S5 was changed to three-aspect with RIs to conform to the new S6 and S7. The RI (feathers) are angled to the left as the Central Wales is the secondary line. At the south end of Platform 3 a two-aspect signal (S9) is used as a fixed red danger aspect to prevent trains from entering the Up Lines. **BRM**

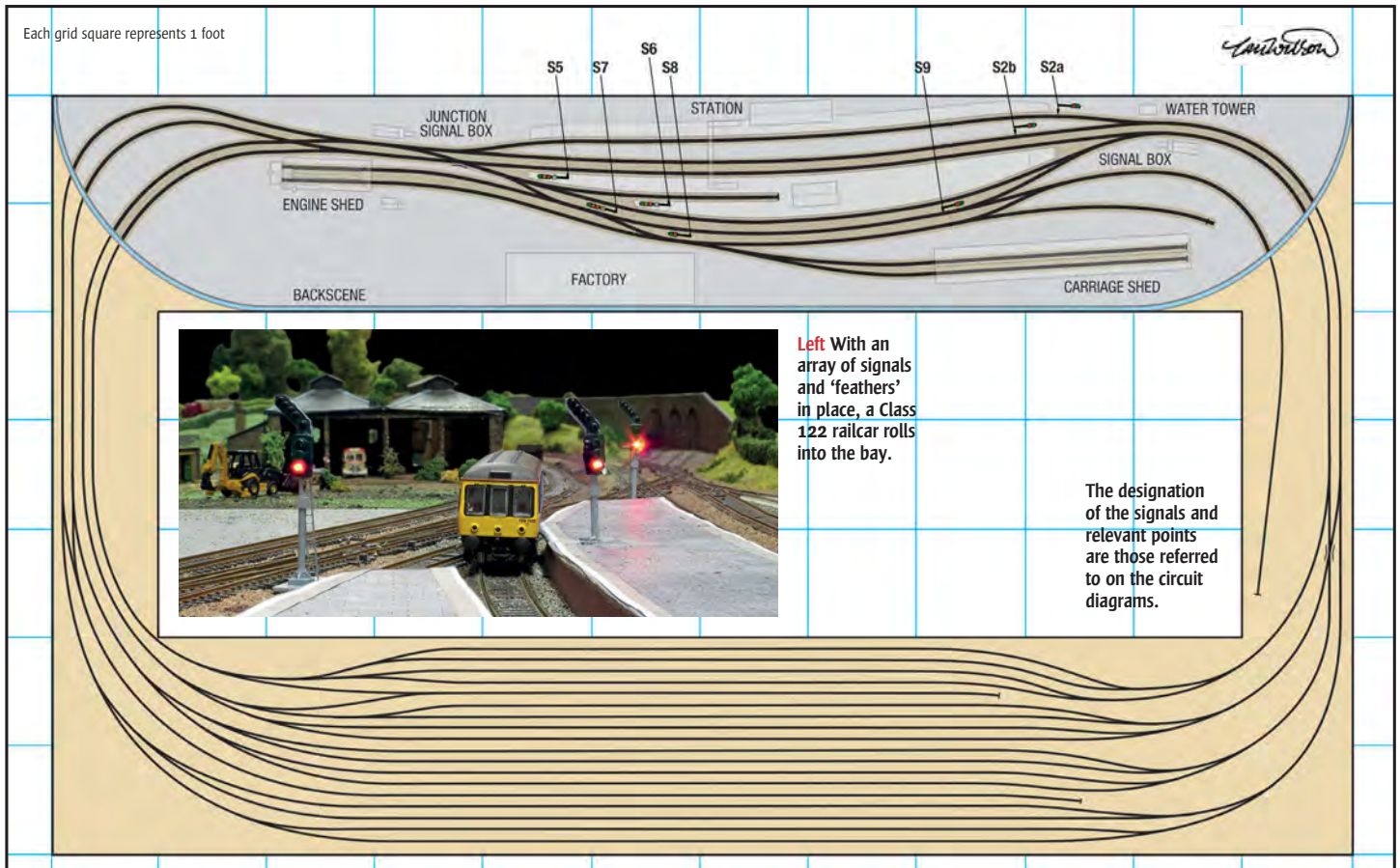


Working colour light signals add an extra element of realism and operational interest to any post-1960s layout.

A single yellow aspect signifying 'Caution' slows 25279 to the necessary speed to negotiate the junction for the Central Wales Line - as directed by the white route indicator lights.

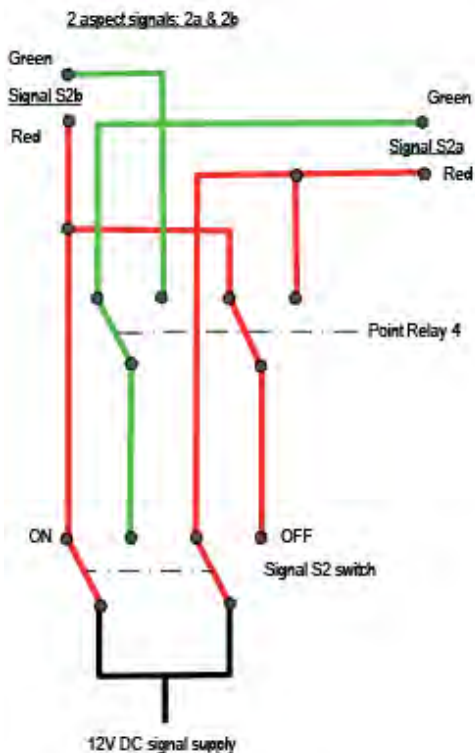


Each grid square represents 1 foot

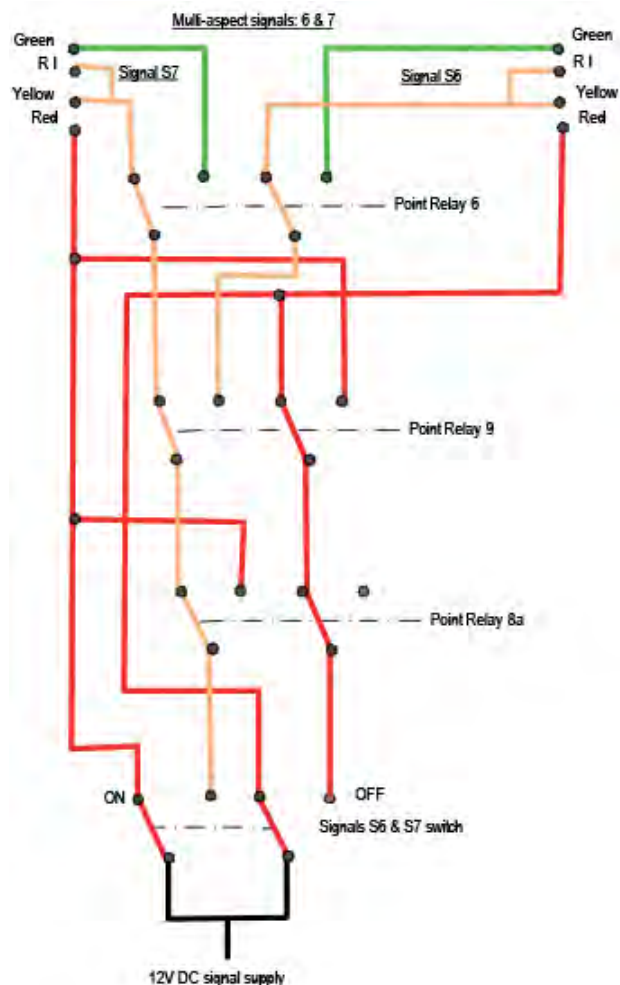


OPERATION OF THE SIGNALS

All signal routes are selected over the relevant relays and therefore show the route that will be followed. The signals have a permanent 12V DC feed that can be varied to control the light intensity according to exhibition conditions.



Light emitting diodes (LEDs) are connected to the 12V DC supply via limiting resistors. The two-aspect signals have a resistor connected to the common (-ve). Both LEDs and the positive connect to the circuit.



The Multi Aspect Signals have resistors connected to the positive (+ve) side of the LED which then connects to the circuit. The negatives are connected together through a common return. Each signal is connected to a switch on the Station Control Panel which in the 'OFF' position ensures that the signals only show RED. The standard instruction to the operator is always to return the switch to the OFF position once a train has passed the signal. To activate the signal this switch is turned to the ON position once the relevant route is chosen and the train given the sign to move. From an operational angle this ensures that there has to be communication between the Station Controller and the two Yard (Up and Down) operators.

A 1922 view of Birmingham's Central goods yard shows the complexity of trackwork in a confined city location and the type of sidings (centre) used for unloading mileage traffic with a glimpse of an overhead crane. The shed to the left is more suited to the handling and storage of small consignments. A half-cab 1F shunts a mixed rake of opens and vans. Various loads of timber, barrels, sacks and tarpaulin covered goods can be seen. ROY F BURROWS MIDLAND COLLECTION TRUST/KIDDERMINSTER RAILWAY MUSEUM



HANDLE WITH CARE

Andy York and Mike Romans look at scenes from the past which will help to deliver a touch of authenticity when handling wagonload and small consignments in your goods yard.

Goods traffic - as opposed to, say, coal and mineral traffic - came in two basic kinds; 'mileage traffic' and 'small consignments'. The latter were usually called 'smalls' in the industry and in later years became known as 'sundries'. Mileage traffic was often referred to in later days as 'wagonload traffic' and in some respects, explains what it was - traffic loaded to a wagon and making the full load for that wagon, whereas 'smalls' were mixed consignments in a wagon.

The very nature of the two

immediately indicates that they had to be handled differently. Loading a wagon with 'smalls' meant that you needed somewhere to bring the various consignments together at the sending station and somewhere to separate them at the receiving station. In turn this meant that the wagons had to be in position for as long as the various operations took and it also meant that what came out of them had to be somehow sorted - either for delivery or possibly for collection by the consignee. Equally, when you think about it, outward 'smalls' meant that consignments

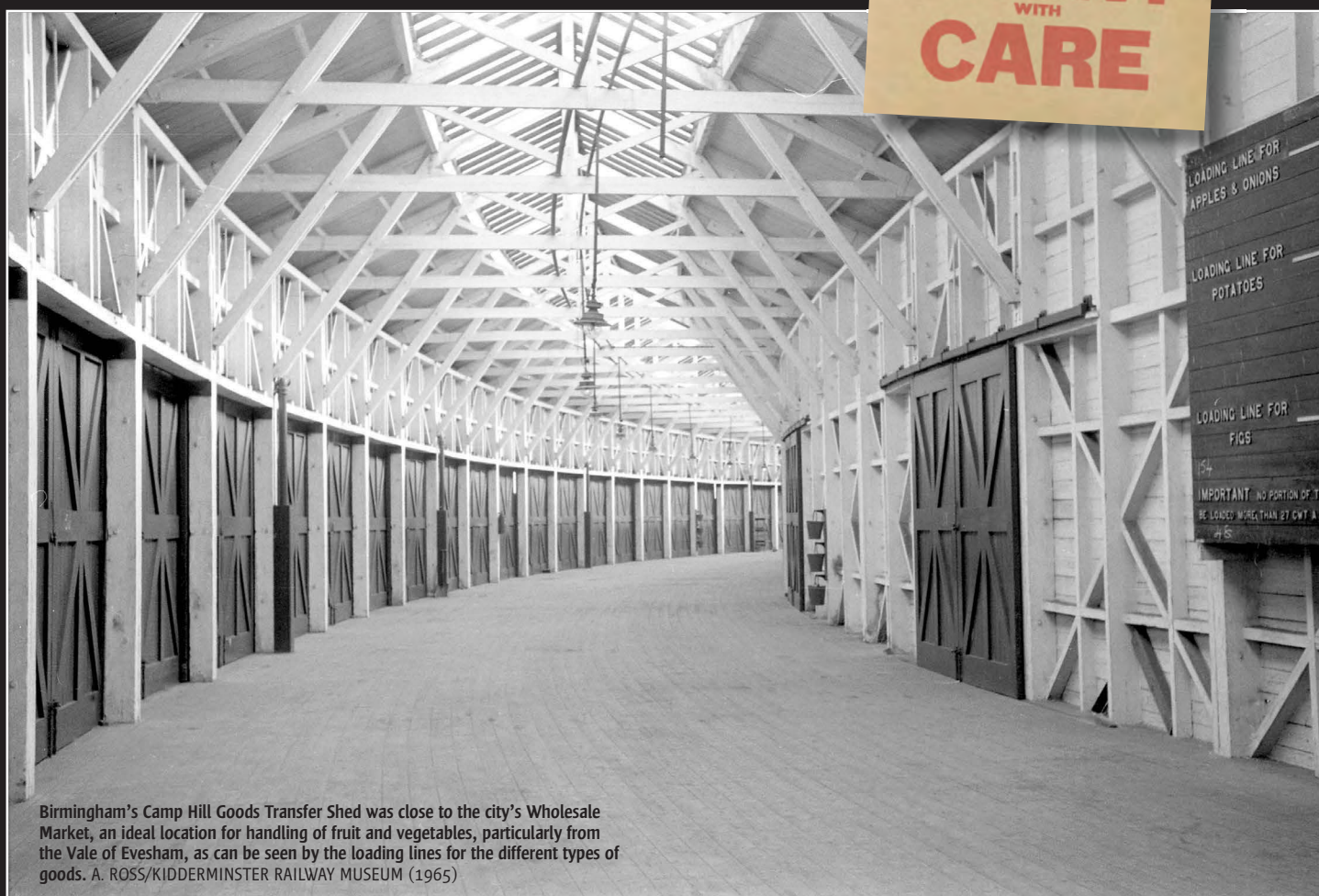
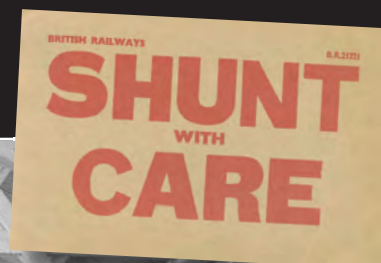
arriving either from collection or brought in by the consignor needed sorting if the station concerned was forwarding wagons to more than one destination.

All of this complex sorting work required a space in which it could be done with easy access to and from rail wagons and, in most instances, equally easy access to and from delivery or collection vehicles. If it could be done undercover, all the better; if there was somewhere to readily do all the associated paperwork, better still - and what could be better than a goods shed?

That is precisely what they were for, some even incorporated warehouse space where consignments originating from a single source could be held for forwarding or delivery on consignor's instructions or where they could be held for a consignee. At many larger stations completely separate warehouses were provided - but serving the same purpose.

CHECK YOUR MILEAGE

In contrast, mileage traffic was much more straightforward. It was a simply a stage in the transit between

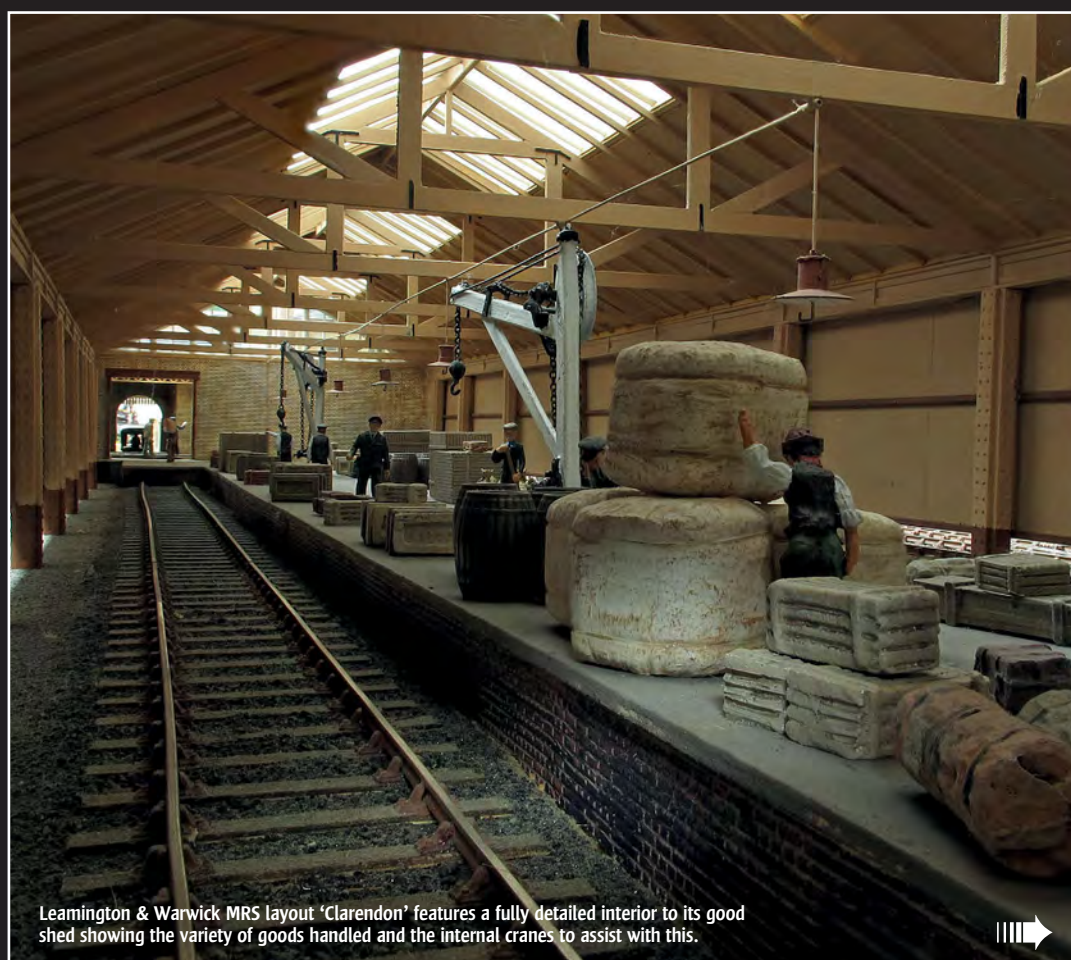


Birmingham's Camp Hill Goods Transfer Shed was close to the city's Wholesale Market, an ideal location for handling of fruit and vegetables, particularly from the Vale of Evesham, as can be seen by the loading lines for the different types of goods. A. ROSS/KIDDERMINSTER RAILWAY MUSEUM (1965)

consignor and consignee and quite often would be handled to or from their delivery/collection vehicles; it didn't need sorting, the paperwork was simpler, and although some of it required carnage, much of it could simply be moved from wagon to road vehicle or vice versa. All that needed a siding with suitable road vehicle access and, possibly a crane or access for a road crane.

At larger depots mileage traffic (other than coal and minerals) might be dealt with under cover, separately from small traffic. But, at the vast majority of locations there was no such luxury and the traffic was handled in a mileage yard or on a 'mileage road' (or roads) in the goods yard, possibly quite close to the goods shed.

Occasionally, especially in later years, (post-1945) a kind of open-sided extension might be added to a goods shed to ease the handling of some mileage traffic such as barrels. But very often such extensions were there just to enable more wagonloads of 'smalls' to be dealt with while the sorting was still going on in the adjacent shed. And of course, in some larger towns there were completely separate mileage depots in just the same way as there could be completely separate depots for coal and mineral traffics. **BRM**



Leamington & Warwick MRS layout 'Clarendon' features a fully detailed interior to its good shed showing the variety of goods handled and the internal cranes to assist with this.

PROTOTYPE INSPIRATION

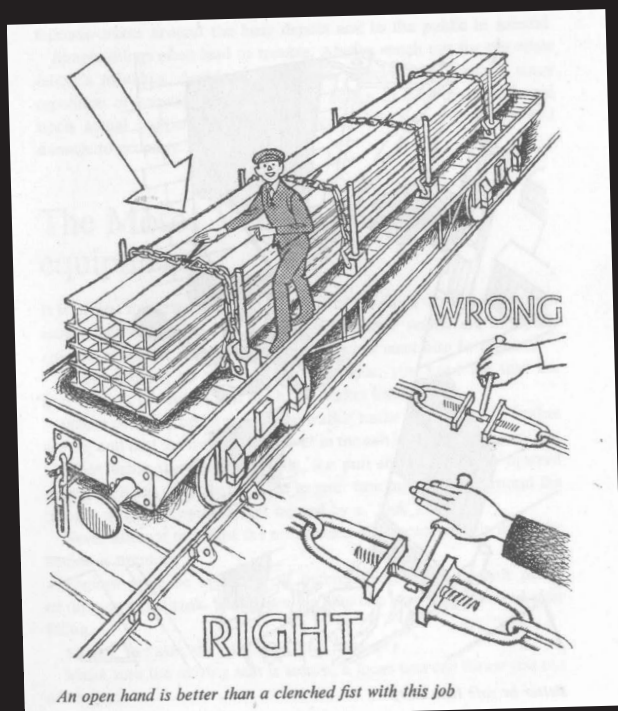
Wellington (Shropshire) had a road for mineral traffic which included a platform with fuel bunkers into which the loads could be directly stored. A small set of scales allow the coal merchants to weigh and bag their outbound goods. The dirt in-filled road would allow for the merchants' road vehicles to pull alongside for loading.
A ROSS/KIDDERMINSTER RAILWAY MUSEUM



CARTOONS

The cartoons shown here are part of series published by BR to inform goods depot staff and crews about correct working practices and the inherent dangers of working in traditional goods yards.

A tractor modified for shunting rail vehicles propels a 'mileage traffic' banana van towards a shed in the former Lancashire & Yorkshire Oldham Road goods yard in Manchester. Beneath the heavy framing which shows visible scraping from contact with the wagon buffers it's clear to see that it's a fairly standard farm tractor - an ideal small modelling project (see page 86).
T.A. FLETCHER/KIDDERMINSTER RAILWAY MUSEUM



A scene rarely modelled in smaller scales. In earlier times men with pinch bars or horses could move individual wagons within a yard. Electrically-powered capstans were one solution to ease the manual effort as wagon sizes and weights increased, seen here in Cardiff's New Town goods yard. WESTINGHOUSE COLLECTION/KIDDERMINSTER RAILWAY MUSEUM



BRUCKLAY

Set somewhere on the Western Region in the 1960s, Raven Miniatures' EM gauge layout is a rare venture away from their usual German and Japanese subjects.

Brucklay as a real place and 'Brucklay' the layout are about as far apart as they could be in British Railways terms. The former was a pleasant, small halt in north-east Scotland between Aberdeen and my home town of Fraserburgh. The latter depicts a small station and goods yard in Western Region territory in the 1960s. The connection is pure nostalgia; the name of the layout simply reminds me of happy times spent with my parents on day trips to Aberdeen, a big event in those far off days in the 1950s.

'Brucklay' is something of a departure for us, being a rare outing into British modelling. All our other layouts have been of overseas prototypes from Japanese Z through to German N and HO to American On30. Most were inspired by stock bought by Meg (particularly German *Glaskasten* steam locomotives - ask her about it if you see us at an exhibition).

In this case, however, it was a posse of green diesels gradually acquired by Simon. You know how it goes; "we've got all this stuff, how about a layout to run it on?"

So, a BR green diesel layout it was to be. As I love shunting wagons around, the concept was a simple storage to terminus/sidings but with the yard at one level and a station on an upper level. A cement works and creamery would provide additional sources of

traffic and further opportunities for shunting. Since we always like to do something a little different we decided to go for EM gauge.

The layout is 12' long and 1' 9" wide across three boards. Board one is fully scenic with an upper level storage space for the DMU operating the passenger service. Board two is all scenery, while board three contains the low-level storage area for the yard - a sector plate hidden by the creamery so that we have scenery along the whole length of the layout.

Normally, we build our own baseboards but for this project we employed White Rose Modelworks in Bedale, North Yorkshire. They are pleasant to deal with and I can recommend their services.

GOING FINESCALE

Usually, dabbling in finescale modelling means it is almost compulsory to build track. But in this case I'm afraid we took our usual approach of 'if someone makes it and it works we'll get that!' Consequently, the track was all ready-made by Marway in Sheffield, which provided quick and efficient service.

The turnouts are operated by SEEP motors linked to Digitrax decoders. Locomotives and stock are from the mainstream manufacturers of Bachmann, Hornby, Heljan and Dapol fitted with the appropriately re-gauged wheelsets. Simon took care of fitting Ultrascaple wheels to the locomotives. Even



Traffic levels are low enough to give the signalman plenty of time to tend his allotment - and it looks as though the hard work is paying off, with some prize-winning cauliflowers and cabbages coming through!



Ex-GWR '8750' 0-6-0PT No. 9759 and an auto-trailer occupy the high-level station. This line is worked on a shuttle system.



FACT FILE

- **Layout Name:** Brucklay
- **Scale/Gauge:** 4mm:1' scale, 18mm gauge 'EM'
- **Size:** 12' x 1' 9"
- **Era/Region:** Western Region, mid-1960s
- **Location Type:** End-to-end with high level shuttle line.
- **Track:** Peco Code 75
- **Control:** ESU ECoS DCC
- **Photography:** Andy York



EE Type 1 D8158 backs 'Presflos' under the Hornby Skaledale cement loading silos. All locomotives are fitted with DCC sound.

KEY DETAILS - TOUCHSCREEN CONTROL

Control of the layout is by DCC using the excellent ESU ECoS controller. Over the past three years or so we have become accustomed to controlling our DCC layouts with our Apple iPod, iPhones and iPads using a downloadable app called Touchcab. The control commands from the devices are relayed to ECoS by a small router. The system is a source of interest to many spectators.

I managed to do one, proving that it is relatively straightforward.

All stock is fitted with Kadee magnetic couplers. Most of the stock has NEM coupler pockets making it a relatively easy plug-in task to change them. No. 18 and No. 19 couplers handle most situations and are operated by the Kadee undertrack magnets.

THE FLEET

All of our locomotives are fitted with sound. Some were obtained with factory-fitted sound, while others have been doctored by Simon. This gives another dimension to operation although we always try to use the sound with some discretion so as not to annoy our exhibition neighbours too much! That said, Meg dislikes the whistling sound of the Class 20 and tries to be as far away as possible when it operates!

All the stock is weathered. I can't cope with high gloss on a layout! Anything delivered in pristine condition will get at least a coat of matt varnish to eliminate the unnatural shine. From that point we spiral downward through lightly weathered to downright grubby.

I adopt a simple approach; the item concerned is painted panel-by-panel with an appropriate black/brown/grey mix of acrylic paint which is then rubbed off using cotton buds. How much is rubbed off will dictate how heavily weathered the victim will be, but at the very least the paint will stay in the planking grooves and corners to give a shadow/dirt effect. Some dry-brushing then highlights the details. I aim to take no more than a few minutes for each wagon.

MAKING A MESS

While I enjoy all aspects of layout building, the visualisation and creation of the scenic effects gives me the greatest buzz. I am always happy to be surrounded by the mess I make; what hair I have full of polystyrene dust, fingers singed with hot glue - I love it!

The ballast and ground cover is a mix of scatter material (mainly Woodland Scenics) and dried tea leaves fixed with the customary mix of water, washing-up liquid and diluted PVA or Woodland Scenics 'Scenic Cement'. The track and ballast is then dulled down with a misting of Railmatch Sleeper Grime.

Long grass is made from teddy bear fur (no teddies were harmed during the scenic process) coloured with green and yellow acrylics then teased out with a sharp point and given a clip where necessary. Trees are mainly seafoam covered in green scatter. This is held on with hairspray - the cheaper and stickier the better. I have little use for the stuff myself!

Our rocks are a little unusual in that they're made from crunched up tissue paper coated with PVA. This is light and flexible and, once painted, surprisingly resilient. On the buildings and structures front, we have put ourselves even more beyond the pale by using mainly 'ready-to-plant' models from Hornby and Bachmann. They have been repainted and weathered to make them just that little bit different.

Plastic kits are represented by the weighbridge office (Wills) and the old Ratio grounded carriage body used for storage. We also managed a bit of scratchbuilding with the creamery which uses foamboard, card, balsa wood, Plastruc girders and Wills corrugated sheet. The windows are leftovers from an old card kit. The stone setts around the creamery tracks are from Wills sheets painstakingly cut and laid by Simon and painted by me. The retaining wall holding up the station is from Merkur.

Framed by the goods yard loading gauge, 'Hymek' D7039 saunters in with a pick-up goods. The retaining walls which dominate the lower level are by Merkur.



“ Not every exhibition visitor is besotted with trains so to add interest we incorporate some eye-catching cameo scenes - often with a little humour! ”



A replacement for the auto-train, this Derby Lightweight (later Class 108) DMU arrives to be greeted by an unusual passenger - the Pope!



There's an exhibition on at Brucklay MRC's HQ - housed in a wartime Nissen Hut, like many clubs of the 1960s.

EYE-CATCHING FEATURES

Not every exhibition visitor is besotted with trains so to add interest we incorporate some cameo scenes - often with a little humour. Thus, we have an artist on the platform, the signalman surveying his allotment behind his box. More bizarrely, the Pope is emerging from the station booking office and the Grim Reaper is waiting in the queue at the burger van!

The layout also has some working features. On the upper level the track gang is burning some rubbish courtesy of an Express Models flickering fire unit. A woman on the platform waves to the trains (Viessmann) and at the cement works a photographer (also Viessmann) takes photographs with a flash. The cement works also boasts a working gate at the rail entrance. This was made by Simon using a series of rods and cranks linked to a servo operated by a Digitrax decoder.

Operation of the layout is on a random creative and spontaneous basis. Goods trains arrive from the yard and are shunted and reformed before they are returned from whence they came, often with a different locomotive. This is punctuated from time to time by the arrival and departure of the DMU on the upper level. There are also dedicated workings of 'Presflo' wagons for the cement terminal and milk tanks for the creamery. This type of operation means that we can break off to chat to visitors and run trains on request without disrupting a carefully ordered schedule. Our main aim is entertainment and we try to have something on the move most of the time.

Recently we have added some ambient sound in the form of bird song and dogs barking by means of a Modelsounds amplifier/speaker and sound decoder. It plays on a loop for most of the day but, again, we try to use the sound with a bit of discretion.

Finally, I must acknowledge my parents' encouragement in my interest in transport generally and now my own family for their active help in carting around and exhibiting our various layouts both in this country and abroad.

If you see us at any show, don't be shy - come and have a chat. **BRM**

If any exhibition managers are interested in this or any of our other layouts we can be contacted at norman.raven@btoopenworld.com.



Traditional goods traffic was in steep decline by the mid-1960s, but 'Brucklay' retains a few flows - for now.

KEY DETAILS - BACKSCENE

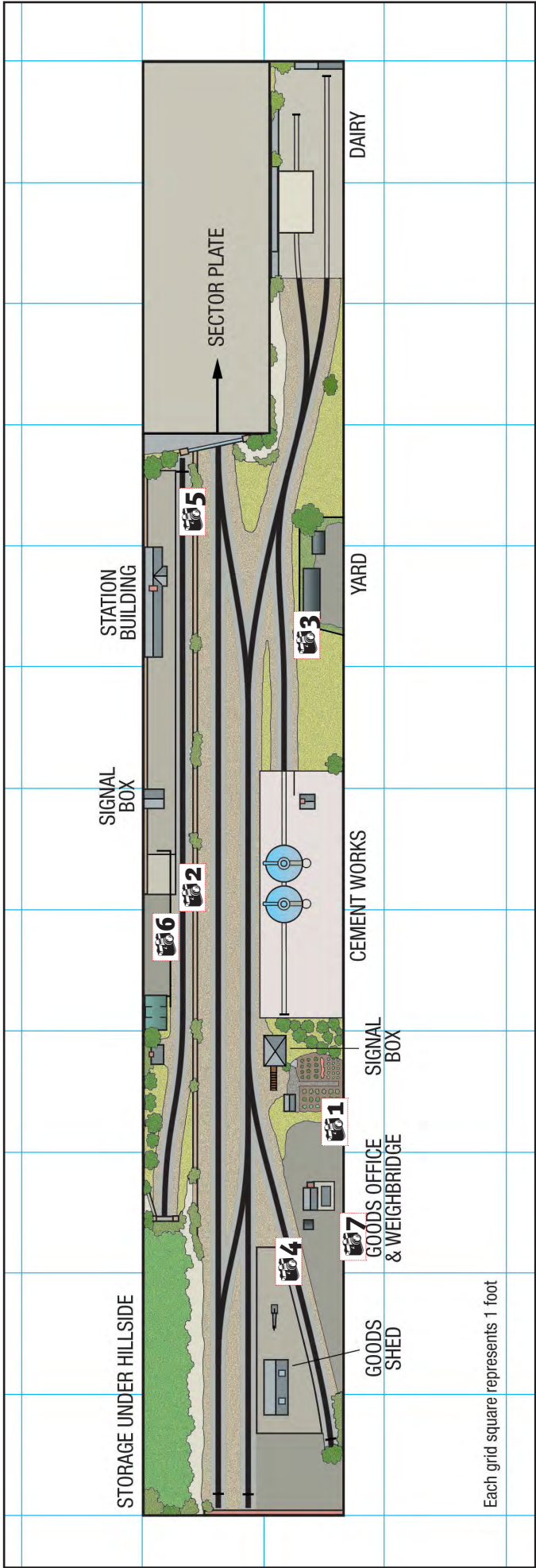
As with all our layouts, I painted the backscene using a mix of matchpots and craft acrylics. It's a simple affair with sky, rolling hills and fields and trees and bushes. The buildings on the backscene are cut from the property pages of the local newspaper; easy enough to do, the trick is to get the size and perspective right for the chosen location. The nearer buildings on the opposite side of the street from the station are more detailed and use bits from old Biltzee card kits used flat on the backscene. The pedestrians and the window cleaner are simply scribbled on with colour pens. I have also put vehicles on the road by photocopying the actual models and sticking the result in an appropriate place on the road - low relief vehicles!



LAYOUT FOCUS

BRUCKLAY

Sam Walton



Left Eye-catching cameo scenes are a feature of all Raven Miniatures' layouts. In this case, the permanent way gang are burning some scrap wood at the lineside. The glowing fire is an Express Models lighting kit.

Right The grounded bodies of an ancient 4w coach and vent van are gradually being reclaimed by nature in the goods yard



FACT FILE

Raven Miniatures

Our small group, Raven Miniatures, comprises wife Meg, daughter Melissa, son Simon and my good self together with Jos and Arion the Norwegian Fjord horses and Sally the Yorkshire Terrier - club meetings are potentially interesting! We've been building and exhibiting layouts for some 20+ years and we generally have about six different layouts available to show at any one time. I confess to being a serial layout builder - my mind is a cosmic whirl of creative invention!

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A

Running a prototypical selection of trains for a busy main line location such as Peterborough requires more planning and careful design behind the scenes than for the scenic areas. Storage yards capable of holding the requisite number of scale length trains can occupy a huge area, but there are 'creative' ways to include what you need. ANDY YORK



TAKING IT FURTHER: TRAIN STORAGE WITH PURPOSE

Planning storage for prototypical operation of your trains is just as important as the visible parts of a layout, as ***Gilbert Barnatt*** explains.

The hobby has changed immeasurably since I returned to it more than 40 years ago. Nowhere is this more drastic than in the huge variety of RTR items that are now available. The result is that many people now have far more locomotives and rolling stock than they would ever have thought possible, and probably rather more than they actually need.

Whether we prefer to buy things off the shelf or make them ourselves, the need to store them is a

common factor. It is also rather less interesting than designing the scenic side of the 'dream layout', and so I suspect gets less planning time than it deserves. That's a shame, as a properly thought out storage area, or fiddleyard - whichever you prefer - can considerably enhance the operating potential of a layout. This I have found, in turn, leads to more enjoyment, which is surely what we are after from our hobby?

I know that a lot of people work on the basis that it is their 'train set', and they run what they like,

when they like. Fair enough, each to his or her own preference, but I would suggest that a more structured approach can be more rewarding, and in the longer term preserve interest which might otherwise wane. Of course we all have different constraints on what we can do - time, available space, funds, commitment, ability - all of these impact on our choice of what to model, but need not impact on our enjoyment.

I have now reached a time of life when I have the space, the time, and at least some of the funds to allow

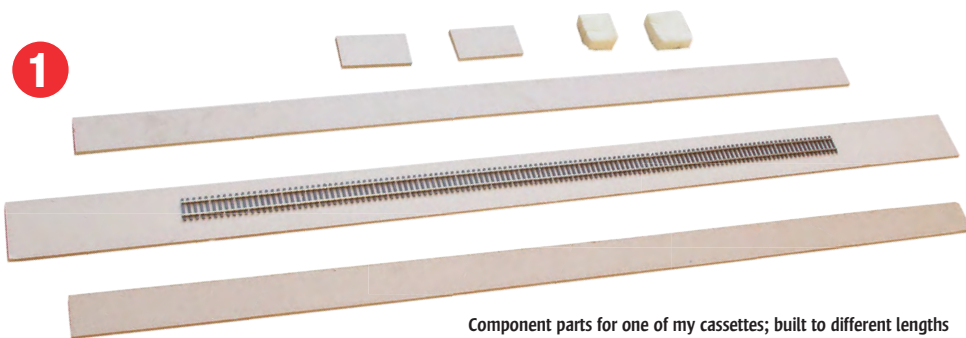


me to build a big layout. I'm very fortunate, and I'm well aware that what I now have will not be possible for many reading this. The principles I'm going to share though are universal, the only difference really being the size and scale of operation. What I'd really like to do is to encourage those who have made a start in the hobby to take things a step further, but hopefully there may also be things which may be of help to more experienced modellers too.

RUNNING TRAINS

In the past, I have 'run trains'. I have disciplined myself to the extent that I model a particular prototype during a specific time period, so I try to get the right locomotives and stock, but the actual use of that stock has been somewhat random - whatever takes my fancy at the time. Now the real railway does not, and never did, run in that way. Trains start somewhere, and they go somewhere, and they do so for a purpose. The way in which they are formed is tailored to that purpose too, but that will be the subject of later articles. For now, what matters is to answer the question, how can I run trains in the same way as the real thing? The answer to that question will to a degree vary enormously depending on the era you intend to model, which means doing some research of your own, but the basics have always been there.

So, when designing this layout, the 'real' bit caused comparatively few problems, as I followed the prototype and my initial intention was to have a



Component parts for one of my cassettes; built to different lengths to store all types of train safely and securely away from the layout.

from easy, and I soon realised that I would have to abandon some of the more desirable aspects of the ideal fiddleyard. Had

I taken curves round until I could start pointwork on the straight, the number and the length of roads available would have been so restricted as to no longer be viable. The whole thing had to be done by trial and error - many errors - but in the end success came.

This I loudly and triumphantly proclaimed to a visiting friend, once all the track had been laid, extolling the virtues of my design, and in particular that it was possible to get from any fiddleyard road to either Up or Down main line. This of course was essential, as I had to ensure that those titled expresses could run in both directions. Gently he told me that it wasn't possible at one end, and he was right. Luckily, before I could hurl myself through the window, he also told me how to put it right. Even more luckily, that turned out to be an easy job, save for one drawback. I had resolved that there would be no curves less than 3' radius, even in the fiddleyard, but I now have one short length which is only 2'.

That has in practice caused very few problems, though some adjustment to the chassis of certain kit built locomotives was needed.

I won't dwell on the exact details of my design, as it is most unlikely that others will have identical needs, or face the same problems, but the accompanying photographs and plan should make it all clear. Experience though has taught me one or two things worth sharing, particularly if you are contemplating your first fiddleyard. The term is well chosen, as this is where you can fiddle, the 'hand of god' being permitted within its confines. You need to be able to get stock on and off, and to get things back on the rails when necessary. Easy and full access to all parts is therefore, to say the least, highly desirable.

You can put your fiddle yard underneath the rest of the layout, if you can manage the gradients needed to do it, but unless you can get it well below, which means steep gradients unless you have a very large room, access is going to be difficult, if not impossible. Things do fall off, even on the most carefully-built layouts, and with the most carefully-built stock, and this will often happen in the least accessible places



In the background, the main fiddleyard roads are occupied by the longest main line passenger and goods trains. Nearest the camera is the connection to the cassette road, which allows easy exchange of other trains.

LAYOUT PLANNING



3

A cassette in place and ready for the arrival of a train from Road 1. This is the longest cassette possible in the space available and will take 4-5 bogie coaches.



4

A shorter cassette loaded with a two-coach local passenger set. Sponge inserts at each end prevent the coaches rolling out of the ends during handling.

fiddleyard which used one, or a combination of, plans which kind people have published for general use over the years. But then I thought, "Well, if I'm going to get the infrastructure right, or as close as practicable, why aren't I thinking about operation in the same way?" The same question can be asked even if you are not tying yourself down to a prototype - you can still run trains with purpose, and as the real thing does.

What then would an observer on the platform at Peterborough North in 1958 see happening around him? Quite a lot of different things;

1. Main line express trains passing through in both directions, some stopping, others not
 2. Passenger trains arriving and terminating, and others commencing here and departing. That requires the removal of stock of some trains, and the positioning of stock of arriving trains. In real life, that stock would go to, and come from, carriage sidings somewhere down the line
 3. Goods trains of various types passing through. Some would start from or end at a huge goods yard which is fortunately just off scene on my layout, while others would be from further afield, but again just passing through
 4. Light engine movements, both of station pilot locomotives, and of those coming off trains, or backing onto them.
- Incidentally, a list like this is useful when doing the initial planning of a layout, as it gives a good idea as to how much operational interest there may be.

Next, what would that observer not see?

If they were fortunate enough to see for example the famous 10.0am 'Flying Scotsman' on its way from King's Cross to Edinburgh, they would not see it again going in that same direction that day. They might though, if they lingered long enough, see the Up train a few hours later. The same would of

course apply to many other services. In general what goes Up, next comes Down, and *vice versa*.

They would almost certainly not see a loaded coal train heading in one direction, and then another loaded one going the other way.

There are other factors to consider, but those are the really important ones. It would be necessary to design a storage area which allowed those things which should occur to happen, but which also avoided the things which wouldn't. That folks is the basic principle.

How difficult it is to apply will depend on how complex your layout is, and how complex you choose to make it operationally. A one locomotive in steam single track branch will cause few problems, though it will also give few opportunities for variety, while a major main line junction station will cause a lot more

head scratching. That's what I chose to model, and I then decided to impose on myself a further set of parameters just to make it even more 'interesting'. I managed to get hold of the summer 1958 Passenger Working Timetable for Peterborough North, and the 1957 goods workings, from which I worked out an operating sequence from 7.15am until 10.0pm, so that an observer would see all the trains that ran between those times, and in the order in which they should run, in the unlikely event that all ran to time.

This required rather a lot of locomotives, and even more rolling stock, plus a very large space in which to store all of them. I wanted to run as many as possible of the named expresses, and to have at least some variety in the ordinary ones. When properly analysed and listed, that created a requirement for 19 rakes of coaches, of at least eight coaches long. Local passenger services required another six sets at least, and that's before contemplating the goods trains. My nice big storage area suddenly didn't look so big any more. Fortunately, I had been building up stock over a period of years, so that at least wasn't as much of a problem as it might have been.

ORGANISING THE YARD

One whole side of the layout room had been set aside for storage giving a space of 25' long by 3' wide, that measurement being dictated by the length of my reach from the operating well. I calculated that I could safely put in 18 parallel roads, thus leaving enough room to get my fingers down the side of adjacent stock if (when!) derailments occurred.

The trick then would be to get from a double track starting position at each end of the room to that 18 road total, and in as short a distance as possible, as I would need to store two long trains in most of the roads. This turned out to be far



5

Home-made cassettes stored on a simple, self-built shelving unit.

- Murphy's Law is particularly relevant to model railways. The same applies when it comes to dealing with problems which occur across distances which are at the very limit of reach anyway.

IN PRACTICE

I now had a carefully designed and thought out fiddleyard. I'd even put in spurs where there was otherwise wasted space. This runs contrary to the normal rules of layout design. It is not a good idea to fill every available bit of space on the visible part of the layout, but in the fiddleyard, it is acceptable, provided you can still access everything without difficulty. Look, if you would, at the top right-hand end of the plan. There is a little alcove in the wall there, just big enough to put in two more spurs. How fortunate, I thought, so there they are. It's a pity I can't quite reach them.

Believe it or not, even this space soon became insufficient, and limited me to nine coach trains, which though impressive, are at least two short of the actual formations of many ECML trains. I didn't have enough goods trains either, but what could be done when all roads and spurs were occupied? I then had one of the best ideas that I have ever come up with; cassettes!

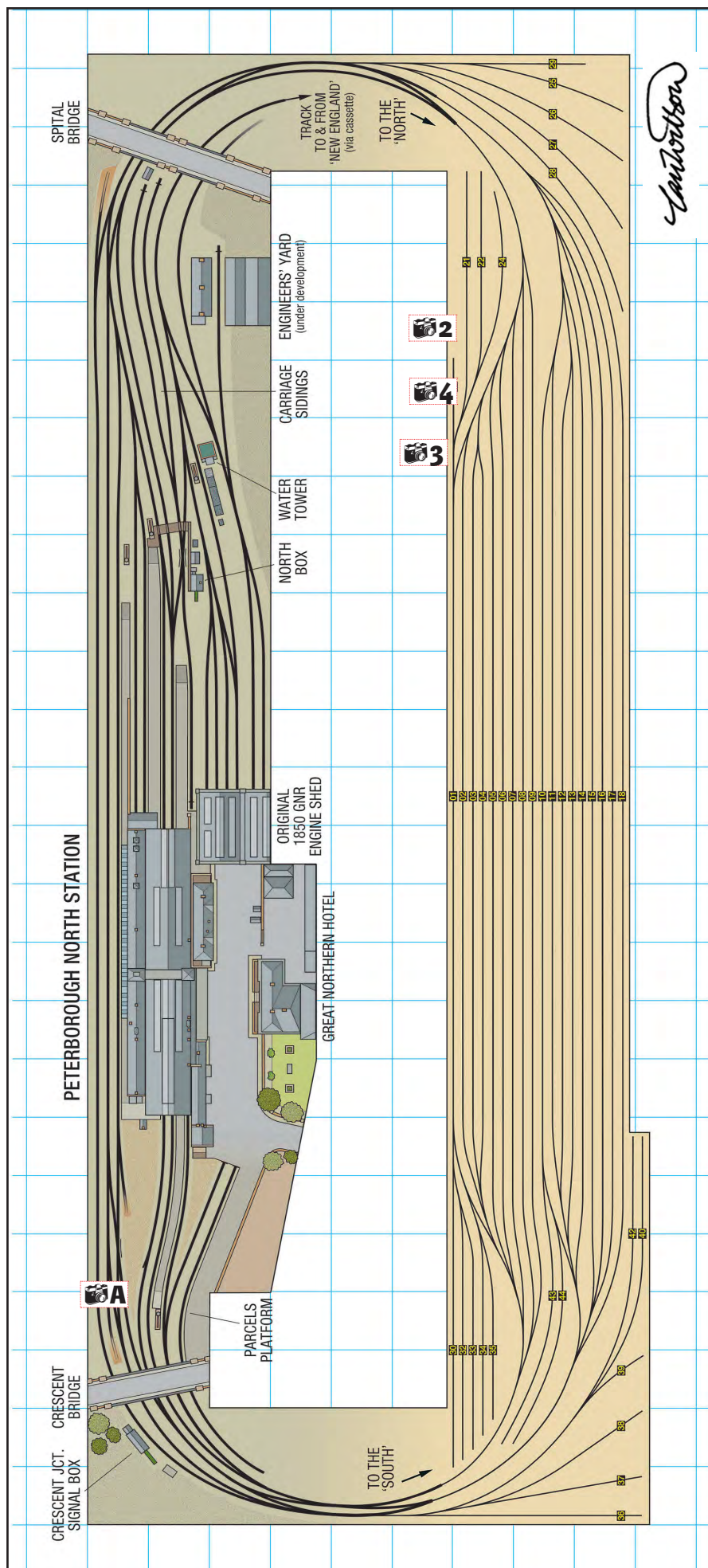
All right, I'm not suggesting I invented the concept, but I did come up with a plan which transformed the operational potential of the layout. You will see that the roads are numbered, and right at the front on the left you will find Road 20, which was designated for use as a locomotive holding spur. That road though gives direct access onto Road 1, which is always left empty, as is road 10 on the Down side, to allow continuous running if I feel so inclined.

Why not, I thought, remove most of the track from that spur, and leave a dead end onto which a cassette could be aligned? With a bit of packing, the height from Road 1 could be raised enough to allow access by gravity - no need for any electrical connections, and the cassettes could be cheaply made using 6mm MDF. It worked!

The cassettes are not difficult to put together, provided two people are involved, or one with three hands. Most of mine are 4' long and yet easy to manoeuvre, and surprisingly light. So, three pieces of MDF, plus a length of straight track and some sort of box or rack to store the cassettes, and you have a theoretically infinite number of storage opportunities. I found that a fairly thick piece of foam sheet is enough to hold the stock in place and with a bit of care, it will not derail. I've had no accidents, no stock plunging to the floor, and I thoroughly recommend this to anyone thinking of designing a fiddleyard, particularly if space is at a premium. I could not believe how just one short spur would improve my enjoyment so much. What's more, it takes very little time to get the stock on and off the layout, even if a longer train needs to be made up from two cassettes. Again, please refer to the photographs for more detail on how all this works.

The big question after all this planning is "does it work?" The aim was to be able to operate the layout to a sequence and in a realistic way. Above all, I wanted to have sufficient flexibility in the fiddleyard to allow any train to access either the Up or Down main lines when required, and that has been achieved. The cassette system allows, by giving up one short spur, a degree of freedom I would not have thought possible, and the ability to add extra trains as required.

So, with a degree of forethought, I have taken my own bit of railway nostalgia to another level. Having a purpose, and knowing that it is at least a little bit closer to resembling the working of the real thing has increased my enjoyment, and has also meant that I actually operate the railway far more than I ever did in the past. That's a result. And, should the mood take me, I can still just watch trains go around. **BRM**





Phil Parker shares a novel and cheap way to display your redundant locomotives.

SECOND HAND SAVERS

PART 3

Those growing up in the 1960s will recall sidings full of dead steam locomotives. Trainspotters would rush along them trying to 'cop' every locomotive before it was hauled away for scrap. In latter years, diesels often suffered the same fate, and it's still possible to see examples quietly mouldering away, turning green and being cannibalised for parts to keep other class members going.

The place to find some of the best examples is on preserved railways. Many groups will secure a locomotive, move it to its new home and then

leave it for years until funds are raised to restore it.

This month's model is inspired by the **RMweb** thread 'NCB North British Shunter' which includes some excellent photographs of the Kingdom of Fife Railway Preservation Society's NCB North British shunter. The locomotive hasn't turned a wheel in 19 years, and efforts have been made to protect it from vandalism by plating over the windows and securing the bonnet side doors.

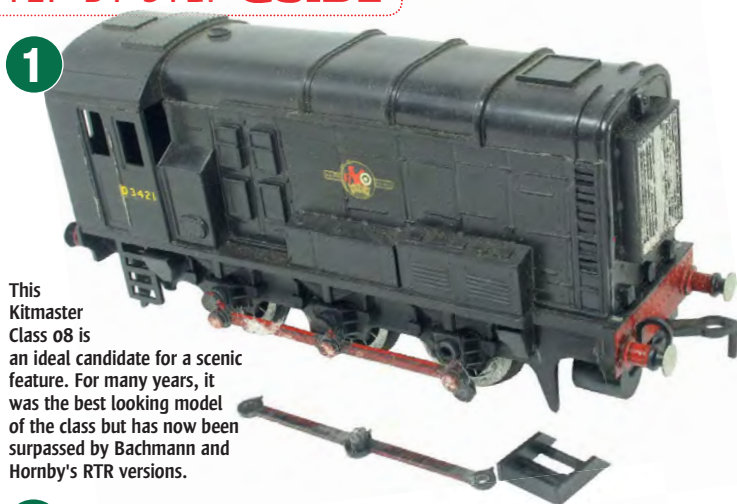
This type of modification makes the difference between a model and a dumped locomotive. A common protective measure for steam locomotives is to cover the chimney with a tarpaulin that is tied around the top. The valve gear might be protected

with grease imparting a yellow colour. Fittings that are liable to theft are usually removed - those spotters of years ago would be frustrated by missing cabside number and name plates. Even dome covers and whistles are sometimes removed. If you do the same, a little scratchbuilding will be required to replicate the workings under the dome cover, but the results would be striking.

This month's secondhand model is a Kitmaster EE 350hp shunter, first appearing in the catalogue in January 1959. If you can't find such a kit, Lima produced many RTR Class 08/09s which have now been superseded by models from Hornby and Bachmann. **BRM**

STEP-BY-STEP GUIDE

1



This Kitmaster Class 08 is an ideal candidate for a scenic feature. For many years, it was the best looking model of the class but has now been surpassed by Bachmann and Hornby's RTR versions.

2



The cab handrails are easily removed by sliding a chisel blade underneath. This takes a little practice but if you make a mistake and dig in to the bodyside, it can be disguised as rust later on by dabbing weathering powder into the dents. The handrails are replaced with Gibson 0.45mm thick brass wire bent into a U-shape and glued into holes drilled in the body.

4



The first step is to dry-brush the model with a dark grey (Humbrol 69), highlighting the detail and panel edges. I've given the bufferbeams just one coat of red as I don't want a perfect finish. The window panels are picked out in grey to look primed, but unpainted.

5



Weathering commences with some thin washes of dark brown colours. I'm using Lifecolor Acrylics Roof Dirt and Sleeper Grime but a dirty enamel brown would work just as well. Once dry, Citadel Earthshade ink is washed over the model, working it down the body using a wide, flat brush.



The finishing touch to show just how long this locomotive has been dumped is a small bush growing in front of the bufferbeam. This is a sprig of seafoam (Forest in a Box) dipped in PVA and then flock powder. A small hole drilled in the trackbed holds it in place. If you don't have any seafoam, Cow parsley heads are fine if left to dry for a few days.



To protect the locomotive from vandals, I'm plating the windows over with plastic sheet and removing the ladders at the front. Steel sheet over the windows and bodysides prevents the bonnet doors being opened. A length of Microstrip is run along the sides. Neither set of steps looks anything like the prototype so the rear ones are built up from Microstrip and at the front, the sides are filed back to a more accurate profile.

THE VERDICT

Even a simple project like this can be very satisfying and a great way to practice some techniques. When you're learning how to respray a locomotive, you can practice on a cheap project like this without hurting your wallet and it won't seem so daunting. As for the weathering, you can't go wrong. Paint washes, powders, no amount of muck is too much for this model.



Old metal doesn't just change colour as it rusts, the surface texture also alters, so a dusting with weathering powders is required, especially along the footplate. A Humbrol dark brown mixed with a dust colour over the model is a good start.



To look like it's been standing for a long time, the model needs to be bedded into the siding. The model is stuck to the rails with superglue, then long grass is glued in around the wheels. Finally, using a puffer bottle, more grass is applied around the base and between the rails.

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HOW TO MAKE...

A SHUNTING TRACTOR

Phil Parker shows how easy it is to modify a die-cast road tractor for industrial railway operations.

Andy's article, 'Handle with Care' includes a nice shot of a shunting tractor. Where a locomotive would be an expensive luxury for moving odd wagons around, a tractor fitted with massive steel bufferbeams was a popular alternative for both standard and narrow gauge railways.

A quick web search revealed many prototype images, but it looks like the conversions were normally carried out locally and without recourse to plans. Therefore, unless you have access to a specific prototype to measure up, any model will need to be built from photographs and by eye.

Fortunately, starting with a die-cast tractor makes it easier to produce a convincing model.

For the two versions shown here, one based on Andy's photograph and the other from a picture found on-line, the work just involves removing the mudguards and adding the buffing gear from plastic sheet.

My method is a little hit-and-miss. Parts are cut out, tried for fit and if they look right, they are right. One of the great things about modelling with plastic is that if you cut too much off, putting it back just takes a bit of liquid solvent glue. Once dry and sanded with fine abrasive, the joint won't show.

These projects are both quick and easy. The brown 'Fergie' only took an hour to build, the yellow Fordson just over twice that. An evening messing around with plastic sheet can be quite productive. **BRM**

WHAT WE USED

Apart from the diecast tractors, I used:

- 0.5mm and 1mm thick plastic sheet
- Assorted Microstrip
- Superglue
- Liquid plastic glue
- Micro Krystal Klear
- Craft knife



Search for Tractor



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STEP-BY-STEP GUIDE

1



Raw material from Oxford Diecast. From left to right – David Brown, Fordson, Ferguson.

2



For each model, the rear wheels need to be removed. Gently twist them with your fingers and the axle will pull out of one wheel. The mudguards can be pulled off, they will break so be careful to remove all the plastic around the square axle end.

3



Starting with the yellow tractor based on a Ferguson, an inner panel (see diagram 1) is superglued to the tops of the cast axle parts, followed by the bufferbeams.

4



The outer panels require a curved cut-out for the wheels. Mark this with a pair of compasses fitted with a spike in each leg. Over the rear wheels, the top is built up with layers of plastic.

5



Once dry, the plastic top corners are rounded with an abrasive stick.

6



The cab is a rectangle of plastic, curved on top using the abrasive stick and then supported on four 1mm square lengths of rod. A windscreen is cut from plastic sheet. On the prototype it looks a bit of an afterthought so isn't blended in to the body properly.

7



The Fordson wheels are removed as before but the mudguards are held in place with a rivet. Filing the face away from this releases them.

8

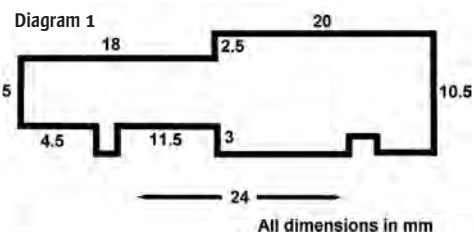


A much simpler set of buffing gear here. 5mm deep strips of 1mm thick plastic are notched to be level when fitted to the top of the axles. 24mm long buffer beams from the same material are just wide enough to match the width of the buffers on a standard gauge wagon.

9



Detail is added using scraps of 0.5mm thick plastic. Boltheads, which are pretty hefty in real life, are cubes cut from square microstrip. On both models, the tyres were removed before priming from a spraycan.



The yellow tractor has wasp strips from Fox Transfers, these are attacked with rust colour and weathering powders to show where the wagon buffers have worn them away. Both models are given a wash of thinned track colour paint, before adding numberplates that I produced on the computer.

10



PEEDIE MODEL KITS

There can't be many kit manufacturers as far north in the UK as Peedie Models. **Phil Parker** tests out a selection of its latest layout accessories.

1970s HOUSE

Estates full of identical houses sprang up around the country in the 1970s. The designs were simple without any extraneous detailing. Central heating meant there wasn't a need for a chimney and cavity walls improved the insulation. Large paned uPVC windows replaced the wooden sashes of the past.

For modellers, this means that this same kit is applicable to nearly anywhere in the country. Peedie's model represents one of these houses 'as built' and can be assembled as a terrace, detached or semi-detached house.

When new, each house would have been identical, but over the years many changes will have taken place giving the keen modeller opportunities to personalise each building.

WHERE TO BUY?

Peedie Models

Milldam Cottage, Tankerness, Orkney KW17 2QU

T 01856 252 510

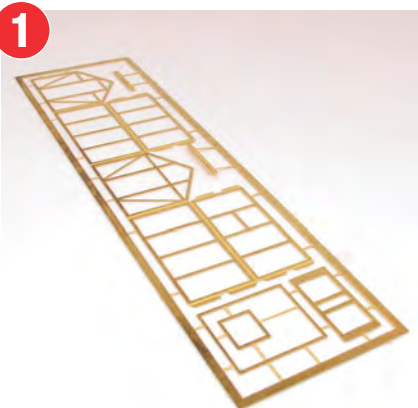
E sales@peediemodels.com



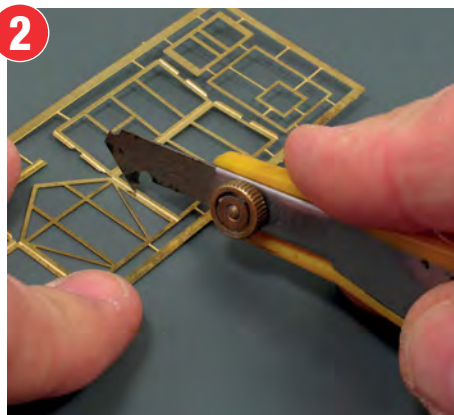
Ref: PMM80010
Price: £18.95

GREENHOUSE

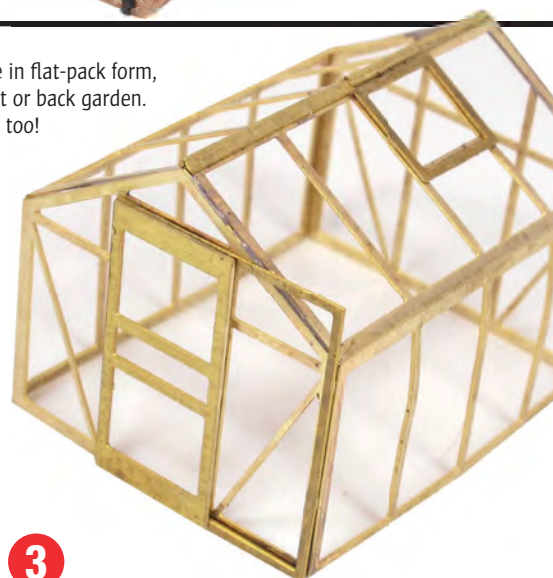
Based on a generic type of greenhouse available in flat-pack form, this model will look great in a modern allotment or back garden. It's a lot quicker to assemble than the real thing too!



To represent the spindly glazing bars of a modern aluminium-framed greenhouse, an etched kit such as this one is the best method.



Before forming the model, it's a good idea to deepen all the half-etched fold lines with an Olfa cutter or scribe. If you don't, the thin framing will tend to twist when the corners are folded.



3

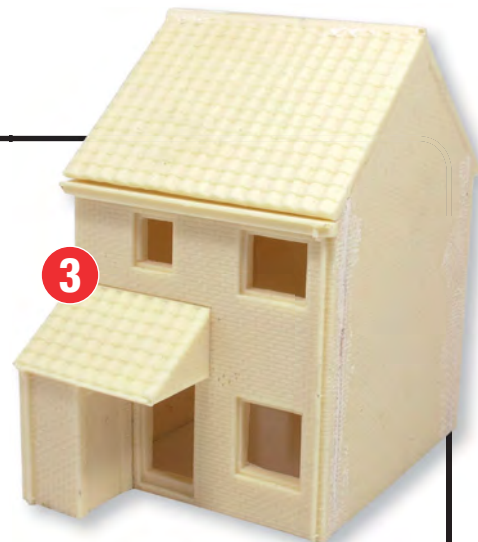
I'm soldering the frame together but it could easily be superglued instead. Folded tabs on the edges inside the model would give the glue plenty of area to stick to.



Each kit consists of resin castings with etched brass windows and doors and clear glazing material. The brickwork detail on the castings is nice and clean with appropriate stretcher bond bricks.



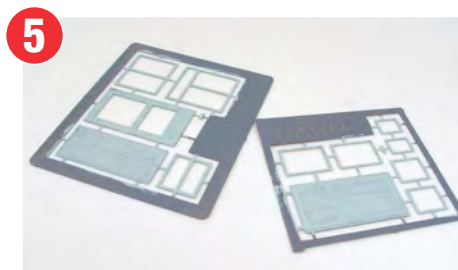
The resin parts aren't perfectly square or flat so a cheap two-part epoxy works better than superglue for assembly. I needed some filler along the joints as well and used Deluxe Materials plastic putty.



After spending some time sanding the castings for a reasonable fit, they were assembled and ready for painting. The porch is a single casting that fits snugly to the front of the model.



By filing the ends of the front and back castings, the houses can be built into a terrace. You can see where the patio doors and kitchen windows will be fitted later.



The etched parts are primed with a car body aerosol paint. Next, they'll be painted a suitable white colour for the uPVC frames that are common on this sort of property.



Fully glazed front doors are normally fitted with frosted glass. To represent this, I painted a strong plastic solvent on the back to fog the glazing.



The finished model measures 7cm wide, 10cm deep and 11.5cm tall. It is noticeably larger than a Skaledale Victorian terraced building. The Hornby model uses a slightly smaller scale making it more suitable for use at the back of a layout.

Search for Cottage Kit

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Ref: PMM81001
Price: £4.95

The glazing has to be cut out from clear plastic and fixed inside the model. Superglue will often leave cloudy marks behind, so I'm using canopy glue as it'll dry clear.

ALSO FROM PEEDIE MODELS...



In both 2mm and 4mm scales, Peedie sells street furniture cast in unpainted resin as part of its village and town accessory range. You'll note that there are two styles of post box and a K6 telephone box in the range. Most villages and towns had them.

Set of six postboxes (Ref: PMA14006) **£2.50**

Set of four telephone boxes (Ref: PMA14007) **£2.95**

To resolve the housing shortage caused by World War 2, thousands of prefabricated houses sprung up all over the country. Peedie's 'pre-fab' model is supplied as a single resin casting which needs painting before planting on a layout. (Ref: PMA15009) **£5.95**



THE VERDICT

Near my home, the railway passes through a sea of houses just like the Peedie kit. Many of them have greenhouses in the back gardens, just like the etched model too. The designs really capture the look of these buildings and provide a nice break from the traditional cottages normally available. The construction is easy and the model can be configured to suit most locations. For those who model in N, the prefab building is another very useful model as large estates appeared after the war, many of which still exist.

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!

FANCY A PINT?



I thought I'd share my most recent N gauge model with other **BRM** readers. It's built on a sheet of A1 Daler Mount Board. It represents a fictional brewery for the real company Fentimans and so is called 'Fentimans Wharf'. I've mainly used Metcalfe card models. Hope you like it!

Andy, via email



MINING HEAVEN

Here are some photos of my layout which I am building in the loft. It is based in the mid-1960s around West Yorkshire, so I wanted to include a colliery. It's all done on a budget as I'm a pensioner and can't afford the wonderful resin buildings now available.

All of the buildings are scratchbuilt using card and Scalerscene papers, although I have found another firm that also produce printed papers - modelrailwayscenery.com.

Harold Hopkinson, by e-mail

LAYOUTS

OLDEWOLD



Here is my second attempt at producing an N gauge layout with a town called *Oldewold*. It's based around the late-1950s and early-1960s period and has been in the making for about 12 months. The layout is built on two 4' x 2' boards in an 'L' shape with

the main town in the centre section of the 'L' and the depot, locomotive sheds and factories surrounding it.

The viaduct is scratchbuilt. Minor areas are still to be completed and rolling stock is being added to it all the time.

Graham Lee, by e-mail

MOORSIDE VALLEY

Moorside Valley Railway is a fictional heritage railway in the Yorkshire/Lancashire moors, based on the NYMR station of Grosmont. It's set in the middle of



a heavy winter, so the layout is covered in snow.

Work began over a year ago, and it's now in its third form, measuring 16' x 10' with an 8' fiddle yard at the rear. The locomotives are all preserved classes including the likes of *Mayflower*, *Leander*, 76084, *Western Courier* and *Alycidon*. Three of my locomotives have sound fitted - A4 *Sir Nigel Gresley*, *Oliver Cromwell* and a weathered BR Green Ivatt No. 46521. All my sound decoders were provided by Youchoos.

We also run replica sets as seen at various railways, from the basic crimson/cream and maroon Mk 1 sets, to the 'Windcutters' and TPO set seen at Great Central Railway, LNER teak sets seen at the Severn Valley and NYMR and underway is an accurate recreation of the NYMR dining train 'The Moorlander'.

WRITE TO Readers' Layouts, BRM, The Maltings, West Street, Bourne PE10 9PH

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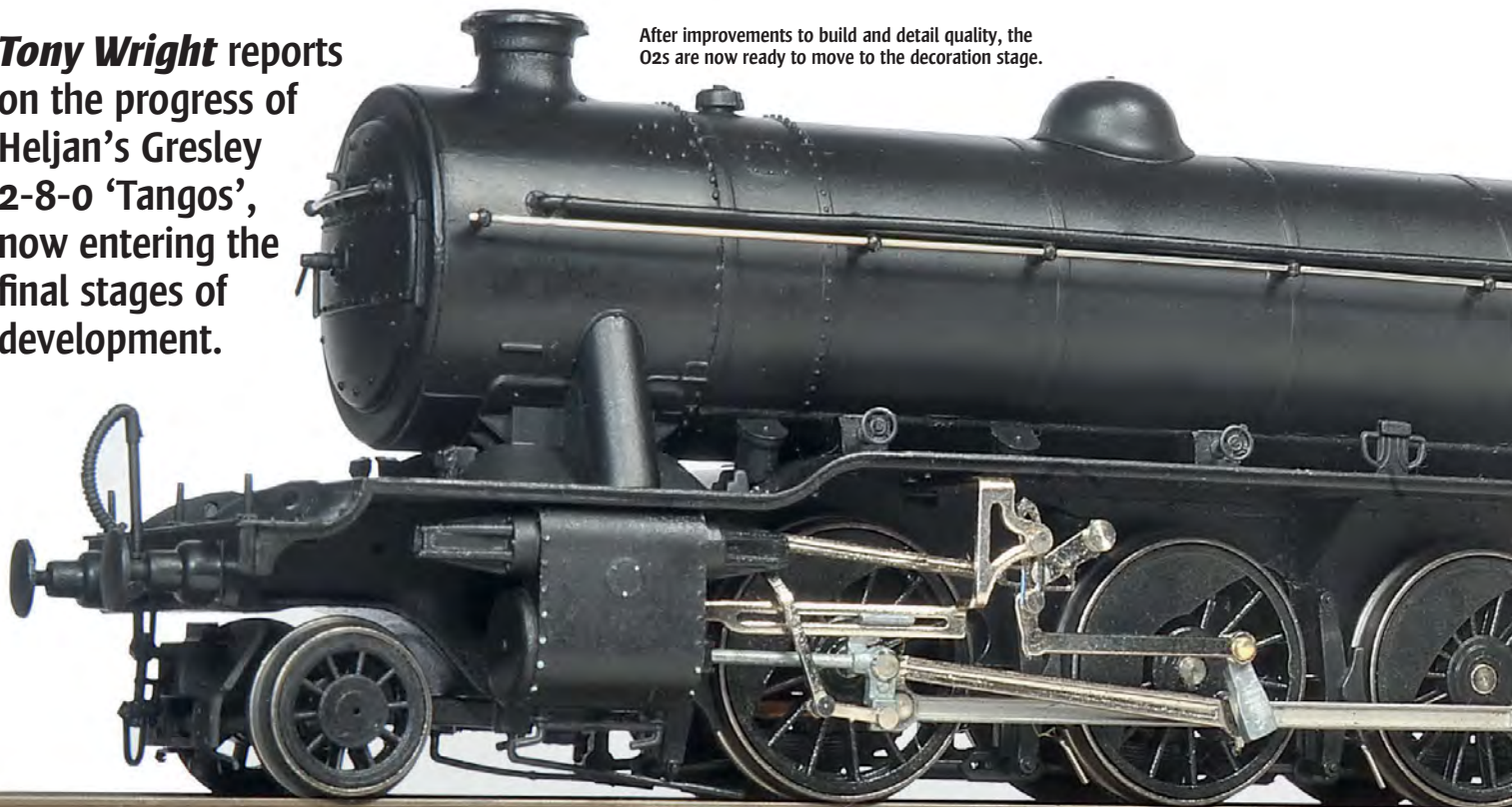
DL8 1BZ



PROGRESS REPORT: HELJAN GRESLEY 02

Tony Wright reports on the progress of Heljan's Gresley 2-8-0 'Tangos', now entering the final stages of development.

After improvements to build and detail quality, the O2s are now ready to move to the decoration stage.



In the September 2014 edition of **BRM** I reported on the progress so far with Heljan's OO Gauge RTR Gresley-designed O2 2-8-0. It has been my privilege and pleasure to act (in a small way) as a consultant to the firm's representative with regard to the development of these models.

Last month, two more pre-production samples were brought over for me to examine and test-run. These represent what will be the first of the types on sale, namely an O2/3 and an O2/4 (ex-O2/3), both running with 4,200 gallon LNER Group Standard tenders; the O2/3 being coupled to a flared-top type with the rear coal division plate in its later,

forward position and the O2/4 coupled with the straight-sided version with the rear coal division plate in the original, further back position. Both locomotives are just about 'final' samples with regard to development, prior to the models going to the decoration stage and then into full-scale production. Just a few observations were made and noted-down for alteration on the production locomotives.

It was extremely encouraging to see how our initial observations of earlier pre-production samples had been acted upon. These included the correct provision - as appropriate - of different chimneys and domes, alternative smokeboxes, different positions of the

vacuum ejector pipe along the boiler, different styles of sandbox fillers and the now-correct fitting of the cabs to the footplate.

The footplates have also been strengthened and made more robust, earlier pre-production samples being very wobbly and flimsy. The fitment for the handrail pillars has also been strengthened and the previous witness marks on the boilers after release from the moulds were conspicuous by their absences. There was also less side-to-side slop in the chassis, resulting in no waddling when running. Even with this, the locomotives will still negotiate 'train set' curves.

It was good to see that the coupling rods were fitted the right way up, but both sets of connecting rods were upside down, with their oil boxes pointing at the track. This was duly noted and will be corrected on the production models. The O2/4 was missing its reversing lever and both tenders were missing the bottom lamp brackets. Provision for fitting them was clearly in place so the lack of these, and the missing reversing lever, was clearly an oversight, especially as they were all present on the earlier examples.

The wiring between the locomotive and tender has been tidied up considerably, resulting in a much neater arrangement. The provision for a 21-pin

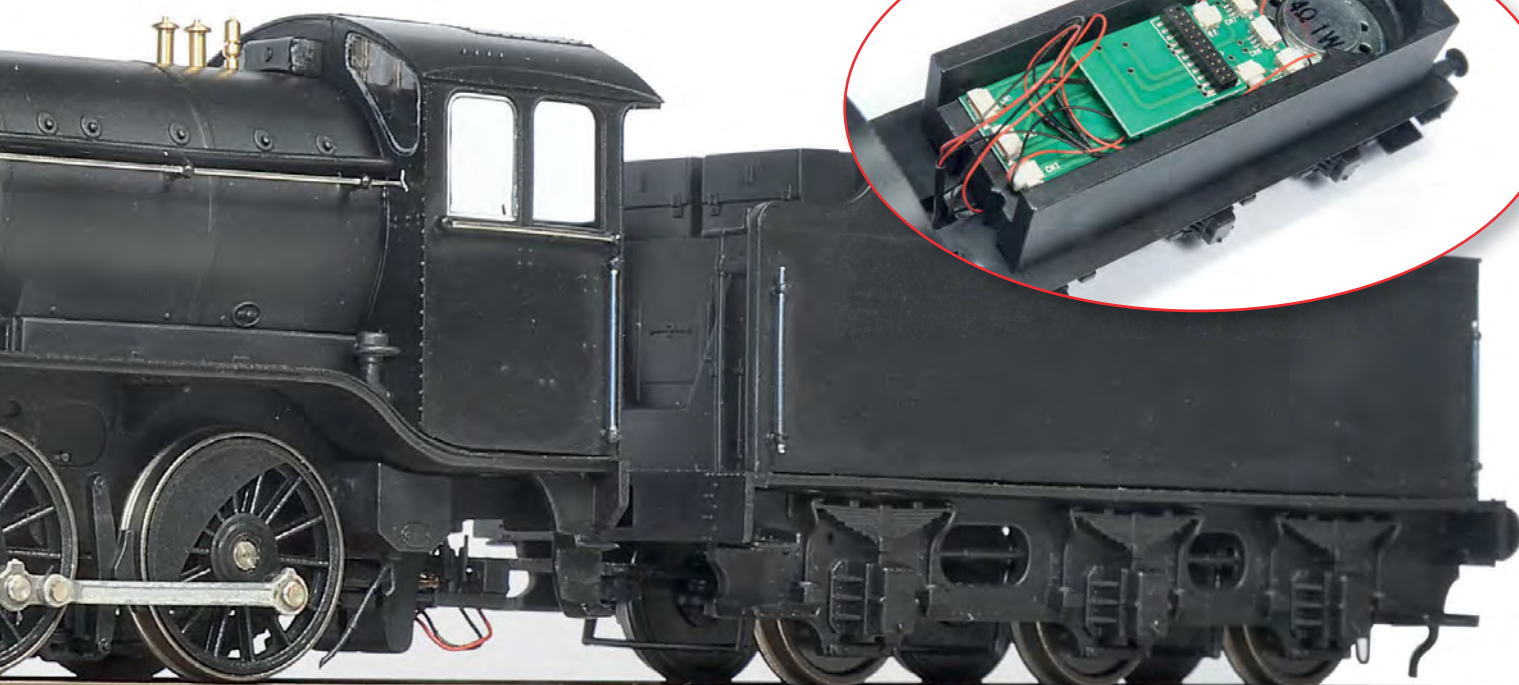


Straight-sided LNER tender attached to the O2/4 variant, also with high running plate.



Above LNER O2/3 with flared top tender.

Right DCC decoder socket and speaker in the tender.



DCC decoder is in the tender (as before) and there's also provision for a speaker. A two-position drawbar connects the locomotive and tender - for test purposes both samples had the long drawbar setting (for tight radii). Neither model had a decoder fitted (which was a pity), and one was wired up in reverse polarity. This point was noted; it's obviously not a problem with DCC but will be sorted before the models go on sale.

As with the previous samples, these locomotives performed beautifully. Both were superbly controllable across the whole speed range and both were capable of hauling entirely prototypical loads. The issue of the wrong 'lean' to the return crank on the nearside is something which will have to stay, such is the design of the fitting of the return crank into the wheel. Since Bachmann and Hornby live with this on several of their steam-outline models, so will Heljan.

With regard to the back-to-backs on all the wheels, these were still a touch on the tight side and needed widening slightly to run perfectly through hand-made pointwork. Since this is at the manufacturing point in

China, our report had this issue in the largest print! No problems at all were encountered running through Peco pointwork but it was acknowledged that these locomotives will be sold to many owners of layouts with 'scale' track, such is their quality. The eccentric rods were identical, not handed as they should be, meaning the fluting was 'inside' on one side. This was duly noted.

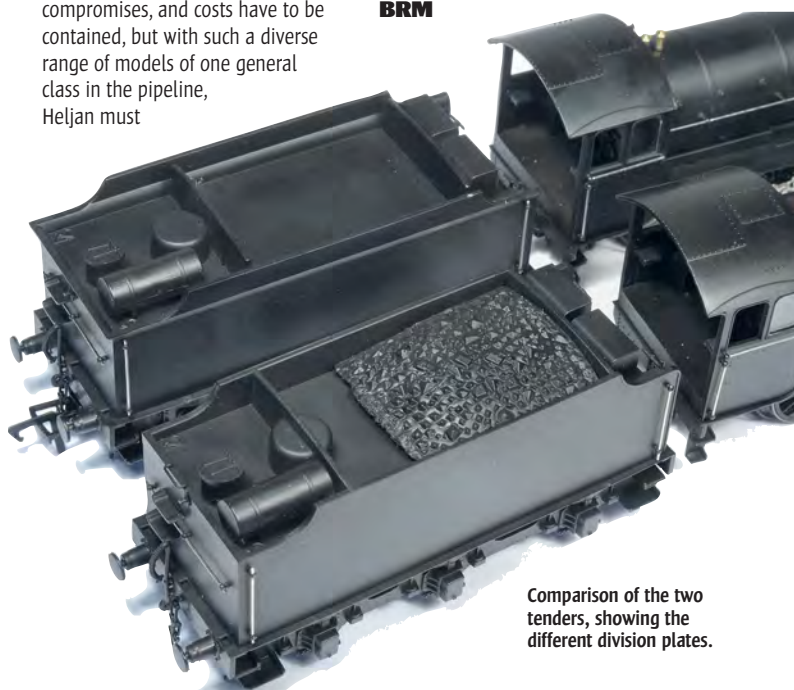
There was a slight difference in the finishes between the models, one being slightly more 'satin' in appearance with a slightly darker tone. Since both models will have received a considerable amount of handling travelling between China, Denmark and the UK, this is to be expected. Since both models had an LNER-style smokebox door with lower top lamp bracket and thus no space for a BR numberplate, one could not be fitted. However, where appropriate, the BR locomotives will have the correct smokebox door arrangement.

Without doubt, Heljan's Gresley's O2s are not far off the production stage. I say again, to me it's extremely encouraging to see an RTR manufacturer going to such lengths and allowing its

pre-production models to stand up to such scrutiny prior to production; also I must thank the representative for giving **BRM** an exclusive insight. Obviously, there will be compromises, and costs have to be contained, but with such a diverse range of models of one general class in the pipeline, Heljan must

be congratulated on its endeavours so far. I'm sure whoever writes the final review it will be very impressed indeed and I look forward to photographing them.

BRM



Comparison of the two tenders, showing the different division plates.

WHAT'S NEW?

News and Events from the model railway trade

BACHMANN GOES UNDERGROUND



PHOTO: BOMBARDIER

London Underground modelling received a major boost on May 30 when Bachmann revealed its intention to produce modern 'S Stock' sub-surface trains in OO gauge. The Bombardier-built EMUs will be the first ever mass-produced ready-to-run models of

London Underground trains and delivery is expected in autumn 2015. Produced exclusively for the London Transport Museum, the trains will be offered as a four-car base pack (35-990) containing two Driving Motor (DM) cars, a Motor Second (MS) and M1 car. Four other unpowered cars (an M1, two M2 and an MS) will be

sold separately, allowing modellers to assemble authentic S7 and S8 sets. No prices had been announced as this issue went to press. See page 49 and the LT Museum shop website for further details and advance ordering information.

Introduced in 2010, S Stock trains are used on the Metropolitan

(S8), Circle, Hammersmith & City and District Lines (S7). A total of 1,395 cars, formed into 191 trains is being built at Bombardier's Derby Litchurch Lane works, with deliveries of the final sets for the District Line expected to be completed in 2016.

W www.ltmuseumshop.co.uk/
www.bachmann.co.uk



**LATEST
PHOTOS**



DOWNLOAD the BRM digital edition
to watch an exclusive interview with Dave Jones

IMPROVED DJM HUNSLET

DJ Models has made a number of upgrades to its Hunslet Austerity 0-6-0ST, in response to customer feedback. As this exclusive image shows, further development has seen the join line between tank and body move to beneath the curved undercut. The ejector mouldings beneath the cab are improved to remove the backing block shown initially. A void beneath the boiler enables the fitting of after-market cosmetic inside motion. Boiler backhead detail inside the cab has been improved and the cab floor is now planked. The position of the brake

lever and its style is also improved.

The seating for the chimney has been recessed into the top of the tank to give an excellent fit for the alternate chimneys. The standard of fit of the different bunkers is very good too. The cast chassis includes bolt detail and other fittings including additional fillets behind the bufferbeam for industrial machines.

Numerous versions, covering War Department, industrial and LNER/BR variants are now expected before the end of this year.

W www.djmodels.co.uk

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



GWR 'BOW ENDED' STOCK FROM HORNBY

Hornby has revealed that work is well advanced on a new family of Great Western Railway Collett coaches for release in May 2016. Five different versions of the standard 57' 'bow ended' corridor coaches are being produced; a diagram C54 Corridor Third, D95 right and left handed Brake Thirds and E127 right- and left-handed Corridor Composites. Intended to run with the company's new 'King' 4-6-0 and other existing GWR passenger types, the models will initially be offered in GWR chocolate/cream and BR crimson/cream. RRP is £39.99 each.

As the photographs below demonstrate, development work on the models is at an advanced stage, with engineering prototypes of all five vehicles currently being checked. Once this is complete, the project will move to the decoration stage. Look out on Hornby's website and in **BRM** for further updates.

When Charles Collett became Chief Mechanical Engineer of the GWR in 1922, one of his priorities was to modernise the company's fleet of ageing main line stock. His 'bow-ended' design went on to become the standard GWR vehicle for almost 30 years and between 1925 and 1929 a new carriage was being produced, on average, every two and a half days. They saw use in famous trains such as 'Cheltenham Flyer' and 'The Bristolian' until superseded by newer types in the late-1930s. However, many continued on lower rank duties until the early-1960s. These models will be particularly useful for post-1948 WR secondary trains, which have been somewhat neglected by RTR manufacturers over the years. The final retirements came in 1963, but a few vehicles were commandeered for departmental use and survived long enough to eventually be preserved.

W www.hornby.com



Seen above is the early prototype of a Corridor Third (R4679), below is the right-handed Brake Third (R4681).



WIN £50 OF SCENIC ITEMS



Treemendus is running a competition to win £50.00 worth of scenic materials from its range. The competition will coincide with the release of its latest book, *Modelling Railway Scenery, Volume 2: Fields, Hedges and Trees* published by Crowood Press (ISBN 978-1847979438) and priced at £18.99.

For your chance to win, just answer the following question correctly:

What is the name of the heritage railway which runs from Bury to Ramsbottom?

To enter, visit www.model-railways-live.co.uk/Competitions/

Both volumes of 'Modelling Railway Scenery' are available from the Treemendus website.

W www.treemendus-scenics.co.uk

*Closing date for entries is June 30, 2015.

NUMBER NEWS

594.96

That's the price for the MF 70 CNC Micro Miller, new this month from Proxxon. This accurate milling and drilling machine is suitable for model makers and model engineers for numerous uses. Sold with the machine are 1, 2, 2.4, 3.0 and 3.2mm collets. The table has three T-slots of the MICROMOT standard size (12mm x 6mm x 5mm). The machine is sold without a CNC control unit or CNC software.

T 0333 240 6967

W www.brimarc.com

808

Satlink 'Pipe' wagons have been commissioned by Modellers Mecca from Bachmann to complement its Satlink 'Tube' wagon. Two limited editions of 504 each are being offered, a 12t ZDV wagon in Satlink livery, LM KDB741381 (38-702Z) at £27.00 and a 22 t ZGV Tube Wagon in Satlink Western red/yellow (38-750Z) at £31.00. Pre-orders are being taken by the West Midlands model shop now.

W www.modellers-mecca.co.uk

T 01384 278 206

4

Functions are present on DCC Train Automation's new 8-pin decoder to be released this month. Its first decoder is suitable for HO/OO and

N scales and is NMRA compatible with common lighting effects. Each decoder priced at £20 measures 18mm x 11.5mm x 3mm and features a stay-alive as standard. DCC Train Automation plan to sell the decoders individually and in packs of five. A 10% discount is being offered during June on its decoders by quoting DCCTR201521.

A 21-pin and 6-pin decoder are also planned for future release. Full details can be found on its website.

T 01823 429 309

W www.dcctrainautomation.co.uk

BACHMANN EXPANDS SCENECRAFT

The selection of Scenecraft layout accessories from Bachmann Europe has expanded this month with six new items, all of which will arrive in shops shortly.

Fresh in the office from the Barwell company was a stone-built single-road locomotive shed at £49.95 (44-0002), and a low relief bookmakers with maisonette (44-247) and low relief corner chemist (44-245), both at £21.95.

A pair of wooden platforms (44-0010) at £29.95 will be welcomed by those who need a solution for a goods handling yard or branch line halt. A matching set of ramps (44-0011) can also be bought for £11.95. The full Scenecraft range with recommended prices can be seen on the Bachmann website. Unusually, Bachmann announced plans to reveal a new Branchline OO model via its website on May 30. The identity of the model was unknown as this issue went to press, but full details are available now at **RMweb** and on **BRM's** Facebook page now. **W** www.bachmann.co.uk



New single road engine shed (left). The chemist's shop (right) is ideal for a street corner.

RMWEB BUY & SELL



RMweb Buy and Sell is the UK's first dedicated online marketplace for the exchange of railway modelling items. Already thousands of new and secondhand products are listed for sale.

RMweb Buy & Sell allows private sellers and retailers to list items for sale either with a flat 'Buy it Now' price, or via auction.

Steve Cole, Associate Publisher of **BRM** said: "Our aim is to create a website that includes thousands of new and secondhand railway modelling products. Rather than trawling the internet looking for products spread across different websites, you can go to one site and find what you need, from locomotives to specialist items."

RMweb Buy & Sell has 22 categories to help you search for products. Searches can be further filtered by using sub-categories.

"You can search for 'locomotives' and be faced with hundreds of items. You can then narrow the search down further by gauge, brand and condition" said Steve.

Registration to RMweb Buy & Sell is free and all new members receive free credits to help them get started. RMweb Buy & Sell is different to other auction websites because it doesn't take a percentage of the final sale price - only a small fee is charged to list each item. Items listed with a sale price under £30 are free of charge. To list an item with a price of £30 and over or via auction costs one credit. Further credits can be purchased from £2, making it cheaper than other auction-type websites. Sign up for free today and take a look. **W** www.rmweb-buyandsell.co.uk

AYJAY MODELS LATEST



NEW

Ayjay Models has two new N gauge Southern Region EMUs in its selection of kits. First to arrive is a two-car 'Tin HAL', available now at £95.00. In production and due out very soon is a '4-COR' express unit.

The company is also working on kits of the '4-COR' in 4mm and 7mm scales, plus trolleybuses and Southern Region signalboxes.

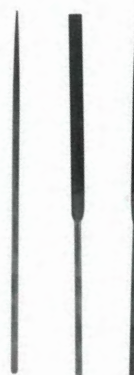
As part of its OO gauge offering, a Bulleid/Raworth Class 70 electric kit, designed to fit on a Hornby Railroad Class 37/47 chassis has been produced.

Each kit, priced at £150, comes with a pre-formed resin bodyshell, bogie sideframes, a pre-formed chassis, flushglazing for the windows, handrails and full instructions. Pantographs are not included, but can be supplied along with transfers if required. Look out for an article on building this kit in **BRM** soon.

E aryan@southernregionmodels.co.uk

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An iconic locomotive...

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Not only did we seek to create a Gauge 1 model that looks right, but also one that replicates as closely as possible the technical features of the full size engine. Because the prototype A4 has three working cylinders it went

without saying our model would feature outside Walshaerts valve gear with an inside cylinder controlled by the correct pattern Gresley conjugating gear.

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— Mike Pavie



OO WORKS 'ATLANTIC' TANK

Continuing the 'Brighton Line' theme set by Bachmann's E4 0-6-2T over recent months (April/May 2015 **BRM**), the latest ready-to-run steam locomotive from OO Works is a Marsh I3 4-4-2T. Add in the new 'Terrier' in O gauge from Dapol and the forthcoming Marsh H2 4-4-2 by Bachmann and it's clear that these are heady times for modellers of the London Brighton & South Coast Railway and its successors.

For OO Works, it's also a return to Southern roots after various expeditions into Midland, LYN and Great Central subjects.

These surprisingly large 'Atlantic' tanks were designed by Marsh for express passenger work. Introduced in October 1907, a total of 27 had been built by March 1913 and proved to be very capable locomotives, in contrast to the unsuccessful I1 and I2 suburban/secondary passenger 4-4-2Ts that preceded them.

The LBSCR used the I3s side-by-side with its H1 and H2 'Atlantic' tender locomotives on Victoria-Brighton expresses, including Pullman Car trains, and the class even worked onto LNWR metals with the 'Sunny South Express' in the pre-Grouping period. Right into the early-1950s, the class was entrusted with heavy inter-regional holiday trains to south coast resorts. However, spreading electrification and the introduction of newer locomotives largely demoted the class to secondary

and commuter duties in the 1930s and 1940s, most notably on the Oxted and East Grinstead lines. Battersea, New Cross and Brighton were strongholds for the class, with some later allocated to Tunbridge Wells and Eastbourne.

All but one (No. 2024) was inherited by BR in 1948, although withdrawals came steadily from 1950 onwards. The arrival of LMS-designed Fairburn 2-6-4Ts and BR Standard 4MT 2-6-4Ts built at Brighton hastened their retirement. Last-

DOT MATRIX ROUTE INDICATIONS

After taking over the Roger Murray range of signals a few years ago, Absolute Aspects has grown to become known for its broad range of working colour

lights signals. It has now added Dot Matrix Standard Route Indicators to that collection.

In model form, alpha-numeric route indicators (or 'Theatre boxes'), have previously consisted of miniature segmented displays as found in digital clocks. However these are unrealistic as they are greatly overscale and the real thing now uses fibre-optic 'dots' to make up the indication rather than 'bars'.

Absolute's solution to this is miniature dot matrix LED Displays, which use dots to make up the display, just like the prototype. I was kindly supplied with a four-aspect signal with the new Route Indicators and a position light. The new route indicator isn't as large as previous models, but on comparison with scale drawings, it is still overscale. However, this is a necessity to ensure that it functions like the real thing and Absolute Aspects should be commended for being able to get it as small as it has.



Installation takes a little more time to complete than other brands of signal as a rectangular cut-out is needed to allow the 'plug and socket' arrangement of the model to be installed, but once this has been done, the circuit boards supplied can be easily fixed to the baseboard underside. The plug and socket system has the advantage of making it easy able to remove signals for transport. Despite the complex look of the circuit boards, you don't have to be a signalling engineer or electrical expert to wire it up. Each screw terminal is helpfully labelled with the aspect colour and route indication. All you have to do to get the signal to illuminate is to connect the aspect terminals to an appropriate switch (a rotary would be best in this case) on the positive side of the power supply and then the common negative terminal is connected to the negative side of the power supply and you will have an illuminated signal!

FACT FILE

- **MODEL** Four Aspect Signal with Dot Matrix Route Indication, Position Light and I.D Plate
- **MANUFACTURER** Absolute Aspects
- **SCALE** 4mm:1' for OO/EM/P4
- **PRICE** Varies, see website (Model shown £110)
- **AVAILABILITY** From: 30th May (15th June for Web orders)
- **WEBSTE** www.absoluteaspects.com
- **REVIEW** Simon Paley

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www.rmweb-buyandsell.co.uk

built No. 32091, the subject of our review sample, was the last I3 to be withdrawn, in May 1952. For more information and archive photographs of the class, see Jeremy English's excellent book *LBSCR Atlantics* (Ian Allan).

OO Works is producing five models; shown here is No. 32091 in final BR lined black with the early emblem. Others will cover plain BR plain black No. 32030, Southern olive green No. 2023, SR black No. 2090 with 'Sunshine' lettering and LBSCR umber No. 25. All are in post-1919 superheated form.

No. 32091 and the other SR/BR models have the flattened dome atop the boiler, as fitted during the Maunsell era. The LBSCR model, due later, will have the original rounded dome. Two cab styles are also being produced – the later smooth style shown here (and also carried by SR black No. 2090) and the earlier clerestory type, which will feature on the LBSCR, SR olive and BR early emblem models.

Design and assembly of the I3 follows OO Works' usual method, with a milled brass chassis, motor and gearbox between the frames and a body formed of resin and brass parts with lost-wax castings for detail parts.

At normal viewing distances, OO Works has captured the elegant looks of the Marsh design, although on closer inspection it lacks some of the finer details we now expect of RTR steam locomotives. Bachmann's LBSCR E4 undoubtedly has more finesse, but the I3 is solidly-built and is comparable with good kit-built models. There's plenty of potential for super-detailing, should you wish to 'gild the lily'.

A sealed no-maintenance motor is fitted and powers the rear driving axle via brass gears. Wire wiper pick-ups are provided to the backs of the tyres on eight of the ten wheels – the only exception being those on the trailing truck. Although the model is not 'DCC Ready', OO Works recommends that a decoder be fitted in the small space between the motor and the boiler backhead, if required.

Solidly-built and with good performance, the I3 looks the part.



FACT FILE

► **PRODUCT** BR early emblem lined black (ex-LBSCR) I3 4-4-2T No. 32091

► **PRICE** £230-£250.00

► **AVAILABILITY** OO Works, 'Brendon', Langham Road, Robertsbridge, East Sussex TN32 5DT, Telephone: 01580 882185, W: www.ooworks.co.uk

► **WORDS** Ben Jones

► **PHOTOGRAPHS** Tony Wright

Our sample was a very competent, smooth-running machine from the outset – the best I've seen from this supplier to date. After some gentle, trouble-free running-in, the trailing load was gradually built up to seven bogie coaches, which proved to be the practical limit for this locomotive. It's not quite up to the capability of the prototype, but should be more than sufficient for most layouts.

Decoration is reasonable, but could have been better on this BR lined black

model. The matt finish is a little dowdy and the bunker-side numbers aren't quite right in colour or typeface, while the standard of the lining doesn't match up to the price tag. This is one area where the model struggles to match its mass-produced counterparts.

It's tempting to compare OO Works products to RTR models from the big manufacturers, but we should always keep in mind that this is a hand-built product, made in small quantities for a niche market. When compared to the cost of buying a kit, wheels, motor and gearbox, then building and painting it, the true value starts to become obvious. Although we'd hesitate to say never, it's unlikely that Bachmann, Hornby *et al* will issue a mass-produced I3, so it fills a gap in the fleet. With prices ranging from £230 for a plain Southern or BR black locomotive to £250 for the ornate lined LBSCR umber version, it's not for everyone, but it does give devotees of the LBSCR an opportunity to add this class to their fleet without having to build a kit.



The Route Indicator gives off a nice clear indication, although at the time of writing, only an unprototypical yellow colour was available for the display. The model supplied came with four possible indications; 1, 2, 3 and B, Absolute is able to customise which indications are available to meet your specifications.

The rest of the brass and whitmetal signal is to Absolute Aspects' usual high standard, although the aspects, being individual LEDs (including two for the tiny position light) are too bright for traditional filament heads. This can be easily rectified by inserting an appropriate sized resistor into the positive side of the circuit.

Also present are fine representations of the Signalpost telephone, ID Plate (also new and customisable) and ladder/safety ring.

The signal shown is priced at £110 with an additional £10 for the ID plate, while prices for other signals will start from £80 for a 4mm scale two-aspect unit with Route Indicator and £90 for the 7mm scale version of the same signal. Although this may seem steep, the quality and hard work that has gone into producing the signal justifies the cost.

Overall, as a signalling designer, I'm pleased to finally see a prototypical route indicator and I would recommend the product to anyone considering adding realistic signalling to a modern layout.

BR PARCELS AND PASSENGER RATED STOCK

Really the title says it all;

Volume 2 of David Larkin's series covers an eclectic selection of pre-Grouping, 'Big Four' and BR designs for special traffic. The author's collection of vehicle portraits is useful to historians, coaching stock enthusiasts and modellers alike. Informative captions help to set



the images in context. The sections on horseboxes and milk tanks are particularly varied, but there's interest throughout – not least the view of E1800, a 6w wooden-panelled 'Hounds Van' still at work in 1955. Packed with information and interesting challenges for the 1948-80 era modeller. Highly recommended.

FACT FILE

► **TITLE** *BR Parcels and Passenger Rated Stock, Volume 2: Horse Boxes, Special Cattle Vans, Vehicles for Fish, Fruit & Milk Traffic*

► **AUTHOR** David Larkin,

► **PUBLISHER** Kestrel Books

► **PRICE** £15.00

► **ISBN** 978-1-905505-34-0

BR PARCELS AND PASSENGER-RATED STOCK

Volume 2: Horse Boxes, Special Cattle Vans and Vehicles for Fish, Fruit & Milk Traffic



David Larkin

3-D PRINTED PFA WAGON

FACT FILE

- **PRODUCT** Wild Boar Models PFA 4w flat and side-loading container
- **PRICE** PFA: £12.37 + VAT Container: £6.00
- **WEBISTE** www.wildboarmodels.co.uk
- **REVIEW** Phil Parker

PFA container flats were developed in the 1980s to handle single 20' containers. One of the best-known users was coal merchant Cawoods which used open top containers to ship coal from Wales to Northern Ireland. Another user was the Ministry of Defence and it's this version that Wild Boar Models has supplied for review, along with examples of its side opening containers.

The wagons are 3-D printed by a company called i.materialise and if you visit the Wild Boar website, you'll be taken to this site to place your order. Each vehicle is a single part that needs to be fitted with brass bearings, Romford 12mm wheels and couplings.

Containers are produced the same way and have to be detailed with locking bars available as spares from Bachmann. For the side-opening MoD container, you'll need seven pairs of bars so it's important to order plenty of sets. The bars should locate in the holes in the container sides and ends but I found these didn't match up, so I superglued them in place after painting. As an alternative, containers from C-Rail or Dapol can be carried.

As with many 3-D printed models, the surface texture isn't smooth but that of fine sandpaper. Although Wild Boar says two coats of primer and some sanding will take care of this, it's a fiddly job, especially in the corrugations at the end

of the container. Even then, the results aren't perfect.

Assembly time is only a few minutes and the method of manufacture ensures that the results will be square and flat on the track. Some extra weight in the containers would be a good idea. If you run the wagons empty, a little careful cutting should allow lead sheet to be fitted under the spine without it showing.

Even if you are new to kit construction, these wagons aren't too taxing. The more experienced modeller could spend some time adding pipework and extra details. Straight from the box, compared to a modern RTR wagon, they look a bit crude, but if you need wagons to run on a layout, they are a quick and easy way to add to variety to your fleet.



Once primed, transfers from Precision Decals were applied and locking bars from Bachmann fitted to the container.



The kit is printed in polyamide, described by the manufacturer, i.materialise, as a white, very fine, granular powder that is strong, somewhat flexible and can take small impacts and resist some pressure while being bent. The surface has a sandy, granular look, and is slightly porous.

ROADSIDE CAFE KIT

If you spend any time driving around the UK, you'll be familiar with cafés in lay-bys and backstreet car parks offering a selection of fried food to sustain you on a journey. These places have their own special atmosphere and Modelrailwayscenery.com has managed to capture this with its latest kit – 'Fiona's Café'. The model will suit any layout from the 1960s to the present day.

Kits are available to either download or are pre-printed. Downloading the model requires the builder to supply some 1mm thick card onto which the main parts are fixed. Pre-printed

kits come with this card ready-cut, speeding the process up and removing the need to cut accurate base layers. These kits also come with pre-printed window glazing on acetate sheet.

UHU is recommended for construction but I used spray adhesive to fix the paper to the card, and Deluxe Materials card glue for the main assembly. The work requires careful reading of the well laid-out instructions and shouldn't be rushed, just plan for four to six hours of work. It isn't difficult, especially because it's a pre-cut kit.

Despite the small size of the finished model at 13cm x 5cm, it's

packed with detail both inside and out. You can leave the windows printed as they are, but this would hide the interior fridge, counter and menus. Some seats and a selection of customers will complete the scene. Recommended.

FACT FILE

- **PRODUCT** Modelrailwayscenery.com 'Fiona's Café' kit
- **PRICE** Download - £2.49 Pre-printed with laser cut card - £6.49
- **WEBISTE** www.modelrailwayscenery.com
- **REVIEW** Phil Parker



MOLTEN METAL PAINT

Boiler fittings, pipework, car bumpers; many modelling subjects should appear to be made of metal, but frequently aren't.

Darkstar's range of 'Molten Metal' paints are water-based acrylics that can be brushed or sprayed over any primed surface. Each colour is supplied in a bottle and has to be squeezed out on to a piece of plastic or into your paint cup. For spraying, the makers recommend thinning the paint with 10 per cent water.

The pigment is fully mixed into the liquid even without shaking and stays suspended while working unlike many enamels. Slightly thicker than most model paints, it still flows well from the brush



A selection of the range, each plastic bottle contains 17ml of paint.



The paint has to be squeezed out onto a piece of plastic. Use small amounts as the excess can't be returned to the bottle.

FACT FILE

- **PRODUCT** Darkstar Molten Metal paint
- **PRICE** £3.00 per 17ml bottle, three-pack £5.00
- **WEBSITE** www.darkstarmini.co.uk
- **REVIEW** Phil Parker

and covers grey primed surfaces in a single application. Working over a smooth gloss paint, I found two coats were required, but it added to the depth of colour.

Primarily used in the world of military and fantasy figure painting, the range has six variants of gold and colours such as brass, copper and steel, ideal for railway modellers.

ETCHED BRASS HUT

Your first etched brass kit might seem a challenge.

Traditionally, locomotives and wagons are produced this way, but what about buildings? They are static, so as long as they look good, everything is fine.

Severn Models produces a selection of etched buildings in 2mm scale and is now introducing 4mm versions of certain items.

I'm looking at its Brick Lineside Hut, a handy little building for a yard or industrial premise. At 6cm x 3cm, the finished model doesn't use much space, but provides essential facilities for 4mm scale workers.

Supplied as a single etched sheet, each part is cut from the fret with a knife, then folded to shape using pliers. Tabs and slots help with assembly.

All parts are designed to be glued together with either superglue or two-part epoxy. I prefer to solder and this works well and provides excellent



practice for those planning to progress to rolling stock. There are some fiddly parts, so a pair of tweezers is useful. Everything fitted and the exploded diagram instructions were clear and easy to follow.

The model is full of character. The only complaint I have is that the bricks are possibly laid in the wrong bond - Flemish or English would be more appropriate than stretcher.

FACT FILE

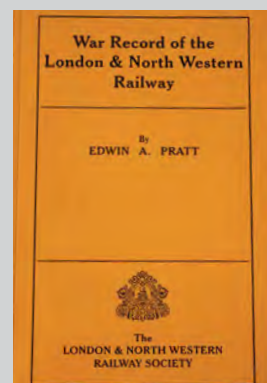
- **PRODUCT** Severn Models D1 etched brass brick hut
- **PRICE** £12.00
- **WEBSITE** www.severnmodels.com
- **REVIEW** Phil Parker

IN SHORT...



UNIQUE WAGONS 4MM SCALE TARPULIN SHEETS FOR WAGONS
£4.00 per pack of six, Available at exhibitions from Falcon Figures or www.uni wagons.co.uk

Delicate loads travelling in open railway wagons were normally protected from the elements by tarpaulins provided by the railway company. These sheets were both lettered and numbered so they could be tracked around the country. Unique Wagons 4mm scale sheets are printed on good quality 0.5mm thick paper with company appropriate letters and numbers. Each pack contains six sheets with unique, non-sequential numbers.



WAR RECORD OF THE LONDON & NORTH WESTERN RAILWAY

Edwin A Pratt, London & North Western Railway Society ISBN 978-0-9546951-5-6, £8.95 (plus P&P)

Pratt's 1921 extract from British Railways and the Great War gives a picture of just how much pressure the First World War placed on the LNWR with mind-blowing tonnages of goods and war supplies moved and the number of men and horses conveyed.

It makes fascinating reading as does the reasoning behind the daily Euston-Thurso naval trains. The direct impact of war on the railway company is recorded too. Support for the Allies from over the Atlantic mainly fed through the LNWR network and the logistics of supporting variable embarkation of ships makes impressive reading. If you're a reader of military or pre-Grouping railway history this insight into the hard times of a century ago is recommended.

Howard Smith looks at some of the latest railway books to be released.

WATERLOO TO WEYMOUTH, BY STEAM INTO WESSEX

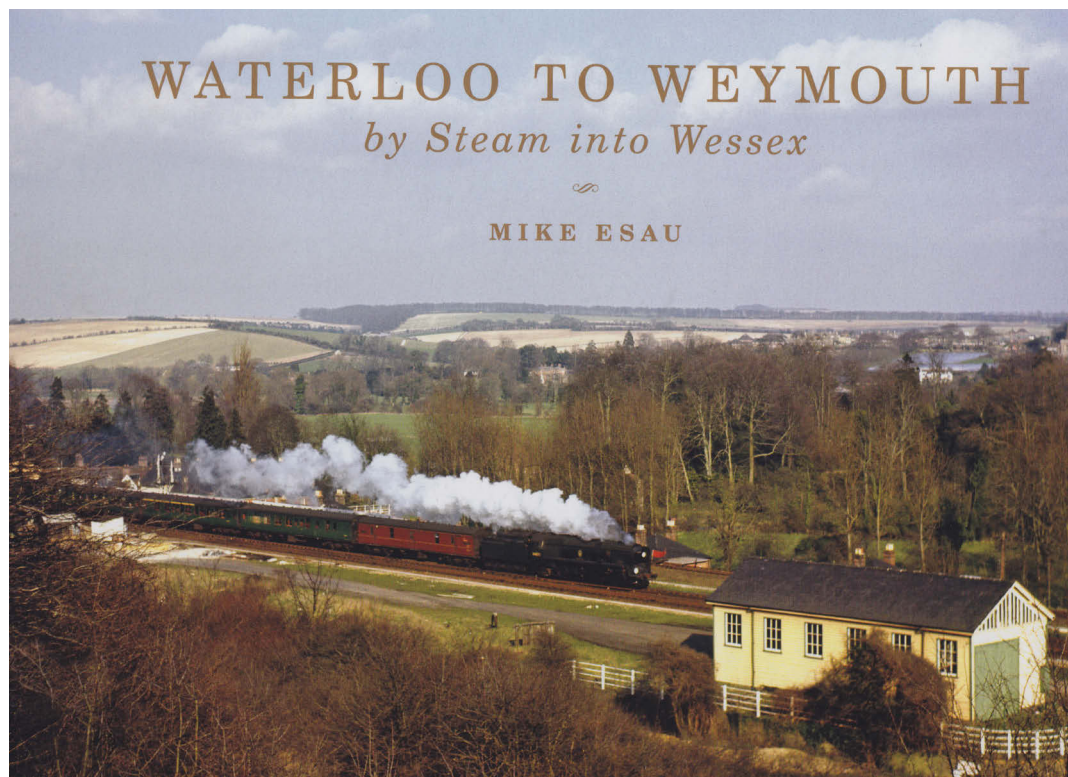
FACT FILE

- ▶ **TITLE** Waterloo to Weymouth, by steam into Wessex
- ▶ **PUBLISHER** Ian Allan
- ▶ **PRICE** £30.00
- ▶ **AUTHOR** Mike Esau
- ▶ **ISBN** 978-0-7110-3801-1

From its landscape format to gold cover lettering - it was clear that this book's intention is to linger on a coffee table for perusal at will. And it fulfils this purpose very well. The expression 'don't judge a book by its cover' is sometimes relevant, but not in this case; everything about it looks good. The design layout and print quality of the book is excellent, displaying a variety of shots taken through the lens of Mike Esau very well.

All of the photographs have been taken along the main line running from Waterloo to Weymouth in the 1960s. The subject matter has been carefully thought through and the shot variations make each page turn an interesting discovery of an era that is no longer.

There is more focus on the railway and its surroundings than just locomotive-only shots and many of



the photographs have been framed to include subjects that hint at everyday 1960s life; young trainspotters, locomotive crew, photographers and track workers for instance.

The captions bring the photographs

to life, pointing out buildings and places of interest where necessary and evidently haven't been written to fill empty page space.

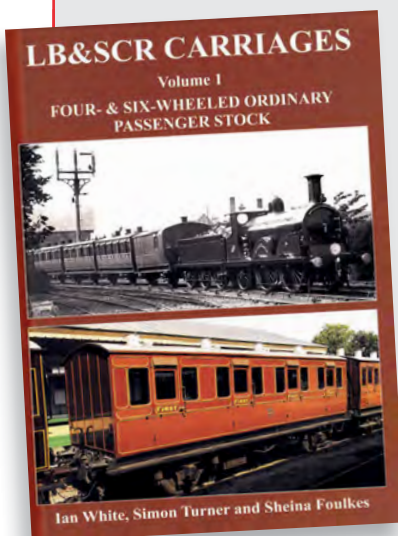
Most of the photographs in this 160-page book are black and white,

but occasionally the odd colour photograph has been placed for variety.

It's a book I'd happily recommend to Southern Region fans or those who appreciate good quality photography.

BRIGHTON LINE CARRIAGES - VOL. 1

Simply excellent! LB&SCR Carriages Volume 1 is just what I have been waiting for!



This new book, the first of a two part series, covering the four and six wheel carriages and passenger-rated vans of the LB&SCR aims to document, up to at least the same level of detail, those vehicles not covered by the 1995 Gould publication reviewing the bogie carriages. The stated aim is to provide a 'design history' presenting knowledge gained from the study and restoration of surviving carriage bodies, as well as historical documents. This is achieved in five chapters presented in historical sequence following on from the first three that cover a Historical Outline; a review of wood, paint and varnish and a structural History of the Bluebell Carriages. It is the first comprehensive coverage of all LB&SCR designs, includes many previously unseen photographs, and will appeal to followers of the SR, LB&SCR and

Bluebell Railway, and railway carriage enthusiasts in general. In particular, the newly produced scale drawings and prototype details will be of great interest to railway modellers.

The different approach taken in describing the design history in addition to the more usual historical sequence is what really sets it apart from all other carriage books that I have read. The first-hand knowledge gained from restoration of carriages on the Bluebell Railway shows in the informed text, drawings and photograph captions throughout the volume. The study of these and their analysis in terms of technical developments lends a new aspect to this book missing from previous works. In addition there are 28 pages of appendices and references to allow further, directed study if wanted.

The authors state that there are still

FACT FILE

- ▶ **TITLE** LB&SCR Carriages Volume 1: Four and Six-wheeled Ordinary Passenger Stock
- ▶ **PUBLISHER** Kestrel Railway Books
- ▶ **PRICE** £29.95
- ▶ **AUTHORS** Ian White, Simon Turner and Sheina Foulkes
- ▶ **ISBN** 978-1-905505-35-7
- ▶ **REVIEW** Ian MacCormac

substantial gaps in the early record, however, this book brings together in an easily accessible manner, all current knowledge and, as such, is an essential requirement for every carriage enthusiast and LB&SCR devotees in particular. Go and buy your copy! All royalties from the sales are being generously donated to the Bluebell Stroudley Coach Fund. I await Volume 2 with difficulty!

THE LBSCR ATLANTICS

FACT FILE

- ▶ **TITLE** The LBSCR Atlantics
- ▶ **PUBLISHER** Ian Allan
- ▶ **PRICE** £22.50
- ▶ **AUTHOR** Jeremy English
- ▶ **ISBN** 978-0-7110-3791-5

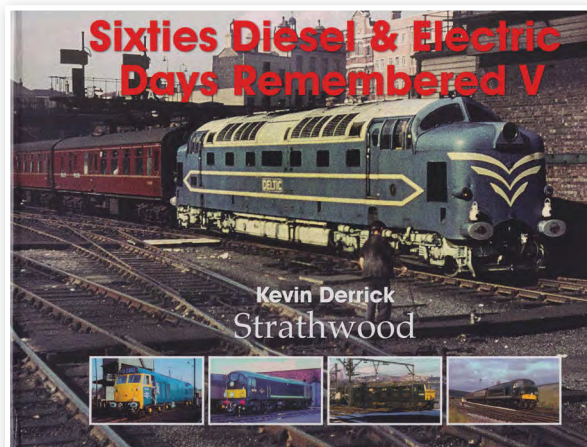
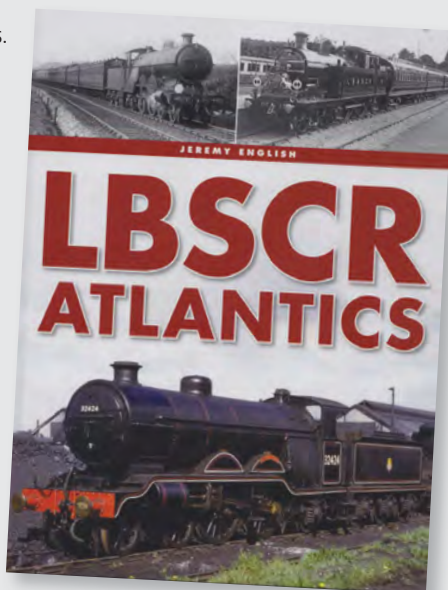
This smartly-presented book is a good all-rounder on the London Brighton & South Coast Railway (LBSCR) 'Atlantics' for the historian and modeller alike. It's no five-minute read, but gives a comprehensive (or at least well-informed) history of six of Douglas Marsh's 4-4-2 classes - the H1 and H2 class tender locomotives, and the I1, I2, I3 and I4 tanks.

The first page introduces the subject and is soon followed by a hefty chapter full of the 'who, what, where, when and why' on the 'Atlantics'. And, even if you know some or most of the subject already, there is bound to be the odd factual snippet gleaned from the text. No stone is left unturned and a total of 11 chapters, the last of which covers the new-build No. 32424 on the Bluebell Railway, make this book a must.

Given the age of the photographs used - over a century old in some cases - the occasional watermarked ones can be forgiven and overlooked. Even so, they are a minority and the clarity of some of the later ones (especially works photographs) must be applauded with plenty of detail.

To the rear of the book is a series of appendixes, some of which modellers will find invaluable with complex scale drawings and detailed factual information on class numbers and withdrawal dates.

If you need a book on the LBSCR 'Atlantics' for a project or your collection, I can guarantee that this one won't disappoint.



Search for **Sixties Diesel**



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SIXTIES DIESEL & ELECTRIC DAYS REMEMBERED V

The continuation in this series of landscape-format books by Strathwood sees a fifth instalment of 'looking back at the sixties' - an era chosen by many modellers. With 159 pages on thick paper, the book has some weight to it.

Most of the photographs used have been sourced from the Colour-Rail and Rail Online archives and vary in quality, but there are some gems and a good few photographs that can easily spark creative ideas for a layout. I particularly like the shot on page 63 of the 5-BEL units heading out of East Croydon. The clean and freshly-built 1960s concrete high-rises and car parks in the background contrast with the railway architecture. With the recently released 'Brighton Belle' from Hornby, could we see a layout depicting this in N?

Despite its title, nearly all of the photographs in this book are of diesels. The images all have short captions and the book doesn't claim to cover any subject other than photographs that have caught the author's eye.

But, they have been grouped into sections - 'North British on the Western', and 'Type 4 Delights' for instance. And, it's not just the main line classes that have been given the limelight - DMUs and even portraits of obscure shunters are included too. The short chapter 'Dubious Reputations' covers the unsuccessful classes of the Modernisation Plan.

If you want a book that covers a class in detail, then this isn't it, but if you're struggling to find ideas for a 1960s-era layout, there are some nice scenes to get you started.

FACT FILE

- ▶ **TITLE** Sixties Diesel & Electric Days Remembered V
- ▶ **PUBLISHER** Strathwood
- ▶ **PRICE** £29.95
- ▶ **AUTHOR** Kevin Derrick
- ▶ **ISBN** 978-1-905276-72-1

LOOKING BACK AT AC LOCOMOTIVES

With 95 colour pages, this book is another book in the 'Looking back at...' series from Strathwood. The author has chosen to approach the subject of AC electric locomotives from a photographic viewpoint, adding relevant class information into the captions. The book states that it is an attempt to reminisce days gone by. AC electric classes

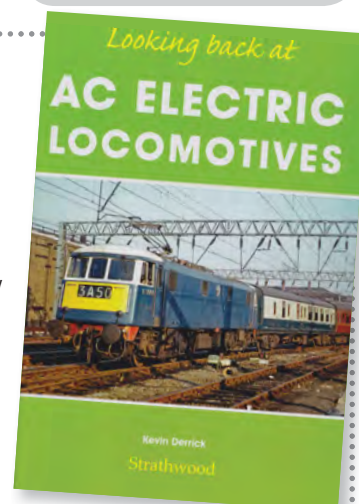
covered are the AL1-AL6s (Classes 81-86), 87s and 90s, but very little mention is given to the dual-voltage Class 92s, the Class 89 or 91s with only a few photographs of each given.

The period covered is from the early-1960s (electric blue) through to the end of the 1990s. Having read through the book, I wanted to see more. It would have been nice to have seen photographs of the classes under construction or a drivers' eye view shot instead of the many three-quarter views, or perhaps even an account of what they were like to drive, depot favourites from employees' point of view - so much more could have been said. The large font will be welcomed by those who find reading a struggle, but

it did make the spelling mistakes so much clearer.

Some of the photographs of poorer quality have been printed to fill a page and sadly it hasn't done them any favours, even where the subject is worthy of its place.

This pictorial style of book without the 'nitty gritty' information is common. The problem is that internet makes such photographs readily available free of charge from photographic websites - especially the standard three-quarter views published here.



FACT FILE

- ▶ **TITLE** Looking Back at AC Locomotives, Strathwood
- ▶ **PRICE** £19.95
- ▶ **AUTHOR** Kevin Derrick
- ▶ **ISBN** 978-1-905276-51-6
- ▶ **REVIEW** Howard Smith

Search for **AC Electric Locomotives**



www.rmweb-buyandsell.co.uk

HELJAN AC CARS

After successfully producing diesel railbuses in OO gauge, Heljan is giving O gauge modellers the opportunity to add one of these cult vehicles to their fleet. **Howard Smith** takes a closer look.

FACT FILE

- ▶ **MANUFACTURER** Heljan A/S
- ▶ **PRODUCT** 88911 BR dark green AC Cars 4w diesel railbus W79977 (small yellow warning panels)
- ▶ **RRP** £495.00
- ▶ **AVAILABILITY** Heljan stockists
- ▶ **REVIEW** Howard Smith

Better known for its high-performance and luxury sports cars such as the Ace and the Cobra, AC Cars was one of the more leftfield contributors to BR's Modernisation Plan. Apart from a small fleet of trains from the Southend Pier Railway, AC had no experience of building railway vehicles. Nevertheless, it was one of five companies selected to build a total of 22 prototype lightweight diesel railbuses designed to reduce operating costs on rural railways.

Despite the difficulties of constructing the vehicles at the company's restricted Thames Ditton factory, where the underframes and bodies had to be built separately and then moved elsewhere for final assembly, AC delivered the first of the new railbuses, in February 1958. Relatively advanced for its time, the design featured a similar engine and transmission

to conventional BR diesel railcars, but with compressed air braking, power-assisted sliding doors, retractable steps and flexible mountings for the body, to reduce vibration.

W79975-978 were the only four railbuses allocated to the Western Region, for use on the branches from Kemble to Cirencester and Tetbury, until their closure in April 1964. The quartet then moved west, working between Boscarne Junction and Bodmin North in Cornwall (W79978/979) and on Yeovil Town-Yeovil Junction shuttles (W79975/976), although these duties were also short-lived, ceasing January 1967 and late-1966 respectively. All four were then obtained by the Scottish Region, where they joined all other surviving DRBs and their sister, Sc79979.

The latter was the first railbus to reach Scotland, in August 1958, and the type saw use on various lines, including Gleneagles-Crieff-Comrie, Grangemouth-Falkirk, Larbert-Alloa, Ardrossan-Kilmarnock and Ayr-Dalmellington. Two AC Cars railbuses, W79976/978, were rescued for preservation, although neither is currently in working order and W79976 is little more than a derelict shell.

THE MODEL

The prototypes are slightly obscure, but due to their nature of venturing about, they make suitable candidates for running on short branch line layouts with a little modellers licence. For Heljan, it's a step away from its recent brutish main line classes.

Three liveries are available, W79975 in BR light green with whiskers (HJ8890), W79978 in BR dark green with whiskers (HJ8892) and W79977 in dark green with yellow warning panel (HJ8891). Our sample was W79977 with warning panel, and the one I wanted to see most. It's a sturdy model and despite its short length is deceptively heavy at 2kg. The decoration is impressive bar one or two areas that are worth noting.

The yellow panels lack density, letting a small amount of the dark green show through and the edges are slightly fuzzy. It's nothing dramatic and wouldn't really be seen with some weathering. The British Railways emblem font on the coaching stock roundel appears too large and the black lines are too wide causing them to merge and lose detail around the crown. Having observed photographs of the numbers applied to W79977, the font seems to be a little on the thin side too. None of this would put me off buying the model as the

rest of the application of the livery is exemplary. Windowframes and roof linings are correctly picked out in black along with the destination blinds.

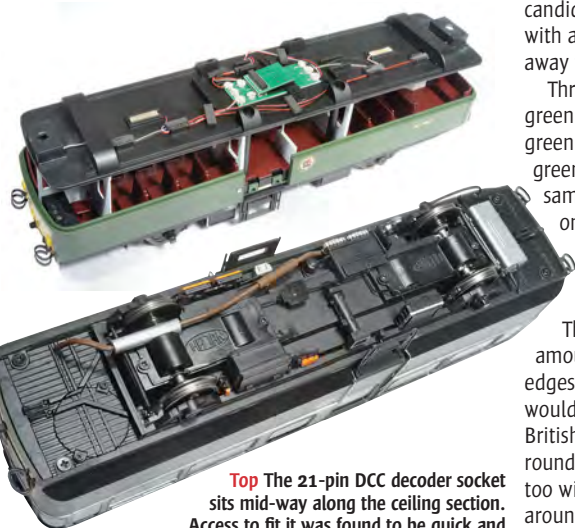
I ran a ruler over the model taking down all the critical dimensions. In every aspect it was spot on. I couldn't quite figure out why the model appears to sit too low on its chassis though. The underframe girders don't protrude enough underneath. They are correctly modelled, but too much is hidden by the bodyside cowling. A look at BR First Generation Diesel Railbuses by Evan Green-Hughes reveals this clearly - you can also check against photographs on the Colour-Rail website.

Unlike other O gauge diesels that Heljan has produced, the interior of the model is very visible. And on the model, some effort has been made to get it looking close to the original. The floor is artificially, but not noticeably, raised to accommodate the underfloor motor and driveshafts that propel each axle. It means that you can fit passengers to the inside, but they might need to be amputated below the knee for them to sit correctly!

The interior is correctly maroon, although if you really wanted to go to town, you could print and add seat patterns that would be quite visible when looking through the side windows. Even the grab handles on the seats are separately fitted pieces of wire, not just moulded. The fit of the drivers' compartment partitions is a bit clumsy though,



This shot illustrates perfectly the complex underframe components to their best. I think the axleboxes are a fraction overscale, but don't look offensive.



Top The 21-pin DCC decoder socket sits mid-way along the ceiling section. Access to fit it was found to be quick and simple. Simply remove the passenger door handrails and unclip the side doors. Note also the speaker housing seen bottom left.

RAILBUS



misaligning with the window down one side, and leaning away the front.

WELL RESEARCHED

This is Heljan's first O gauge model with a 21-pin DCC decoder socket. It even has a 25mm speaker housing in the chassis and cries out to be fitted with sound. Tower Models is offering a sound fitting service for £175 and can also provide models in weathered condition and with passengers installed

The railcar is brought to life with working directional LED lights. No red tail lights were fitted to the AC railbuses, so the model is prototypical. The model is also equipped with interior lights and illuminated cab desk dials that bring it to life.



The buffers with lamp brackets are separately fitted items. They are too rounded to the front, so to improve their appearance, I'd flatten them slightly with a pair of pliers.

(contact Tower for prices or see www.tower-models.com). The model has been designed to be taken apart easily to access the interior and fit a decoder. Unfortunately this has meant that the wire handrails to the side doors need to be removed and as such have left the factory without being glued into place. They are held into place by twisting the wire 90 degrees along its axis - the problem is that they don't sit straight. I'd be tempted to replace these, or at least twist them with some pliers.

Underframe detail has been modelled well and some considerable research has been involved to get it looking the way it does. The SKEFCO axleboxes are a tad on the large side, but the

lettering of the logo has been correctly represented. The folding steps are separate items and have been nicely produced. The air horns have even been produced on the underside and they can't even be seen unless the model is turned upside down. Elements such as the engine rocker covers and fuel tanks are picked out in silver, with other electrical equipment and boxes in the striking orange colour that has been successfully applied over the black of the underframe.

This model is not cheap, there is no other way of putting it, but I'd say that given its quality, bar a few niggles that can be sorted out it's a price that reflects the research and development work that has been put into the project. I could go on with a lengthy list of what I like about it, but this last minute arrival has left magazine space at a premium. **BRM**



TRIED & TESTED

IWATA CUSTOM MICRON

With so many different types of airbrush on the market, **Howard Smith** looks at one of the best from Airbrushes.com. Does the extra investment make a difference?

If you browse the numerous tool stalls at shows, the internet or even catalogues, you'll notice that there is a very good selection of airbrushes available to modellers. To a newcomer, the choice can be bewildering, as many look the same, with prices ranging from the sub-£50 mark to a couple of hundred for a top-of-the-range model.

Many modellers have already discovered that using aerosol paint cans in the short run is a cheaper and faster method that doesn't involve the extra expense of an air compressor, hoses, large quantities of thinners and cleaning. So, you could ask why you'd even want to bother with an airbrush altogether.

The truth is, it all depends on the quality of the surface finish on a model. Compare it to a paint job on a car. You can send it to be resprayed professionally using a paint gun with compressed air, or you can have a go at it yourself with a spray can - don't expect the results to be the same though. If hours have been spent building a model, it seems a shame to cut corners on the last, but most visible stage of the process.

WHAT TO LOOK FOR?

Here's a relatively new airbrush from Iwata - the Custom Micron. This is the Rolls-Royce of airbrushes and if you use it correctly, it'll guarantee professional-looking results and last you a lifetime. Iwata has long been considered one of the best makes of airbrushes, and is leagues above some of its competitors in terms of quality and reputation.

Before we look the features of

With its metal case inside a cardboard box to prevent scratches, Iwata's CM-C Plus is certainly sturdy. If stored correctly there's no chance of anything getting damaged, and, with spares available from Airbrushes.com if required, it's a tool for life.

this airbrush, let's go through what we should expect from an airbrush to guarantee a chance of excellent results. You might be wondering why there are such large differences in pricing between models too, and it's not all about brand names.

You can't expect a truly excellent finish from a sub-£50 airbrush. This is important to remember - if this is your budget, you're probably best sticking to quality paint cans as you'll see little difference of note in the paint finish.

Most of these cheaper airbrushes are single-action, meaning that the compressed air and paint will

arrive at the same time. This usually results in a poorer atomisation of the paint, making them more prone to splattering. Ideally, you should look for a dual-action airbrush that'll deliver the air first when pulling back on the trigger a little, then, when it is pulled back further still, introduce paint into the airflow. Another downside of cheaper airbrushes is that they usually mix the paint outside of the airbrush, as the paint is sucked up from the container below, again, resulting in poor atomisation of the paint. So, for best results, a dual-action, gravity-fed airbrush that mixes the paint internally by the trigger is ideal.

Iwata's flagship Custom Micron ticks all these boxes and far more. Its gravity-fed design and dual action trigger are ultra-precise and the whole airbrush is made from durable alloys to withstand heavy-duty use for years to



SEE THIS AIRBRUSH IN ACTION...

See how this airbrush performs on this month's **BRM TV DVD** along with other useful airbrush items from Airbrushes.com.



The CM-C Plus isn't the lightest due to its all-metal components, but it fits comfortably in the hand.

runs - try doing that with a spray can. In fact, you can get so close to your work you could even make the needle touch it by accident. To avoid this happening, a crown cap protector is supplied to fit over the top that has two slots either side, allowing the air to escape.

Part of the airbrushes' ability to cope with this range is down to the way the airbrush is setup from the factory. Every one is calibrated and tested by an Iwata employee, before leaving the factory. A sample of the spray pattern is included on a piece of paper included with the airbrush. This means that when it arrives at your home, you can rest assured that it works straight from the box.

Because this airbrush makes use of a gravity feed, it means that you won't need to use as much air pressure, as the fluid is drawn to the tip by gravity. So, not only is all the paint used, making it more economical, but you can also paint slower making it better for working on detail.

The airbrush also boasts a preset handle that you can turn to limit the travel of the trigger and needle. This sets the maximum amount of paint delivered and is particularly useful for achieving an even coverage of surfaces - it can help to prevent accidental flooding

too. This handle is an optional accessory on the Iwata Revolution and Eclipse ranges, but is standard on this model.

BUILT TO LAST

If proof is needed of how long this airbrush is expected to last, then look no further than the packaging. The airbrush is supplied in a custom metal case along with some accessories, all nicely protected by foam padding that'll last for years. The accessories include a moisture trap (an essential item when spraying with a compressor as air contains a certain amount of humidity), a spanner and a tube of lubricant to keep the trigger mechanism working freely.

Naturally, this airbrush being one of the best on the market for working on models means that it carries a premium. Airbrushes.com is selling them for £370.00. Don't let the price put you off though, as like many things, what you pay for is what you get. This might seem a steep price for an airbrush, but this isn't just any airbrush. It's one that you can rely on for years to come with quality results that'll match. If you're serious about the paint finish of any model, this is a quality piece of kit that I have no problem recommending. **BRM**



come - there isn't a whiff of plastic in sight. The seals for instance aren't made from rubber as these deteriorate over time when they come into contact with solvents. Instead, ultra-low friction PTFE seals are used to prevent the trigger from sticking, helping to keep all moving parts running smoothly. The highly-polished needle is made from hardened stainless steel to ensure a precise transition between detail and mid-spraying work.

INCREDIBLE AT DETAIL

Many airbrushes aren't able to get 'up close and personal' with fine detail work without revealing their flaws. The Custom Micron is an excellent all-rounder, with a round spray pattern ranging from 0.23mm to 25mm. As such, you can sweep along the length of bodyside panels in a few swoops with the needle open wide, or close it up if you want to pick out areas such as brake shoes, rusty chains, stain marks or oil

PRODUCT DETAILS

Iwata CM-C Plus (v2) RRP: £370.00

The Airbrush Company Ltd 79 Marlborough Road (East), Lancing Business Park, Lancing, West Sussex BN15 8UF

W Airbrushes.com **T** 01903 767 800

Search for Airbrush



www.rmweb-buyandsell.co.uk



There can be few in the arsenal of modelling tools that look as good as this one. The Custom Micron is easy to take apart and clean and easy to assemble. Despite being a precision tool, none of the parts are unnecessarily fiddly.

This month's **OXFORD** New Releases

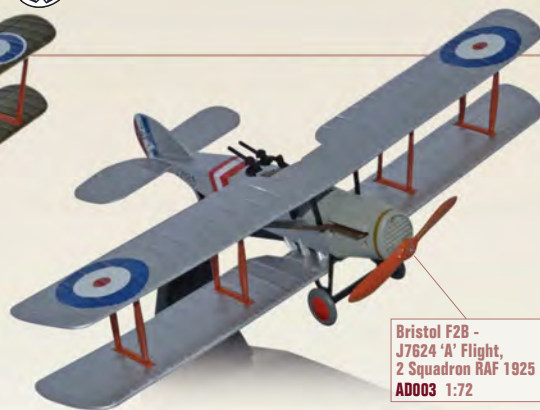
1:72



Polikarpov -
Chinese Air Force
AC065-2105 1:72



De Havilland DH4 -
No. 5 Squadron
RNAS 1918
AD004 1:72



Bristol F2B -
J7624 'A' Flight,
2 Squadron RAF 1925
AD003 1:72

1:76



DAF2800 40ft Curtainside -
Robson's of Carlisle
76D28001 1:76

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Scania R143M 40ft
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NEW Tooling!



Leyland DAF 85 40ft Box
Trailer - Royal Mail
76DAF001 1:76

NEW Tooling!



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NEW Tooling!

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1:43



Daimler SP250 (Hood) -
Black, Metropolitan Police
DSP001 1:43

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SCOTTISH RAILROVER

Celebrate the railways of Scotland with three very different model railways; 'Halland' - a Borders outpost in the 1950s (pictured), 'Kirkcudbe', featuring the Glasgow & South Western Railway in O gauge and 21st century operations in N gauge at 'Blackwood Junction' (below).



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MODEL RAILWAYS LIVE

Closing date for the August issue is June 1.

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

SUNDAY JUNE 14

Corby & District Model Railway Society
C&DMRS Wilbarston Exhibition 2015, Wilbarston Village Hall, Carlton Road, Wilbarston, Market Harborough, Leicestershire LE16 8QD
Sunday: 1000 - 1600 **Prices:** £4.00 adult, £2.00 child (2 to 16 years), £3.00 OAP, £3.00 concessions, £10.00 family (2 Adults + 2 Children) **Tel:** 07505 377 956 **Email:** kevma.emsley@ntlworld.com **Web:** www.cdmrs.co.uk

FRIDAY JUNE 19 TO SUNDAY JUNE 21

GCR Model Event Great Central Railway, exhibits at four locations between Loughborough and Leicester North. **Friday/Saturday:** 1000 - 1700, **Sunday:** 1000 - 1600, **Price:** £15
Tel: 01509 632323, **Web:** www.gcrailway.co.uk
Email: mre@gcrailway.co.uk

SATURDAY JUNE 20

Pennine Model Railway Society, Saddleworth Museum, High Street, Saddleworth, Oldham, OL3 6HS **Saturday:** 1000 - 1600 **Prices:** £2.50 adult, £0.00 child (0-15yrs), £2.50 OAP, £2.50 concessions **Tel:** 07787 840 672

SATURDAY JUNE 20

The 2mm Scale Association 2015 Expo
Chelford Village Hall, Knutsford Road, Chelford SK11 9AS **Saturday:** 1000 - 1630
Prices: £5.00 adult **Email:** events@2mm.org.uk **Web:** www.2mm.org.uk/events

SATURDAY JUNE 27 TO SUNDAY JUNE 28

John Sutton Books & Models Narrow Gauge & Industrial Model Railway Exhibition, Avoncroft Arts Community Centre Birmingham Road, Stoke Heath, Near Bromsgrove, Worcs B60 4JR **Saturday:** 1000 - 1630 **Sunday:** 1000 - 16.00 **Prices:** £4.00 adult, £2.00 child, £3.50 concessions

SATURDAY JULY 4

Beaconsfield Model Railway Exhibition
The Beaconsfield School, Watlington Road, Beaconsfield, Buckinghamshire HP9 1SJ **Saturday:** 1030 - 1700 **Prices:** £4.50 adult, £2.00 child (0 to 15yrs) **Tel:** 01753 643724
Web: www.beaconsfieldmrc.org

SUNDAY JULY 12

London Theatre Ltd SEVENOAKS Model Railway Show, Sevenoaks Primary School, Bradbourne Park Rd, Sevenoaks, Kent TN13 3LB

Sunday: 1000 - 1600 **Prices:** £6.00 adult, £5.00 child (2 - 14yrs), £5.00 OAP, £5.00 concessions, £12.00 family (2 Adults + 2 Children) **Tel:** 02086 941 888
Email: thelondontheatre@live.co.uk
Web: www.modelrailwayexhibition.com

SATURDAY JULY 25

Barnstaple Model Railway Club Exhibition
Christ Church, Bear Street, Barnstaple, Devon EX32 7BN **Saturday:** 1000 to 1600
Prices: £4.00 adult, £3.50 concessions
Tel: 01271 370 654 **Email:** r.slate@btinternet.com **Web:** www.barnstaplemrc.com

SATURDAY JUNE 13

23rd Alresford Festival of Toy Trains 2015, Perin's Community School, Pound Hill, Alresford, Hampshire SO24 9BS **Saturday:** 1030 - 1630
Prices: £5.00 adult, £3.00 child, £14.00 family
Tel: 01962 733 475 **Email:** bob.leggett@tesco.net **Web:** www.alresford-toy-trains.org.uk

SATURDAY JUNE 13

Bert Etherington, Model Railway Exhibition
Patcham Methodist Church, Ladies Mile Road, Brighton BN1 8QE **Saturday:** 1000 - 1630
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:** 1000 - 1700 **Sunday:** 1000 - 1600
Prices: £7.00 adult, £0.00 child **Contact:** David Holman **Tel:** 07552 777 718
Web: www.chathamshow.co.uk

SATURDAY JUNE 13 TO SUNDAY JUNE 14

Shepton & District MRS Exhibition, Village Hall, 18 Chelynch Park, Doultling, Shepton Mallet, Somerset BA4 4PL **Saturday:** 1030 - 1630
Sunday: 1000 - 1600 **Prices:** £4.00 adult
Contact: John Perrett **Tel:** 01761 232 950

SATURDAY JUNE 20

Gloucester Model Railway Show
Hucclecote Methodist Church Hall, Carisbrooke Road, Gloucester GL3 3QP **Saturday:** 1000 - 1700 **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

SATURDAY JUNE 20

North Wales N Gauge Group Exhibition
St Mary's & St. John's Halls, Rosehill Street, Conwy LL32 8LD **Saturday:** 1000 - 1600
Prices: £4.00 adult, £3.00 concessions
Contact: John Lewis **Tel:** 01492 572633

SATURDAY JUNE 20

Trent Valley North American Modellers Show, Armitage with Handsacre Village Hall Shropshire Brook Road, Armitage, Staffordshire WS15 4UZ **Saturday:** 1000 - 1600
Prices: £5.00 adult **Web:** www.tvnam.co.uk

SATURDAY JUNE 20 TO SUNDAY JUNE 21

Gainsborough Model Railway Society
Florence Terrace, Near Tesco car park), Gainsborough, Lincolnshire DN21 1BE
Saturday: 1330 - 1800 **Sunday:** 13.30 - 1800
Prices: £4.00 adult, £3.00 child, £3.00 OAP, £10.00 family (2+2) **Contact:** M A Clapham **Tel:** 01427 615871
Email: gmrscontact@gmail.com
Web: www.gainsboroughmodelrailway.co.uk

SATURDAY JUNE 20 TO SUNDAY JUNE 21

Mere Model Railway Exhibition
Mere Lecture Hall, Salisbury Road BA12 6HA
Saturday: 1000 - 1630 **Sunday:** 1000 - 1630
Prices: £4.00 adult, £2.00 child **Contact:** Tom Snook **Tel:** 01747 861977

SUNDAY JUNE 21

Gravesend Railway Enthusiasts Soc
Wallingford Model Railway Exhibition
Primary School, St John's Road, Wallingford, Oxfordshire OX11 9AG **Sunday:** 1000 - 1630
Prices: £4.00 adult, £1.50 child, £10.00 family
Contact: Dakota Dibben **Tel:** 07595 255150
Web: www.gres.org.uk

SATURDAY JUNE 27

Braintree & Halstead Model Railway Exhibition Bocking Arts Centre (formerly The Institute) Braintree Town Centre (next to Argos), Bocking End, Essex CM7 9AE **Saturday:** 1000 - 1600 **Prices:** £4.00 adult, £2.00 child, £10.00 family (2 + 2) **Tel:** 01787 222920

SATURDAY JUNE 27

Enfield Town Model Railway Exhibition
St Paul's Centre, Enfield Town, Midx EN2 6PR
Saturday: 1030 - 1700 **Prices:** £3.00 adult
Tel: 01992 639361 **Web:** www.enfield-town-mrc.org.uk



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EVENT DIARY

SATURDAY JUNE 27 TO SUNDAY JUNE 28

Middleton Railway (Leeds) Model Railway Exhibition, Middleton Railway, Moor Road, Hunslet, Leeds, West Yorkshire LS10 2JQ
Saturday: 1000 - 1700 **Sunday:** 1000 - 1700
Contact: Ian Dobson **Tel:** 01274 613687
Email: ian.dobson9015@btinternet.com
Web: www.middletonrailway.org.uk

SATURDAY JUNE 27 TO SUNDAY JUNE 28

Perth Model Railway Exhibition, Dewars Ice Rink Glover Street, Perth PH2 0TH **Saturday:** 1000 - 1730 **Sunday:** 1000 - 1700 **Prices:** £6.00 adult, £3.00 child, £15.00 family (2 + 2)
Contact: Stan Mough **Tel:** 07588 754 959
Web: www.perthmrc.org.uk

SATURDAY JULY 4

Beaconsfield & District MRC Exhibition The Beaconsfield School, Wattleton Road, Beaconsfield, Buckinghamshire HP9 1SJ
Saturday: 1030 - 1700 **Prices:** £4.50 adult, £2.00 child **Contact:** Roy Jackson **Tel:** 01753 643724 **Web:** www.beaconsfieldmrc.org

Model Railway Exhibition St Laurence Church, Alvechurch B48 7SB **Saturday:** 1030 - 1600 **Prices:** £2.00 adult, £1.00 child
Contact: David Richmond **Tel:** 01214 453 569

SATURDAY JULY 4 TO SUNDAY JULY 5

Basildon MRC Annual Exhibition, James Hornsby School, Leinster Road, Laindon, Basildon Essex SS15 5NX **Saturday:** 1000 - 1700 **Sunday:** 1000 - 1630 **Prices:** £5.00 adult, £3.00 Concessions, £2.00 Child, £12.00 Family **Tel:** 01268 411 603
Email: nedcc1985@outlook.com

SATURDAY JULY 11

Sheredes School Association 22nd Annual Model Railway Exhibition, Sheredes School, Cock Lane, Hoddesdon, Hertfordshire EN11 9JY
Saturday: 1030 - 1700 **Prices:** £4.50 adult, £3.00 concessions, £12.00 family (2 + 2)
Contact: Exhibition Manager
Tel: 07866 412 165

SUNDAY JULY 12

Penarth Model Railway Exhibition The Paget Rooms, Victoria Road, Penarth, South Glamorgan CF64 3EG **Sunday:** 1100 - 1630
Prices: £3.00 adult, £2.00 child **Contact:** bpmrc@outlook.com **Email:** bpmrc@outlook.com **Web:** www.bpmrc.org.uk/penarth

SUNDAY JUNE 14

Mid Devon Model Railway Exhibition Tiverton Pannier Market Market Square, Tiverton, Devon EX16 6NH **Sunday:** 1000 - 1500
Contact: Chris Firth **Tel:** 01884 243351 / 07815 791191
Email: tivertonmarket@middevon.gov.uk

SATURDAY JULY 18

G1MRA Yorkshire Group Gauge 1 North, Agricultural Business Centre, Bakewell, Derbyshire DE45 1AH **Saturday:** 1000 - 1630
Prices: £5.00 adult, £5.00 OAP, £5.00 concessions **Contact:** Peter Vincent **Tel:** 01246 590259 **Email:** secretary@gauge1north.org **Web:** www.gauge1north.org

Festival of Model Tramways 2015

Arnhem Gallery, Fairfield Halls, Park Lane, Croydon CR9 1DG **Saturday:** 1000 - 1700

Prices: £8.00 adult **Contact:** Ron Howes
Tel: 02089 480 721
Email: ron.howes@tramwayinfo.com
Web: www.tramwayinfo.com/festival

SATURDAY JULY 18

Frinton-on-Sea Model Railway Exhibitions St Mary Church Hall, Frinton-on-Sea, Essex CO13 9BX **Saturday:** 1000 - 1630
Prices: £3.50 adult, £1.50 child, £9.00 family
Contact: Dakota Dibben **Tel:** 07959 255 150
Web: www.gres.org.uk

SATURDAY JULY 18 TO SATURDAY JULY 19

Whitby and District Model Railway Club Exhibition, The Village Hall, Goathland, North Yorkshire YO22 5AL **Saturday:** 10.00 - 16.30 **Sunday:** 10.00 - 16.30 **Prices:** £1.00 adult, £1.00 child **Contact:** John Stewart **Tel:** 01751 431547 **Email:** john@uncommercial.co.uk

Chichester Model Engineers Grand Summer

Gala Blackberry Lane, off Bognor Road, Chichester (East), West Sussex PO19 2FS
Saturday: 10.00 - 16.30 **Sunday:** 10.00 - 17.00 **Prices:** £5.00 adult, £3.00 child
Contact: Ben Earnshaw-Mansell **Tel:** 07954 051594 **Web:** www.cdsme.co.uk

SUNDAY JULY 19

Gainsborough Model Railway Society Florence Terrace, (Near Tesco car park), Gainsborough, Lincolnshire DN21 1BE **Sunday:** 1.30pm to 6pm **Prices:** £4.00 adult, £3.00 child, £3.00 OAP, £10.00 family (2+2) **Contact:** M A Clapham **Tel:** 01427 615871
Email: gmrscontact@gmail.com
Web: www.gainsboroughmodelrailway.co.uk

SATURDAY JULY 25

Bridport & District Model Railway Exhibition United Church Hall, East Street, Bridport, Dorset DT6 3LJ **Saturday:** 1000 - 1630 **Prices:** £3.50 adult, £1.00 child **Contact:** Bob Ahrens **Tel:** 01308 861754
Email: robert@rahrens.wanadoo.co.uk

Pevensey Bay Model Railway Club Annual

Exhibition, Pevensey Memorial Hall Church Lane, Pevensey, East Sussex BN24 5LA
Saturday: 1000 - 1630 **Prices:** £3.50 adult, £1.50 child, £3.00 OAP, £8.00 family (2 + 2)
Tel: 01323 763590 / 077184651
Web: www.pevenseybaymrc.co.uk

Sussex Vintage Model Railway Collectors

Toy and Model Train Show Knoyle Hall, Knoyle Road, Preston Park, Brighton, East Sussex BN1 6RB **Saturday:** 1000 am - 16.30 pm
Prices: £3.00 adult (0-16yrs), £2.50 OAP, £2.50 concessions **Contact:** Chairman or publicity officer **Tel:** 01256 350764
Email: sussexvintagemrc@hotmail.co.uk
Web: www.sussex-transport.co.uk/svmrc

SATURDAY JULY 25 TO SUNDAY 26 JULY

South Coast Model Railway Club Exhibition **Saturday:** 1030 - 1700 **Sunday:** 1000 - 1600
Prices: £5.00 adult, £3.50 child (2 + 2yrs), £15.00 family **Contact:** Steve Mosedale
Tel: 07984 454787 **Email:** trainspotta@hotmail.co.uk **Web:** www.southcoastmodelrailway.club

Colwyn Model Railway Exhibition

Craig y Don Community Centre, Queens Road, Craig y Don, Llandudno LL30 1TE

Saturday: 1000 - 1600 **Sunday:** 1000 - 1600 **Prices:** £4.00 adult, £2.00 child **Web:** colwynmodelrailwayclub.co.uk

SATURDAY AUGUST 1 TO SUNDAY AUGUST 2

Tinkers Park Railway - Model Railways Plus Tinkers Park, Hadlow Down, East Sussex, TN22 4HS
Prices: £6.00 adult, £2.00 child **Tel:** 07951 072 790 / 01623 722 115
Email: tinkerdave@talktalk.net
Web: www.tinkerspark.com

SATURDAY OCTOBER 17 TO SUNDAY OCTOBER 18

National Festival of Railway Modelling East of England Showground, Peterborough, PE2 6XE **Saturday:** 1000 - 1700 **Sunday:** 1000 - 1630 **Prices:** £10.00 adult, £5.00 child, £30.00 family **Web:** www.model-railways-live.co.uk

TRAIN & TOY FAIRS

THURSDAY JUNE 11

Joe Lock, Theydon Bois Toy & Train Fair Theydon Bois Village Hall, Coppice Row (B172), Theydon Bois, Essex CM16 7ER **Thursday:** 1900 - 2100 **Prices:** £1.00 adult **Contact:** Joe Lock **Tel:** 07866 641215

SATURDAY JUNE 13

Toy and Train Fair - Kirkleatham Museum Redcar, Teesside TS10 5NW **Saturday:** 1000 - 1430 **Prices:** £2.00 adult **Tel:** 01462 479500
Web: www.redcar-cleveland.gov.uk/museums

Malcolm Townsend Nottingham Toy & Train Fair Bluecoat Academy, Aspley Lane, Nottingham NG8 5GY **Saturday:** 1000 - 1400 **Prices:** £2.00 adult **Contact:** Malc **Tel:** 07951072790 / 01623722115
Email: malctown@hotmail.co.uk
Web: www.tttf.co.uk

SUNDAY JUNE 14

SRP Toy Fairs - Rayleigh Swayne Park School, Sir Walter Raleigh Drive, Rayleigh, Essex SS6 9BZ **Sunday:** 1000 - 1400 **Prices:** £2.00 adult **Contact:** Gerald Widdowson
Tel: 07739998012 / 01322662729
Email: srptoys1@hotmail.co.uk
Web: www.srptoysfairs1.co.uk

SUNDAY JUNE 21

Jim Corr Chester le Street Toy & Train Fair Park View School, North Lodge, Lombard Drive, Durham DH3 4BB **Sunday:** 1030 - 1530
Prices: £2.50 adult, £1.50 child, £1.50 OAP
Contact: Jim **Email:** jim_corr73@hotmail.co.uk

Malcolm Townsend Ashfield Toy & Train

Fair, Festival Hall, Hodgkinson Road, Kirby-in-Ashfield, Nottinghamshire NG17 7DJ
Sunday: 1000 - 1500 **Prices:** £2.00 adult **Contact:** Malc **Tel:** 07951072790 / 01623722115 **Email:** malctow@hotmail.co.uk
Web: www.tttf.co.uk

OPEN DAYS

SUNDAY JUNE 21

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 051594

SATURDAY JULY 11 TO SUNDAY JULY 12

Glenrock Model Railway Open Weekend Glenrock Art Studio, Gunnislake Station, Gunnislake, Cornwall PL18 9EE **Saturday:** 10.00 - 17.00 **Sunday:** 10.00 - 17.00
Prices: £3.00 adult, £2.00 child, £2.00 OAP **Contact:** Ian Pethers
Tel: 01822 834289

SRP Toy Fairs - Orpington Crofton Halls, Station Road, Orpington, Kent BR6 8PR
Sunday: 1000 - 1400 **Prices:** £2.00 adult
Contact: Gerald Widdowson
Tel: 07739998012 / 01322662729
Email: srptoys1@hotmail.co.uk
Web: www.srptoysfairs1.co.uk

WEDNESDAY JUNE 24

Joe Lock Hoddesdon Toy & Train Fair Sheredes School, Cock Lane, Hoddesdon, Hertfordshire EN11 9JY **Wednesday:** 1900 - 2100 **Prices:** £1.00 adult **Contact:** Joe Lock
Tel: 07866 641 215

SATURDAY JUNE 27

SRP Toy Fairs - Hawkinge Hawkinge Community Centre, Heron Forstal Avenue, Hawkinge, Kent CT18 7FP **Saturday:** 10.00am - 2.00pm **Prices:** £2.00 adult **Contact:** Gerald Widdowson
Tel: 07739998012 / 01322662729 **Email:** srptoys1@hotmail.co.uk
Web: www.srptoysfairs1.co.uk

SUNDAY JUNE 28

SRP Toy Fairs - Worthing Charmandean Centre, Forest Road, Worthing BN14 9HS
Sunday: 1000 - 1400 **Prices:** £2.00 adult
Contact: Gerald Widdowson
Tel: 07739998012 / 01322662729 **Email:** srptoys1@hotmail.co.uk
Web: www.srptoysfairs1.co.uk

WEDNESDAY JULY 1

Joe Lock South Croydon Toy & Train Fair St John's Community Hall, Upper Selsdon Road, South Croydon CR2 8DD **Wednesday:** 1830 - 2030 **Prices:** £1.00 adult **Contact:** Joe Lock
Tel: 07866 641215

FRIDAY JULY 3

Malcolm Townsend Afreton Toy & Train Fair Leisure Centre, Church Street, Afreton, Derbyshire DE55 7BD **Friday:** 1900 - 2100
Prices: £2.00 adult **Contact:** Malc
Tel: 07951072790 / 01623722115
Email: malctow@hotmail.co.uk
Web: www.ashfieldtoyfairs.kk5.org

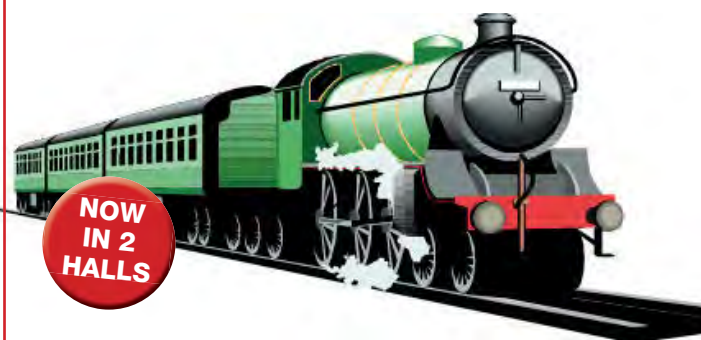
SATURDAY JULY 4

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**Squires will be exhibiting at the following shows in 2015 –
Diary updated as bookings are confirmed.**

- June 20 - CONWY** The Welsh N Gauge Show, St.Mary's and St.John's Church Halls, Rosehill St, Conwy, N.Wales LL32 8LD. Sat 10-4.30. Inc. N Gauge Society 48th AGM**
- June 27/28 - PERTH** M/Rail Exhib, Dewars Ice Rink, Perth PH2 0TH. Sat 10-6, Sun 10-5.
- July 4/5 - GUILDFORD** 48th Model Steam Rally & Exhibition, Guildford Model Engineer Soc, Stoke Park, London Rd, Guildford Surrey GU1 1TU. 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 **Plenty of FREE Parking**
- Aug 8 - BEXHILL** Model Railway Exhibition, St. Richards Catholic College, Ashdown Road, Bexhill-on-Sea, East Sussex TN40 1SE. Sat 10-5.
- Aug 15/16 - BUTTERLEY** Midland Railx 2015 Model Railway Exhibition, The Midland Railway, Butterley Station, Ripley, Derbyshire DE5 3QZ. Sat/Sun 10-5.
- 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 Avenue, Swindon SN2 2EY. Sat/Sun 10-5. Tel: 01793 466646.
- Sept 19 - CRAWLEY** Seaboard-Southern Railroad Club American Model R/way Exhib 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.* Sat 10-5, Sun 10-4.
- Sept 26/27 - HALIFAX** Model Railway Exh, North Bridge Leisure Centre, Halifax HX1 1XH. Sat/Sun 10-5.
- Sept 26/27 WORTHING** Mod Rway Ex, Durrington High School, The Boulevard, Durrington, Worthing BN13 1LA. Sat 10-4.30 **Enlarged show - Extra Hall of Exhibits and layouts**
- Oct 3/4 PORTSMOUTH** Fareham Mod Railway Ex, Fareham Leisure Centre, Park Lane, Fareham, Hants PO16 7JU. Sat 10-5.30, Sun 10-16.30. *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** Mod Rway Ex, Locomotion Museum, Shildon DL4 1PQ. Sat/Sun 10-5.
- Oct 10/11 - DUNDEE** Model Railway & Model Show Sports Centre, Mains Loan, Dundee, Angus DD4 7AA.
- Oct 17/18 - CARDIFF** Model Railway Show Exhibition, Ysgol Gyfun Gymraeg (Former Glantaf High School), Llandaff North, Cardiff CF14 2JL.
- Oct 17/18 - UCKFIELD** Model Railway Exhibition, Uckfield Civic Centre, Uckfield TN22 1AE Sat/Sun 10 - 5.
- Oct 17/18 - CHRISTCHURCH** C/church Mod/Rway Club Exhib. Bournemouth School for Girls, Castle Gate Close, off Castle Lane West, Bmth BH8 9UJ. Sat 10-5, Sun 10-4.
- Oct 24/25 - ABERDEEN** Mod Rway Ex RGU, Garthdee, Aberdeen AB10 7GE. Sat 10-6, Sun 10-4.
- Oct 24/25 - STOCKPORT** Hazel Grove Model Railway Exhib, 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. Saturday 10-5, Sunday 10-5.
- Oct 31/Nov 1 - WIMBLEDON** Model Railway Show, Carshalton Boys Sports College, Winchcombe Rd, Carshalton, Surrey. Cars/SM5 1QS Pedes/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. Saturday 10-5.
- Nov 7 - LANCING** West Sussex Area Group N Gauge Society Model Railway Exhibition, The Parish Hall, South Street, Lancing BN15 8AJ. Saturday 10-5.
- Nov 7/8 - TELFORD IPMS** Scale Model World 2015 The Telford Exhibition Centre, St. Quentin Gate, Telford TF3 4JH. Sat 10-6, Sun 10-4. 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. Fri 5.30-9, Sat 10-6, Sun 10-5.
- 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**
- Nov 21/22 - WORKINGTON** Mod Rail Show, University of Cumbria, Energen Building, Blackwood Rd, Lillyhall Estate, Workington, Cumbria CA14 4JW. Sat 10-5, Sun 10-4.
- Nov 29/28 BIRMINGHAM** - Warley National Model Railway Exhibition, Hall 5, NEC Birmingham B40 1NT.
- Dec 5 - ISLINGTON** - The Toy Soldier Show London, The Islington Business Design Centre, 52 Upper Street, London N1 0QH. Sat 10.30-4pm.
- Dec 6 - ISLINGTON** - The London Plastic Modelling Show "Mind The Gap", The Islington Business Design Centre, 52 Upper Street, London N1 0QH. Sun 10.30-4.
- Dec 12/13 - NORTH SHIELDS** Railx NE Model Railway Exhibition, Quorum Business Park, Newcastle-upon-Tyne NE12 8BS. Sat 10-5, Sun 10-4. **New Dates New Venue**

EXHIBITIONS & SHOWS IN 2016

- Jan 17 - GUILDFORD** Astolat Model Railway Exhibition, Guilford County School, Farnham Road, Guildford GU2 4LU. Sat 10-5. www.astolatmrc.co.uk
- Jan 30/31 - KENDAL** Model Railway Exhibition Leisure Centre, Burton Rd, Kendal, LA9 7HX. Sat/Sun 10-5.

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Exhibition Invitations always welcomed.

Gainsborough Model Railway Club will throw its doors open to the public on June 20/21 and July 19, displaying its extensive 0 gauge layout, modelled on the East Coast Main Line.



Centre, Pine Grove, Crowborough, East Sussex TN6 1FE **Saturday:** 10.00am - 2.00pm
Prices: £2.00 adult **Contact:** Gerald Widdowson **Tel:** 07739998012 / 01322662729 **Email:** srptoys1@hotmail.co.uk
Web: www.srptoysfairs1.co.uk

SATURDAY JULY 4 TO SUNDAY JULY 5
Toy & Train Fair, North East Diecast Collectors Club, Locomotion National Railway Museum Shildon, Durham DL4 1PQ **Saturday:** 10.00 - 17.00 **Sunday:** 10.00 - 17.00
Contact: Keith Alcock **Tel:** 07804 586 477 **Email:** nedcc1985@outlook.com

SRP Toy Fairs - Hawkinge Hawkinge Community Centre Heron Forstal Avenue, Hawkinge, Kent CT18 7FP **Sunday:** 1000 - 1400 **Prices:** £2.00 adult **Contact:** Gerald Widdowson **Tel:** 07739 998 012 / 01322 662 729 **Email:** srptoys1@hotmail.co.uk
Web: www.srptoysfairs1.co.uk

adult (0-16yrs), £2.50 OAP, £2.50 concessions
Contact: Chairman or publicity officer **Tel:** 01256 350764 **Email:** sussexvintagemrc@hotmail.co.uk
Web: www.sussex-transport.co/svmrc

SRP Toy Fairs - Orpington Crofton Halls Station Road, Orpington, Kent BR6 8PR **Sunday:** 1000 - 1400 **Prices:** £2.00 adult
Contact: Gerald Widdowson **Tel:** 07739 998 012 / 01322 662 729 **Email:** srptoys1@hotmail.co.uk
Web: www.srptoysfairs1.co.uk

OTHER EVENTS

FRIDAY JUNE 9 - SUNDAY JUNE 11

The Great Central Railway
The Model Event, Great Central Railway Great Central Road, Loughborough, Leicestershire LE11 1RW
Contact: Michael Stokes **Tel:** 01509 632 315

SATURDAY JUNE 13

Clarke & Simpson Auction Centre
Charity Model Railway Exhibition
Saturday: 1000 - 1700 **Prices:** £4.50 adult, £2.00 child, £12.00 family
Contact: Rosamund **Tel:** 01728 746 847

SUNDAY JUNE 14

Purbeck Railway Circle Purbeck Railway Circle - Annual Summer Outing
Email: gensec@purbeckrailwaycircle.org.uk **Web:** www.swanagerailway.co.uk

SATURDAY JULY 4

Abbey Pumping Station, Railway Gala Day, Abbey Pumping Station Corporation Road, Leicester LE4 5PX
Saturday: 1100 - 1630
Tel: 01162 995 111
Web: www.leicestermuseums.ac.uk

SATURDAY JULY 18

Tappers' MRC Bromley - 'The Leeds Model Company' Exhibition featuring the Leeds Trust archives.
Bromley Common Methodist Church, Bromley Common Rd. Bromley, Kent BR2 9RZ **Saturday:** 1030 - 1730
Contact: Graham Lock

SUNDAY JULY 5

SRP Toy Fairs - Rayleigh
Sweyne Park School, Sir Walter Raleigh Drive, Rayleigh, Essex SS6 9BZ **Sunday:** 1000 - 14.00 **Prices:** £2.00 adult **Contact:** Gerald Widdowson **Tel:** 07739 998 012 / 01322 662 729 **Email:** srptoys1@hotmail.co.uk
Web: www.srptoysfairs1.co.uk

WEDNESDAY JULY 8

Malcolm Townsend Burton Upon Trent Toy & Train Fair, Town Hall, St Georges Square, Burton-on-Trent, Staffords DE14 2EB
Wednesday: 1830 - 2030 **Prices:** £2.00 adult
Contact: Malc **Tel:** 07951 072 790 / 01623 722 115 **Email:** malctow@hotmail.co.uk
Web: www.tttf.co.uk

TUESDAY JULY 14

SRP Toy Fairs Tonbridge - Angel Centre, Angel Lane, Tonbridge, Kent TN9 1SF **Tuesday:** 1830 - 2030 **Contact:** Gerald Widdowson **Tel:** 07739998012 / 01322662729 **Email:** srptoys1@hotmail.co.uk
Web: www.srptoysfairs1.co.uk

SATURDAY JULY 18 TO SUNDAY JULY 19

Joe Lock Bluebell Railway Toy & Train Fair
Horsted Keynes Station **Saturday:** 1000 - 1600 **Sunday:** 1000 - 1600 **Prices:** £1.00 adult
Contact: Joe Lock **Tel:** 07866 641215

SUNDAY JULY 19

Ray Heard Train & Toy Fair North Petherton The Venue, Junction 24 Marketway, North Petherton, Somerset TA6 6DF **Sunday:** 1000 - 1500 **Prices:** £2.00 adult **Contact:** Ray Heard **Tel:** 01823480097 / 07717278420
Email: rayheard66@btinternet.com

SATURDAY JULY 25

Sussex Vintage Model Railway Collectors Toy and Model Train Show Knoyle Hall, Knoyle Road, Preston Park, Brighton, East Sussex BN1 6RB **Saturday:** 1000 - 1630 **Prices:** £3.00

MEETINGS & TALKS

SUNDAY JUNE 21

Rusper Model Railway Club - Operating Meeting, Pickhurst, Nr Bromley, Kent **Contact:** Tim Crumplin **Web:** www.ruspermrc.co.uk

MONDAY JULY 6

Mirfield Railway Enthusiasts Society - Railway Quiz Night, The Navigation Tavern, Station Rd, Mirfield, West Yorkshire WF14 8LG
Monday: 1930 **Contact:** Pete Whitworth **Tel:** 01924 489 451

TUESDAY JULY 7

The Enfield Transport Circle Presentation by Doug Fairhurst, The Enfield Transport Circle First Floor Meeting Room, The Drill Hall Sports Club, Enfield EN2 6PJ **Tuesday:** 2000 - 2230
Prices: £3.00 adult **Contact:** Roger Elkin **Tel:** 02083 630 697
Email: rogerlkin@btinternet.com

FRIDAY JULY 10

Purbeck Railway Circle- Vintage 1950s USA Mainline Steam / Diesels
Harman's Cross Village Hall **Email:** gensec@purbeckrailwaycircle.org.uk
Web: www.swanagerailway.co.uk

SUNDAY JULY 19

Rusper Model Railway Club - Operating Meeting Pickhurst, Nr Bromley, Kent
Contact: Tim Crumplin **Web:** www.ruspermrc.co.uk

MONDAY JULY 27

Nantwich & Market Drayton Railway Society - Members' Film Evening, King's Head Inn, Shrewsbury Road, Market Drayton TF9 3EH **Monday:** 2000 **Contact:** John Slyn **Web:** www.the-gingerbread-line.co.uk

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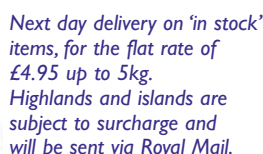
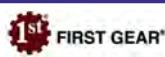
A black and white photograph of a steam locomotive pulling a passenger car. The locomotive is dark-colored with a large smokestack and a prominent boiler. The passenger car is light-colored with a dark roof. The train is on a track, and the background is a plain, light-colored surface.

A detailed model of a Southern Railway steam locomotive, number 473, on a track. The locomotive is dark green with yellow lettering and numbering. It is positioned on a brown track with a small blue and white 'TMC' logo visible in the bottom right corner.



Three yellow hopper cars are shown on a track, representing the 'Hopper' type of freight car.

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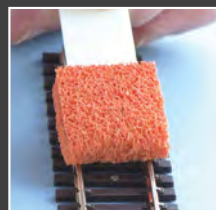
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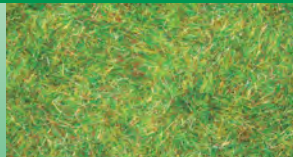
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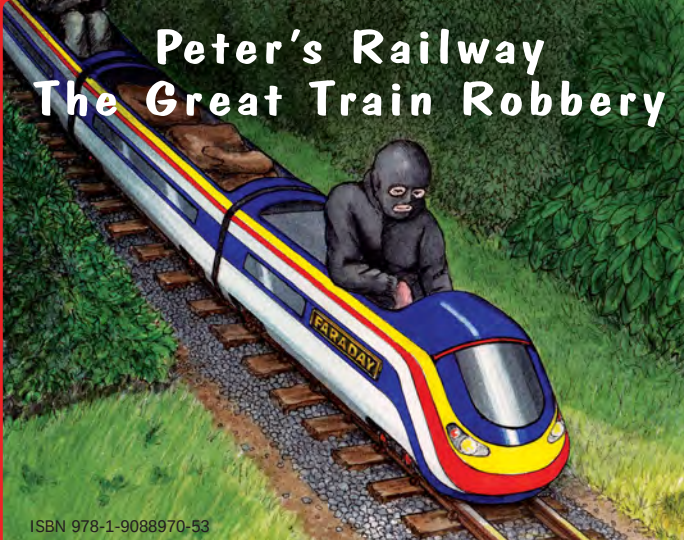
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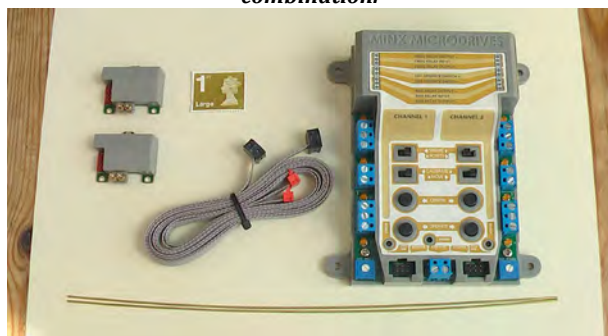
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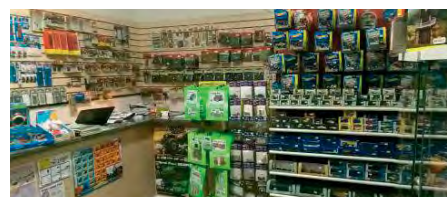
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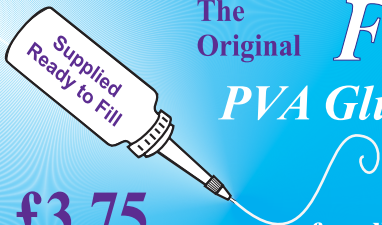
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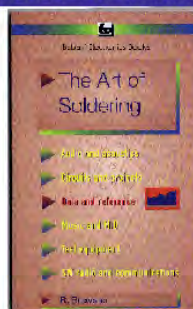
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Peters Spares web site is crammed with many items from Locomotives and train sets to packs of screws or Valve Gear a small selection is photo'd opposite.

Our contact details are:

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TAIL LAMP



Several weeks ago the annual 'Model of the Year' results were announced. Looking through the winners, as chosen by the public, I believe that it was a fair and balanced result in each of the categories. For me the Hatton's/Heljan LMS Beyer-Garratt was a deserving winner of the OO gauge 'Steam Locomotive of the Year' award on several levels.

Firstly, to tackle a model of such complexity required a great deal of nerve, not to mention commitment in time, effort and of course money. It must also be remembered that this was a retailer commission and although Hatton's is no stranger to taking the odd financial risk, to achieve what it has in association with Heljan in just two years or so is outstanding. With these factors in mind and to win by such a large margin, the award is perfectly justified.

For the Liverpool retailer the award must be all the sweeter when it looks back at the 'feeding frenzy' of criticism around the 'Garratt' during its first few weeks of release. I read with analytical interest at the time the 'Garratt' postings on forums and it occurred to me that it was the usual 'let's find fault because we can' situation. This so often occurs when a high-profile model is released, but can be out of all proportion to the scale of the issues on the ground.

I am perfectly aware that any mass-produced, hand-finished, finescale model with the build complexity of the 'Garratt' will encounter problems, but not to the extent that the forum 'experts' would have led us all to think! This prestigious award is well deserved; I believe it would be churlish of anyone to dispute it.

As I continued to look through the listings I saw that Bachmann received the 'Model of the Year' award in the OO Coaching Stock category, receiving almost 50% of the votes for its LMS Inspection Saloon. Add to this a further 25% (almost) for its LMS 'Porthole' stock and it had this category well and truly covered. Bachmann also won the award for OO gauge Diesel & Electric locomotive, plus a stellar effort in producing several excellent wagons throughout 2014/15, not to mention the winning

models by Graham Farish. Consequently, to my mind, Bachmann deserved the 56.7% of public votes it gathered for being the overall 'Manufacturer of the Year'. Little to argue with there, you might think.

Well it seems not, as there are some who feel that because Bachmann has had to substantially increase its prices over the last few months, as well as holding retailers to pricing agreements, it does not deserve the 'Manufacturer of the Year' title!

I can only imagine how frustrating this must be for those at Barwell. Do those who criticise believe that the decision makers at Bachmann sit around and rub their hands in glee at the prospect of rising prices? Do the critics honestly think that Bachmann has not agonised over every possible alternative to avoid increasing prices?

The major criticism that can be levelled at Bachmann, as far as I can see, is that it did not 'bite the bullet' and increase prices sooner and more gradually, which is what Hornby has justifiably done over recent years. And as for asking retailers to respect an agreement not to cut prices too deeply on brand-new products; do its critics believe Bachmann did this for the sake of its own health?

I would encourage everyone to take a moment to think about the strategy. Bachmann has asked retailers

to respect its pricing strategy, not for its own well-being but to assist retailers who must work to a stricter sales margin than others. Smaller retailers need some form of protection as they cannot compete with the greater buying power of the 'big boys'.

Remember if they are not protected - legally - many will inevitably be forced to close. Who will then be the loser? Not Bachmann, as it would be free to explore other avenues of distribution, as Hornby is actively doing. No, the loser will be small independent model shops and modellers who willingly support them. It's a laudable strategy and while we may not agree with every decision it takes, Bachmann's actions justify this year's 'Manufacturer of the Year' title in more ways than one. **BRM**

'Industry Insider' considers the stories behind the winners of the recent Model of the Year awards.

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OO GAUGE



4F-072-009 - 7 Plank 9FT W/B - Gregory

4F-072-010 - 7 Plank 9FT W/B - Gregory Weathered



4F-052-009 - 5 Plank 9FT W/B - Edward Langford

4F-052-010 - 5 Plank 9FT W/B - Edward Langford Weathered

Also released this month include;

4D-006-000 - Class 73 Airtour Suisse 73102 Intercity

4D-006-001 - Class 73 73105 Large Blue Logo

4D-006-002 - Class 73 73124 BR Blue

4D-006-003 - Class 73 73135 BR Blue

4D-006-004 - Class 73 E6003 SR Green with Light Grey Lower Panels

4D-006-005 - Class 73 E6039 Early Blue with SYP and Double Arrow Logo

4D-006-006 - Class 73 73138 'Dutch' Yellow and Grey Civil Engineers

4D-006-007 - Class 73 73138 'Lisa' GB Rail Freight Blue / Yellow

4F-060-011 - Dutch Grampus DB988532

4F-060-012 - Dutch Grampus DB988532 Weathered

N GAUGE



2F-071-018 - 7 Plank - Ruabon 324 & Chirk 2024 Twin Pack

2F-071-019 - 7 Plank - Ruabon 324 & Chirk 2024 Twin Pack Weathered

CLASS 122



ND210A - Class 122 Regional Railways Livery 55012 Dummy

ND210B - Class 122 Blue / Grey Livery W55011 Dummy

ND210C - Class 122 BR Green with Whiskers W55016 Dummy

ND210D - Class 122 BR Green SYP W55003 Dummy

Also released this month include;

2F-034-017 - 21T Hopper - BR E289584

2F-034-018 - 21T Hopper - BR E289584 Weathered

All product release dates correct at time of going to press

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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	ehattons.com/e4	£93.46	Mar 2013							
Modified Hall class	ehattons.com/mh	£106.21-£114.71	Mar 2012							
Class 43 NBL Warship	ehattons.com/c43	£118.96	Mar 2013							
Hawthorn Autocoaches	ehattons.com/hac	£58.61	Mar 2013							
Wickham trolley car	ehattons.com/wtc	£67.96	Mar 2013							
Class 5MT	ehattons.com/5mt	£85 (EST)	Mar 2015							
LNWR Webb coal tank	ehattons.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.ehattons.com/projectupdates

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 73	ehattons.com/c73	£105.00	March 2012							

GWR Railcar, Class 68, Class B4, IDA flat, Turbot - view these projects at www.ehattons.com/projectupdates

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
J94	ehattons.com/j94	£82.00	Aug 2014							
14xx	ehattons.com/14xx	£99.00	Sep 2014	Feb 2015						
Hatton's King	ehattons.com/king	£169.00- £179.00	Aug 2014	Nov 2014						

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 05	ehattons.com/c05	£100.00	Jun 2013							
Metropolitan Bo-Bo	ehattons.com/mbb	£107.00	May 2014							

Park Royal railbus, Class 05, Class O2/3, Class 1366 - view these projects at www.ehattons.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	ehattons.com/9fcb	£111.20	Dec 2013							
D16	ehattons.com/d16	£101.90	Dec 2103							
Class 700	ehattons.com/c700	£101.90	Dec 2013							
King	ehattons.com/horking	£148.14 - £179.99	Dec 2014							
Class S15	ehattons.com/s15	£124.99	Dec 2014							
Class J50	ehattons.com/j50	£74.06	Dec 2014							
Hornby Adams Radial	ehattons.com/horar	£111.10	Dec 2014							
Merchant Navy	ehattons.com/mn	TBC	Mar 2015							

LMS Coaches, K-Type Pullmans, D16, Class 700, Class S15 - view these projects at www.ehattons.com/projectupdates

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
7 plank wagons	ehattons.com/oxcw	£9.00	Jan 2015							
Adam's Radial	ehattons.com/ar	£88.00	Jan 2015							
Hatton's ICI hopper	ehattons.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.ehattons.com/projectupdates

Information correct at the time of going to press. All information subject to change

Not every exhibition visitor is besotted with trains so to add interest we incorporate some eye-catching cameo scenes - often with a little humour!



A replacement for the auto-train, this Derby Lightweight (later Class 108) DMU arrives to be greeted by an unusual passenger - the Pope!