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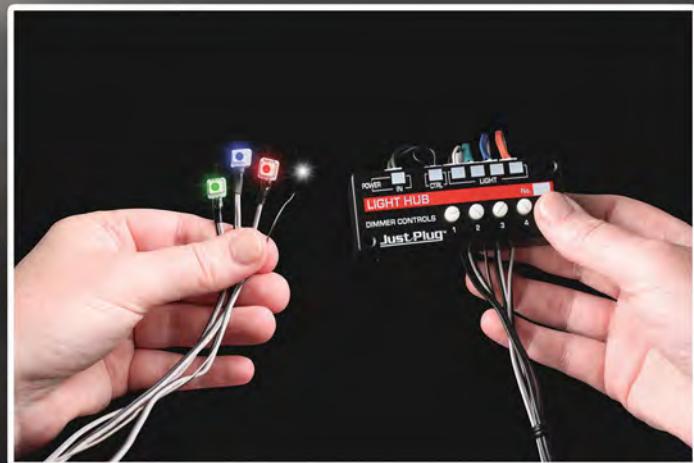
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Set in the Scottish Borders during the transitional era, the story of this exhibition layout by **Ron North** is told by fellow High Wycombe club member Francis Gomme.



Phil Parker rolls up his sleeves and gets green-fingered to create this O gauge greenhouse diorama.

48

Andy York delves into the minefield of different vintage road signs and markings to help make our models more accurate.

42



LAYOUT FOCUS

THE GREAT OUTDOORS

There can be few greater pleasures in this hobby than watching trains go around a garden railway on a warm summer's day. This month's **BRM** video is introduced by **Andy York** from a large OO gauge layout in Essex.



Andy York takes a look at a large OO gauge layout in Essex that also stars in this month's video.

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22 LAYOUT FOCUS: HALLAND

Set in the Scottish Borders during the transitional era, the story of this exhibition layout by **Ron North** is told by **Francis Gomme**.

32 LAYOUT FOCUS: DAWS HEATH

There can be few greater pleasures in this hobby than watching trains go around a garden railway on a warm summer's day. This month's **BRM** video is introduced by **Andy York** from a large OO gauge layout in Essex.

38 PRACTICAL BRM: CREATE A REALISTIC WATER SCENE

In the first of two parts, **David Wright** shows how to create a fast flowing river diorama with a Mill water wheel.

42 PRACTICAL BRM: MODEL ROADS AND THEIR SIGNS

We rarely see spectacular-looking model roads on layouts. We set **Andy York** on a quest to find a better way of making them. Here's his solution.

46 PROTOTYPE INSPIRATION: SIGN OF THE TIMES

Andy York delves into the minefield of different vintage road signs and markings to help make our models more accurate.

48 PRACTICAL BRM: CREATE A REALISTIC ALLOTMENT DIORAMA

Phil Parker rolls up his sleeves and gets green-fingered to create this O gauge diorama.

54 PRACTICAL BRM: PAINT BETTER BACKSCENES

Ron North of High Wycombe & District MRS shares his experience of painting unique backscenes to show us what we should look for when creating different scenes.

58 LAYOUT FOCUS: KIRKCUDBE

Ayr MRG's O gauge layout can depict both pre-Grouping and BR steam operations in south-west Scotland. **Allan Colvin** explains how it was built.

68 LAYOUT PLANNING: INSIDE TRACK (PART 4)

More tips this month on layout design from **Paul Lunn** as he shares the best locations for points on corner layouts.

72 PRACTICAL BRM: BUILD A MIDLAND 2P

Tony Wright constructs a classic Midland Railway passenger design by modifying a Millholme Models kit recently re-released after a long hiatus.



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BRM TV

This month we visit 'Daws Heath'- a OO gauge garden railway. **Howard Smith** guides through applying transfers and **Phil Parker** shows his new layout 'Ruston Quays'. **PLUS** we visit expert modeller **David Wright** at Dovedale Models.



BRM's layout photographer **Andy York** presents this month's DVD from Paul Barnard's impressive railway in the garden of his Essex home.



Howard Smith's guide to applying transfers



The buildings of expert modeller David Wright



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WELCOME



It's not uncommon for **BRM** to have a 'themed' issue where we focus on a specific subject of interest to modellers. This month though, we bring you two themes that have proven to be immensely popular over several decades; the railways of Scotland and scenic modelling.

It could be argued that the two topics go hand-in-hand; after all, most of us will have marvelled at wonderful Highland landscapes from the windows of trains heading for Kyle of Lochalsh, Mallaig or Inverness. But, as our expert contributors show, scenic modelling doesn't necessarily mean green and pleasant landscapes. Scenic work takes as many forms on a model as it does in the real world, from rolling hills to coastal cliffs, gritty urban scenes and 'chocolate box' villages. Our three featured layouts are similarly diverse, from the rural isolation of Wycombe & District MRC's 'Halland' (pictured below) via Ayr MRG's 'Kirkcudbright', depicting the often-overlooked Glasgow & South Western Railway to 'Blackwood Junction', a piece of modern urban Scotland by Glenrothes MRC.

If you like what you see, and are inspired to have a go yourself, take a look at our 24-page Scenic Modelling special, starting on page 37.

It's packed with expert tips, step-by-step guides and some truly superb craftsmanship from the likes of David Wright of Dovedale Models. I'm always wary of claims about model 'water' looking like the real thing, but his remarkable work had me and many others fooled at first glance. Ron North's article on painting your backscenes is also well worth a look.

Rather than go for the traditional subjects of trees, grass and landscaping - which we've covered before - we've deliberately looked at topics that are often overlooked, such as making realistic road surfaces, period signage and the kind of typical kitchen gardens that back on to railways all over

the country. We hope you find it useful.

Our fourth featured layout this month runs through a very different kind of scenery - the full-size plants and flowers of Paul Barnard's garden. A former professional outdoor railway builder, Paul has successfully run OO gauge in his garden for many years and shares his tips and experiences with us on page 32 and on your free DVD. It's the perfect model railway for those long summer evenings!

You may have read elsewhere that Hornby is no longer issuing samples of new models for review in magazines. Much wailing and gnashing of teeth has already taken place, so I won't dwell on it here.

While we're obviously disappointed about the decision, given the support and tremendous value all the magazines have given Hornby over the years, we see it as an opportunity to do something different and even more valuable.

Customer reviews have become a staple of online shopping in recent years, and many of us don't make purchases, book hotels or holidays without reading those brutally honest reviews first.

Thanks to **RMweb** members we already see a great deal of analysis of new RTR models when they arrive, but from this month we're asking for your opinions on new Hornby products - starting with the new SR '700' Class 0-6-0 (see page 100). We'll provide the basic information, but we want your thoughts on how the models look and perform in the real world. I'd be delighted to receive your comments by e-mail via benj@warnersgroup.co.uk or you can post them on the **BRM** facebook page and on **RMweb**. We'll publish the best comments for each new Hornby model as they arrive. In the meantime, I hope you enjoy this month's magazine.

SEE
MUCH MORE
ON YOUR
FREE
'BRM TV'
DVD

High Wycombe & District MRC's 'Halland' layout - see page 22 for more.



BRM

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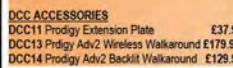
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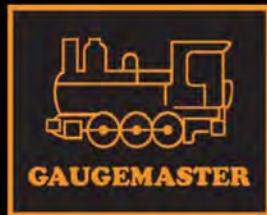
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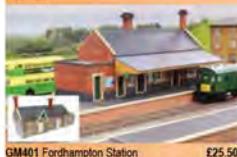
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N SCALE



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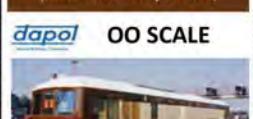
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RAILWAY



Retaining Wall

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

N Codes: PN144 Stone - PN145 Brick £8.99
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NEW!

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**

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.



TOWN & COUNTRY

00/H0 Parish Church

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

PO226 - £15.99



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

TOOLS

Ultra Fine Glue Applicators

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

MT907 / £3.50



MIDI KIT



Wooden Pavilion

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

MINI KIT



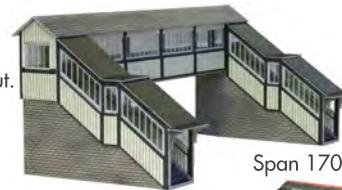
Picnic Tables

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

Footbridge

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



00 / PO236 / £10.35
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Span 170mm.

Visiting Skipton? You will find the
full range of Metcalfe kits at Craven
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Easily add on extra kits to
extend the bridge over more tracks.

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INDUSTRIAL PERFECTION...

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

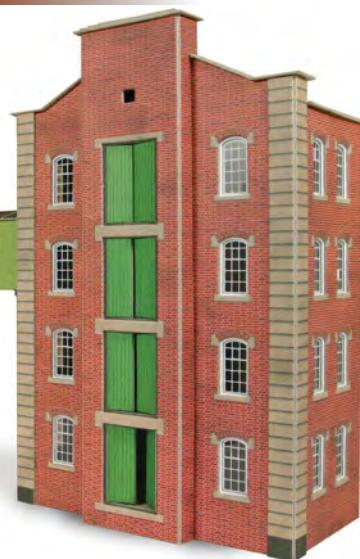
INDUSTRIAL

INDUSTRIAL

00/ HO Boilerhouse & Factory Entrance

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

PO284 - £13.99



00/HO Warehouse

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

PO282 - £13.99

INDUSTRIAL

00/HO Small Factory

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

PO283 - £13.99



STOP PRESS!

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

TOWN & COUNTRY

00 LOW RELIEF HIGH STREET BUILDINGS

PO271

Great for backdrops and limited spaces.

Works well with our retaining walls as shown here.

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PO205 - £9.20

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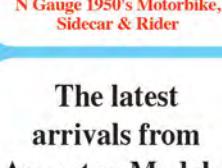
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PO205

PO206



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Ancorton N Gauge Public Convenience (Toilet Block) New!

Ancorton OO Gauge Railway Bridge Kit Kit

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A fantastic 3 in 1 soldering station - suitable for Modelling, Soldering and Pyrography.

- For mains operation - fitted with a British plug
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- Complete with 6 Tips
- Full instruction manual included

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Manufactured in Germany

(High power version also available - code 77520)

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Look what's included:

- ✓ Gravity Feed Airbrush
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Fantastic New Airbrush Set
Complete Set Only: £69.95

EZE-Wire

The simple way to wire point motor's! All you need is the appropriate EZE-Wire switch harness to go with your point motor, nothing else to buy! No soldering or crimping is required!

No Soldering Required - connections are as simple as 1,2,3!



1. Slide the heat shrink tube provided over one of the wires to be connected



2. Push the micro connectors together



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



28070
EZE-Wire Point Motor Harness for Peco Point Motors £6.95



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For simple wiring & operation of 1 to 5 Model Railway point motors. For use with a suitable power source of 12-24volts.

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Class 08 Diesel Shunter



Pre-order for £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 mid - late 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

7 Plank Wagon 44



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

7 Plank Wagon 16



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

7 Plank Wagon 286



OR76MW006 7 plank wagon 286
"Arley Colliery" in red - £9

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Class J72 0-6-0T
Pre-order for £75.00



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

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



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

Class V2 2-6-2
Pre-order for £135.00



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

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

Class 14xx
Pre-order for £99



Pristine

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

Lightly Weathered

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

Heavily Weathered

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

Due Q4 2015 - Q1 2016
www.ehattons.com/94

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



Pristine

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

Lightly Weathered

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

J9409 7 in NCB Littleton Colliery lined blue

Very Heavily Weathered



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

Due Q1 2015
www.ehattons.com/14xx

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



35-050 LNWR plain black livery

35-051 LMS black livery

35-052 BR black early emblem

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

Class 70 diesel



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

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

Class 55 Diesel
Pre-order for £113.01



32-532 55007 "PINZA" BR blue - Finsbury Park white cab windows

31-533 D9001 "St. Paddy" in BR two-tone green - weathered

Class 6000 King
Pre-order for £169



HK01 6000 "King George V" in GWR lined green with roundel
HK02 6019 "King Henry V" in GWR lined green with shield

HK03 6021 "King Richard II" in GWR lined green with shirtbutton

HK04 6029 "King Edward VII" in GWR un-lined wartime green

HK05 6018 "King Henry VI" in GWR lined green

HK06 6025 "King Henry III" in BR ultramarine blue

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

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



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

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

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

HK13 6005 "King George I" in BR lined green with late crest

HK14 6024 "King Edward I" in BR lined green with late crest

DCC Fitted versions also available for £179
HK01DCC - HK14DCC

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Steam locos

R3359 Railroad Ex-GWR 0-4-0 Rotherley Industrial 101 Class (Hor) **NEW** £25.45



R3118 BR Castle (Double Chimney) 7023 "Penrice Castle" (Hor) £120



BARGAIN

31-931 Class 1000 Midland Compound 4-0-0 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



BARGAIN

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

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



BARGAIN

32-928A 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

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



BARGAIN

R3277 Class 3800 County 4-4-0 3833 "County Of Devon" in Great Western green - Railroad range (Hor) **NEW** £64.80



BARGAIN

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



BARGAIN

R3223 Class 42XX 2-8-0 4257 in BR black late crest (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



BARGAIN

R3169 Class 4900 4-6-0 Hall 5972 'Olton Hall' in GWR (Railroad range). New tooling for 2013 (Hor) £67



BARGAIN

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



BARGAIN

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



BARGAIN

R3276 Class 4P Compound 4-4-0 1072 in LMS black Fowler tender - Railroad range (Hor) **NEW** £69.50



BAC



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

R3222 Class 52XX 2-8-0 5239 in BR black late crest (Hor) £111.20

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



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



NEW

R3240 Class 700 0-6-0 30693 in BR early crest (Hor) **NEW**

£101.90



NEW

R3304 Class 700 Black Motor 0-6-0 30316 in BR black early crest - weathered (Hor) **NEW**

£101.84



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



NEW

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



BARGAIN

R3086 Class A1 "Flying Scotsman" in LNER Apple green. Upgraded to 3-pole motor flywheel (Railroad range) (Hor) (list £82.49) **BARGAIN** £64



NEW

R3284TT Class A1 4-6-2 4472 "Flying Scotsman" in LNER green TTS Sound - Railroad range (Hor) **NEW** £92.70



BARGAIN

32-550B Class A1 4-6-2 60163 "Tornado" in BR lined Brunswick green (Bac) (list £159.95) **BARGAIN** £95

R3245T Class A1 Peppercorn 4-6-2 'Tornado' in BR Blue (as running on mainline) - TTS Sound (Hor) £143.70

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



BARGAIN

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

R314A Class B1 Thompson 4-6-0 61287 in BR black late crest (Hor) £112.00



BARGAIN

31-146 Class D11/1 4-4-0 62663 "Prince Albert" in BR black early emblem (Bac) £101.96

31-138 Class D11/2 4-4-0 62682 "Haystoun of Bucklaw" BR black early emblem (Bac) £118.96

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



BAC



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



35-075 Class E4 Brighton tank 0-6-2 579 in LB & SCR umber (Bac) £93.46



32-154A Class N 2-6-0 31404 in BR lined black late crest - weathered (Bac) (list £134.95) **BARGAIN** £79

31-0012 Class 04 2-8-0 Robinson ROD 63743 (shed 9) in BR black late crest - weathered. Ltd Edition of 512 (Bac) (list £148.72) **BARGAIN** £119



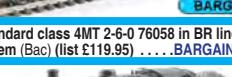
BARGAIN



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

R3360 Railroad Ex-Industrial 0-4-0 "Mosley Tarmacadam" (Hor) **NEW** £25.45

R3361 Railroad Ex-SR 0-4-0 "Hogarth Stone" (Hor) **NEW** £25.45



BARGAIN



32-954 Standard class 4MT 2-6-0 76058 in BR lined black early emblem (Bac) (list £19.95) **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 Austerity 2-8-0 90448 in BR black with late crest. DCC On Board (Bac) (list £152.95) **BARGAIN** £114.71



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



30-575 The Railway Children Train Pack GWR Class 4965 "Rood Ashton Hall" in Great Western green, 2 x Pullman car in umber & cream, BR MK1 BSK coach in chocolate & cream & Stratford-Upon-Avon open-top bus (Bac) £195.45

30-525 The Shakespeare Express Train Pack Hall Class 4965 "Rood Ashton Hall" in Great Western green, 2 x Pullman car in umber & cream & Stratford-Upon-Avon open-top bus (Bac) £195.45



BARGAIN

R3220 Tyseley Connection train pack Hall Class "Pritchford Hall" in GWR green & cream (Hor) (list £199.99) **BARGAIN** £149

Diesel locos



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



31-364 Class 03 0-6-0 diesel shunter D2383 in BR green wasp stripes - weathered (Bac) £76.46

BARGAIN



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



1406^ Class 14 "Teddy Bear" British Steel '45' (Ex British Rail) Green (Weathered) wasp stripes. (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

BARGAIN



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

BARGAIN



1602 Class 16 North British diesel D8402 BR green small yellow warning panels. Ltd Ed of 750 (general release) (Hel) (list £134.95) **BARGAIN** £72

BARGAIN



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

BARGAIN



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

BARGAIN



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

BARGAIN



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

BARGAIN



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

BARGAIN



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

BARGAIN



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

BARGAIN



2322 Class 23 Baby Deltic D5905 green headcode discs and

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

31-575 Windhoff MPV Multi-Purpose master and slave units in 'Network Rail' (Bac) (list £148.95) **BARGAIN** £7731-577 Windhoff MPV Multi-Purpose master and slave units in 'Network Rail' (Bac) (list £148.95) **BARGAIN** £79

Train sets - analogue

R1176 Eurostar 2013 Train Set (Hor) £140

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

Train sets - DCC

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

32-980 Class 66/9 66731 "InterhubGB" in GBRf Europe (Bac) £137.46

32-982 Class 67 67006 Royal Sovereign (Hor) (list £139.99) **BARGAIN** £1108704 Railbus W&M E79962 in green large yellow panel - weathered. (Hor) (list £129.95) **BARGAIN** £79

8801 Railcar W79976 in BR light green speed whiskers. Matt finish (Hor) £94

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

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

R4673 RailRoad GWR 4 Wheel Coach (Hor) **NEW** £13.88R4674 RailRoad LNER 4 Wheel Coach (Hor) **NEW** £13.88

R4672 RailRoad SR 4 Wheel Coach (Hor) £13.88

4010- English Electric DP2 prototype in BR Brunswick green (as per 1962 to May 1965) (Hor) (list £129.95) **BARGAIN** £754011- English Electric DP2 prototype in BR two-tone green (as per 1965 until withdrawal in 1967) (Hor) (list £129.95) **BARGAIN** £70R3184 1960 Brighton Belle Pullman Train Pack in Umber and cream (Hor) (list £189.99) **BARGAIN** £159R4582 1960s Brighton Belle 3 car pack in umber and cream (Hor) (list £148.99) **BARGAIN** £1304005- Lion Diesel loco D0260 in white 5 gold stripes (Hor) (list £129.95) **BARGAIN** £70R3290 Class 2-HAL 2 car EMU in BR green small yellow ends (Hor) (list £130.25) **BARGAIN** £96R4188C BR (ex LMS) 68' 12 wheel restaurant car in BR blood and custard (Hor) **NEW** £36

R4633A BR blue & grey MK3 TF first class lights (Hor) £32.99

R4613 BR blue & grey MK2 TSO tourist second open (Hor) £23.10

31-678 Class 85 (AL5) Bo-Bo Electric 85026 in BR Blue single pantograph (Bac) (list £112.45) **BARGAIN** £86R3275 Class 31 31114 in Civil engineers 'Dutch' grey and yellow - Railroad range (Hor) **NEW** £58.30R3344 Class 31 31285 in Network Rail (Hor) **NEW** £150.23

3521 Class 35 Hymek D7003 in BR green (Hor) £94

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

31-677 Class 85 (AL5) Bo-Bo Electric E3056 in BR Blue single pantograph. (Bac) (list £139.95) **BARGAIN** £7932-287A Class 101 2 Car DMU BR blue & grey - weathered (Bac) **NEW** £144.46

32-288 Class 101 2 Car DMU in BR green small yellow warning panel 'Sirebury/Abertynwith' (Bac) £135.96

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

31-030A 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** £11631-031 Class 350/2 Desiro 4 Car EMU 350 238 in London Midland (Bac) (list £189.95) **BARGAIN** £11831-375 Class 416 2-car EPB EMU in BR blue (Bac) (list £124.95) **BARGAIN** £7232-906 Class 108 2 Car DMU in BR green half yellow ends (Bac) (list £139.95) **BARGAIN** £72.5031-267 Class 419 Motor Luggage Van (MLV) in BR blue & grey (Bac) (list £104.95) **BARGAIN** £6432-912 Class 108 3 Car DMU in BR blue full yellow ends (Bac) (list £169.95) **BARGAIN** £869894 Class 128 DPU in BR blue full yellow ends and flush fronts M55995 (Hor) (list £119.95) **BARGAIN** £6931-265 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** £6439-321 BR Mk1 BSP Pullman bar 2nd coach in blue/grey (with lighting) (Bac) (list £48.95) **BARGAIN** £24R4647 BR Mk1 Coach, Heavily Weathered, Graffiti, Maroon (Hor) **NEW** £23.1439-291A BR Mk1 FP Pullman parlour 1st coach in blue grey (with lighting) (Bac) (list £48.95) **BARGAIN** £2439-274A BR Mk1 GUV InterCity Motorail Blue & Grey - Weathered (Bac) (list £39.95) **BARGAIN** £2139-274A Pack of 4 (Bac) (list £59.80) **BARGAIN** £21R4620A BR Mk1 Second Open Coach Carmine & Cream (Hor) **NEW** £23.1432-817 Class 47/7 47745 'Royal London Society For The Blind' in RES red & grey (Bac) (list £114.95) **BARGAIN** £7232-816 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-003-011 Class 52 diesel loco D1022 'Western Explorer' in BR green small yellow panels (Dap) £109

4D-003-009 Class 52 diesel loco D1021 'Western Cavalier' in BR blue full yellow ends (Dap) £109

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

32-907 Class 108 2 Car DMU in BR green half yellow ends (Bac) (list £139.95) **BARGAIN** £72.5032-908 Class 108 3 Car DMU in BR blue full yellow ends (Bac) (list £169.95) **BARGAIN** £869894 Class 128 DPU in BR blue full yellow ends and flush fronts M55995 (Hor) (list £119.95) **BARGAIN** £6932-909 Class 108 2 Car DMU in BR green half yellow ends (Bac) (list £139.95) **BARGAIN** £72.5032-910 Class 108 3 Car DMU in BR blue full yellow ends (Bac) (list £169.95) **BARGAIN** £869894 Class 128 DPU in BR blue full yellow ends and flush fronts M55995 (Hor) (list £119.95) **BARGAIN** £6932-911 Class 108 2 Car DMU in BR green half yellow ends (Bac) (list £139.95) **BARGAIN** £72.5032-912 Class 108 3 Car DMU in BR blue full yellow ends (Bac) (list £169.95) **BARGAIN** £869894 Class 128 DPU in BR blue full yellow ends and flush fronts M55995 (Hor) (list £119.95) **BARGAIN** £6932-913 Class 108 2 Car DMU in BR green half yellow ends (Bac) (list £139.95) **BARGAIN** £72.5032-914 Class 108 3 Car DMU in BR blue full yellow ends (Bac) (list £169.95) **BARGAIN** £869894 Class 128 DPU in BR blue full yellow ends and flush fronts M55995 (Hor) (list £119.95) **BARGAIN** £6932-915 Class 108 2 Car DMU in BR green half yellow ends (Bac) (list £139.95) **BARGAIN** £72.5032-916 Class 108 3 Car DMU in BR blue full yellow ends (Bac) (list £169.95) **BARGAIN** £869894 Class 128 DPU in BR blue full yellow ends and flush fronts M55995 (Hor) (list £119.95) **BARGAIN** £6932-917 Class 108 2 Car DMU in BR green half yellow ends (Bac) (list £139.95) **BARGAIN** £72.5032-918 Class 108 3 Car DMU in BR blue full yellow ends (Bac) (list £169.95) **BARGAIN** £869894 Class 128 DPU in BR blue full yellow ends and flush fronts M55995 (Hor) (list £119.95) **BARGAIN** £6932-919 Class 108 2 Car DMU in BR green half yellow ends (Bac) (list £139.95) **BARGAIN** £72.5032-920 Class 108 3 Car DMU in BR blue full yellow ends (Bac) (list £169.95) **BARGAIN** £869894 Class 128 DPU in BR blue full yellow ends and flush fronts M55995 (Hor) (list £119.95) **BARGAIN** £6932-921 Class 108 2 Car DMU in BR green half yellow ends (Bac) (list £139.95) **BARGAIN** £72.5032-922 Class 108 3 Car DMU in BR blue full yellow ends (Bac) (list £169.95) **BARGAIN** £869894 Class 128 DPU in BR blue full yellow ends and flush fronts M55995 (Hor) (list £119.95) **BARGAIN** £6932-923 Class 108 2 Car DMU in BR green half yellow ends (Bac) (list £139.95) **BARGAIN** £72.5032-924 Class 108 3 Car DMU in BR blue full yellow ends (Bac) (list £169.95) **BARGAIN** £869894 Class 128 DPU in BR blue full yellow ends and flush fronts M55995 (Hor) (list £119.95) **BARGAIN** £6932-925 Class 108 2 Car DMU in BR green half yellow ends (Bac) (list £139.95) **BARGAIN** £72.5032-926 Class 108 3 Car DMU in BR blue full yellow ends (Bac) (list £169.95) **BARGAIN** £869894 Class 128 DPU in BR blue full yellow ends and flush fronts M55995 (Hor) (list £119.95) **BARGAIN** £6932-927 Class 108 2 Car DMU in BR green half yellow ends (Bac) (list 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Class 108 2 Car DMU in BR green half yellow ends (Bac) (list £139.95) **BARGAIN** £72.5032-942 Class 108 3 Car DMU in BR blue full yellow ends (Bac) (list £169.95) **BARGAIN** £869894 Class 128 DPU in BR blue full yellow ends and flush fronts M55995 (Hor) (list £119.95) **BARGAIN** £6932-943 Class 108 2 Car DMU in BR green half yellow ends (Bac) (list £139.95) **BARGAIN** £72.5032-944 Class 108 3 Car DMU in BR blue full yellow ends (Bac) (list £169.95) **BARGAIN** £869894 Class 128 DPU in BR blue full yellow ends and flush fronts M55995 (Hor) (list £119.95) **BARGAIN** £6932-945 Class 108 2 Car DMU in BR green half yellow ends (Bac) (list £139.95) **BARGAIN** £72.5032-946 Class 108 3 Car DMU in BR blue full yellow ends (Bac) (list £169.95) **BARGAIN** £869894 Class 128 DPU in BR blue full yellow ends and flush fronts M55995 (Hor) (list £119.95) **BARGAIN** £6932-947 Class 108 2 Car DMU in BR green half yellow ends (Bac) (list £139.95) **BARGAIN** £72.5032-948 Class 108 3 Car DMU in BR blue full yellow ends (Bac) (list £169.95) **BARGAIN** £869894 Class 128 DPU in BR blue full yellow ends and flush fronts M55995 (Hor) (list £119.95) **BARGAIN** £6932-949 Class 108 2 Car DMU in BR green half yellow ends (Bac) (list £139.95) **BARGAIN** £72.5032-950 Class 108 3 Car DMU in BR blue full yellow ends (Bac) (list £169.95) **BARGAIN** £869894 Class 128 DPU in BR blue full yellow ends and flush fronts M55995 (Hor) (list £119.95) **BARGAIN** £6932-951 Class 108 2 Car DMU in BR green half yellow ends (Bac) (list £139.95) **BARGAIN** £72.5032-952 Class 108 3 Car DMU in BR blue full yellow ends (Bac) (list £169.95) **BARGAIN** £869894 Class 128 DPU in BR blue full yellow ends and flush fronts M55995 (Hor) (list £119.95) **BARGAIN** £6932-953 Class 108 2 Car DMU in BR green half yellow ends (Bac) (list £139.95) **BARGAIN** £72.5032-954 Class 108 3 Car DMU in BR blue full yellow ends (Bac) (list £169.95) **BARGAIN** £869894 Class 128 DPU in BR blue full yellow ends and flush fronts M55995 (Hor) (list £119.95) **BARGAIN** £6932-955 Class 108 2 Car DMU in BR green half yellow ends (Bac) (list £139.95) **BARGAIN** £72.5032-956 Class 108 3 Car DMU in BR blue full yellow ends (Bac) (list £169.95) **BARGAIN** £869894 Class 128 DPU in BR blue full yellow ends and flush fronts M55995 (Hor) (list £119.95) **BARGAIN** £6932-957 Class 108 2 Car DMU in BR green half yellow ends (Bac) (list £139.95) **BARGAIN** £72.5032-958 Class 108 3 Car DMU in BR blue full yellow ends (Bac) (list £169.95) **BARGAIN** £869894 Class 128 DPU in BR blue full yellow ends and flush fronts M55995 (Hor) (list £119.95) **BARGAIN** £6932-959 Class 108 2 Car DMU in BR green half yellow ends (Bac) (list £139.95) **BARGAIN** £72.5032-960 Class 108 3 Car DMU in BR blue full yellow ends (Bac) (list £169.95) **BARGAIN** £86

9894 Class 128 DPU in BR blue full yellow ends and flush fronts M55995 (Hor) (list £1

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372-310 Class 21C1 Merchant Navy 4-6-2 35024 'East Asiatic Company' BR blue early emblem (Gra) NEW £135.96

25-009-04D Class 2884 2-6-0 3803 GWR green GWR lettering - DCC Fitted (Dap) £123



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



25-015-003 Class 2MT Ivatt 2-6-2 in BR black late crest (Dap) £53

25-014-003 Class 45xx 2-6-2 4571 BR black 'British Railways' lettering (Dap) £53



25-010-002 Class 49xx Hall steam loco 4914 "Cranmore Hall" in BR lined green late crest (Dap) £95

25-010-003 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 BR black early emblem & Johnson tender (Gra) £93.46



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

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



2S-007-006D Class 5700 Pannier 0-6-0 3702 in BR black late crest - DCC Fitted (Dap) £82

2S-007-007D Class 5700 Pannier 0-6-0 4607 BR black early crest - DCC Fitted (Dap) £82

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2S-007-005 Class 57xx Pannier tank steam loco #97 London Transport maroon (Dap) £61

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



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

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

2S-019-001 Class 9F 0-10-0 92088 BR black late crest & BRIC tender (Dap) £87

372-802 Class A1 4-6-2 60147 'North Eastern' in BR green early emblem (Gra) (list £144.40) £81

372-800B Class A1 4-6-2 60163 "Tornado" BR Express blue (as preserved) (Gra) £135.96

ND129D Class A3 steam loco 2744 "Grand Parade" LNER apple green. DCC fitted (Dap) £122



372-079 Class B1 4-6-0 1040 'Roedeer' in LNER lined black (Gra) NEW £110.46

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

372-401 Class J39 0-6-0 64980 BR black early emblem & flat sided tender (Gra) £80.71

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

Train packs



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) £131.71



370-400 Longmoor Military Railway Train Pack WD Austerity Class No.400 "Sir Guy Williams" & 3 x Mk1 suburban brake end coaches in LMR blue (Gra) NEW £118.96

Diesel locos

2D-021-002 Class 156 2 car DMU 156419 in Provincial (Dap) £95

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



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

2D-013-000 Class 27 diesel #27108 in BR blue (Dap) £82

2D-013-051 Class 27 diesel 27203 in BR blue (Dumby) (Dap) £83

2D-013-052 Class 27 diesel 27212 in BR blue (Dumby) (Dap) £83

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



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

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

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

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



371-454 Class 37 diesel D6827 in 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

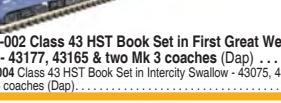
371-168 Class 37/5 diesel 37506 Railfreight Red Stripe (Gra) £89.21



2D-019-001 Class 43 HST Book Set in BR blue & grey - W43047, W43046 & two Mk3 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 Mk3 coaches (Dap) £135

2D-019-004 Class 43 HST Book Set in InterCity Swallow - 43075, 43106 & two Mk3 coaches (Dap) £135



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



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



371-702 Class 350/1 Desiro 4 car EMU 350 101 in London Midland (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



371-244 Class 47/7 diesel 47711 'Greyfriars Bobby' in BR blue large logo (Gra) NEW £101.96



371-246 Class 47/7 diesel 47710 'Sir Walter Scott' in BR ScotRail (Gra) NEW £101.96



371-247 Class 47/7 diesel 47711 'Greyfriars Bobby' in BR blue large logo (Gra) NEW £101.96



371-248 Class 47/7 diesel 47710 'Sir Walter Scott' in BR ScotRail (Gra) NEW £101.96



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



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



371-510 Class 101 3 car DMU in BR blue (Gra) (list £159.95) BARGAIN £76



2D-009-002 Class 121 single car DMU 'Bubble car' 55032 in BR blue/grey (Dap) NEW

2D-009-000 Class 121 single car DMU 'Bubble car' W55022 in BR green small yellow warning panel (Dap) £90



2D-009-001 Class 121 single car DMU 'Bubble car' W55027 in BR green speed whiskers (Dap) £107



2D-009-102 Class 121 single car DMU 'Bubble car' W55030 in BR blue/grey (Unpowered Dummy) (Dap) NEW

ND2108 Class 122 Gloucester RCW 'Bubblecar' single car DMU blue & grey 55016 (Unpowered Dummy) (Dap) £40

ND210C Class 122 Gloucester RCW 'Bubblecar' single car DMU green whiskers W55016 (Unpowered Dummy) (Dap) NEW

ND210A Class 122 Gloucester RCW 'Bubblecar' single car DMU Regional Railways 55012 (Unpowered Dummy) (Dap) £40

371-558 Class 156 2 car DMU 158871 ScotRail (Gra) (list £144.95) BARGAIN £89



371-433 Class 170/4 3 Car DMU 170434 in First ScotRail (Gra) (list £164.95) BARGAIN £100



371-741 Class 251 Blue Pullman 6 car Midland set in Nanking blue (Gra) £229.46



371-740 The Steel Worker Class 08 D3406 in BR green & 3 x 24-Ton ore hopper wagons (Gra) £93.46



370-070 Class 122 Railcar W55033 BR Green Small Yellow Panels (Dumby) (Dap) NEW

ND210D Class 122 Railcar W55033 BR Green Small Yellow Panels (Dumby) (Dap) £40



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

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2F-034-018 21T Hopper BR E285584 - weathered (Dap) **NEW** ..£10



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377-827A 22 Ton Presfio Bulk Powder Wagon 'Blue Circle Bulk Cement' in brown (Gra) (list £17.95) **BARGAIN** ..£8



BARGAIN

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373-666 Triple pack 14 Ton tank wagons 'Eso' - weathered (Gra) £30.56

373-785 Triple pack TTA 45 Tonne tank wagon - weathered (Gra) £30.56

DCC decoders



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2A-000-011 Magnetic couplings - short arm - 5 pairs (Dap) ..£18

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

Any or Multiple Scales

Analogue controllers

16150 Left hand point, electrical switch, 22.5 degrees radius 3 (LGB) ..£78

10610 Straight track 1200mm long (LGB) ..£22

10610 Box of 6 (LGB) ..£124

Track & Points

16150 Left hand point, electrical switch, 22.5 degrees radius 3 (LGB) ..£78

10610 Straight track 1200mm long (LGB) ..£22

10610 Box of 6 (LGB) ..£124

Analogue controllers

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Analogue controllers

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10610 Straight track 1200mm long (LGB) ..£22

10610 Box of 6 (LGB) ..£124

Analogue controllers

16150 Left hand point, electrical switch, 22.5 degrees radius 3 (LGB) ..£78

10610 Straight track 1200mm long



HALLAND

Set in the Scottish Borders as BR steam gave way to diesel traction, the story of this minimum space exhibition layout by **Ron North** is told by fellow High Wycombe club member Francis Gomme.



FACT FILE

- **Layout Name:** Halland
- **Builder:** Ron North, High Wycombe & District MRS
- **Gauge/Scale:** 4mm:1' scale/16.5mm gauge 00
- **Size:** 12' x 1' 6"
- **Era:** BR 1950s/60s
- **Location:** BR Scottish Borders
- **Layout type:** Branch line terminus (end to end)
- **Words:** Francis Gomme
- **Photography:** Andy York

Less is more: To achieve a convincing atmosphere for a lonely rural station in the Scottish Borders, detailing has been kept deliberately sparse, with minimal buildings and only a few road vehicles and people on view. A Midland 3F rolls in with a passenger train formed of ex-LNER non-gangwayed coaches.



**2**

All locomotives and items of rolling stock are weathered and detailed to fit in with the somewhat run-down scene of the late-1950s and early-1960s.

The acquisition of a 150cc Vespa scooter in 1963 brought the railways of southern England within Ron's range. The final years of steam on the Southern Region could be witnessed first-hand at Basingstoke, Worting Junction and Southampton. Early modelling in OO9 and 7mm were temporary diversions from OO and the predictable modelling focus on the SR and WR of British Railways. However, 'Halland' is most unusual as the location, north of Newcastle, is his first diversion from Southern England in over 60 years of modelling. What prompted this unexpected change was a superb resin stone station building in the light blue and off white finish of the Scottish Region of BR. Consequently a location in the Borders was chosen for his project.

Despite this shift in location, 'Halland' is typical of a succession of small exhibition layouts produced by Ron, each meeting the challenge of creating a model within a relatively small space that is both visually appealing to exhibition visitors but also providing operator interest. 'Halland' is a minimum space branch line terminus that employs recent techniques in scenic modelling alongside the familiar tried and tested practices. Examples of resin buildings sit alongside kit-built and scratchbuilt

railway structures and ready-to-run (RTR) rolling stock rubs shoulders with kit-built vehicles.

The layout is set in remote border country and captures a fictitious terminus of a sleepy branch line in the late steam and early diesel era; one of many rural lines in that area that fell victim to the Beeching Report.

'Halland' benefits from the latest advances in DCC operation which encourages a busy but plausible sequence of train movements, despite its modest size. Ron's modelling ethos is that every aspect of an exhibition layout should be equally important whether it be rolling stock, trackwork, scenery, buildings or operation. If this is achieved then it will be the sum of all these parts that help create a plausible and realistic layout, whatever the location or setting. Ron acknowledges two particular modellers who achieved this level of authenticity, but in two distinct eras. Firstly John Charman, who in the 1950s was applying realistic operation and procedures to his relatively small layout. Timetable operation, train control diagramming, movement sheets and gradient profiles all contributed to a level of realism and accuracy on a layout that, even with the modelling limitations of the time, captured a typical Southern Railway branch line. Each of these aspects brought the layout to life, something

**3**

A small goods yard and coal merchants provides just enough traffic to justify the retention of a daily pick-up goods train.

'Halland' benefits from the latest advances in DCC operation, which encourages a busy, but plausible sequence of train movements.



Buildings are a mix of Bachmann Scenecraft ready-to-plant, kit-built and scratchbuilt structures, such as the solid North British Railway signalbox, inspired by the long-lost 'box at Scotsgap Junction on the Morpeth to Rothbury line in Northumberland.

that Ron has always sought to achieve in his work. He also admired the work of the late Dave Shakespeare and his 'Tetley's Mills' layout, which again, albeit in a more recent era, equally captured a sense of place and time and that unique railway atmosphere. Despite being separated by almost 40 years they are just two examples of layouts that look realistic, operate reliably, are true to the prototype and present authentic buildings and realistic trackwork.

DIGITAL CONTROL

The layout is wired for DCC with dropper wires from every section of track to twin bus wires, and full polarity switched turnouts. These are operated using the Peco stud and probe system on a small matrix panel mounted on the front of the layout.

Although DCC and sound may not be to everyone's taste there is no denying its impact on the hobby and the fresh opportunities it creates to bring new dimensions to layout operation and presentation. Fellow High Wycombe club members John Gay and Maddie Cook have introduced the latest DCC technology to 'Halland' and continue to pioneer new developments in digital accessories.

Operators use iPod Touch handsets incorporating a throttle programme and full functions. These are connected wirelessly to a laptop which itself is linked to a Model Electronic Railway Group (MERG) USB interface. The 'business end' is a MERG command station plus booster. At present, the Peco point motors are operated traditionally via a matrix turnout control panel with tags and a probe, but this aspect is due for

KEY DETAILS - DCC SOUND OPERATION



All locomotives, largely London Midland and Eastern Region examples, and DMUs are now fitted with sound. John utilises a JMI DecoderPro 3 and an ESU programmer to load, programme and tune the sound files and favours Zimo and ESU Loksound V4.0 decoders. Careful consideration is given to fitting the most appropriate speaker whether that be a 1/2" sugar cube or a 28mm x 40mm example and on occasions two may be fitted. On the smaller locomotives up to five SMD capacitors are added to aid smoother performance. Working steam headcode lamps and flickering fireboxes are now being introduced on particular models.





Use of muted colours and careful blending of the buildings, scenics and rolling stock helps to create a wonderfully evocative scene, recalling the early years of BR diesel railcars, introduced to make rural services more cost-effective and attractive to passengers.



digitalisation soon with control via the iPods. The scenic section of the layout is separated from the fiddleyard into two DCC districts, each managed by a MERG unit that permits rapid troubleshooting.

The operating sequence includes numerous shunting activities and the running round of stock in the platform road lends itself to DCC sound (see panel), making best use of the functions associated with these movements. Although some may assume that sound is best applied to large layouts it can be more effective in smaller spaces

with trains running at a slower pace. Features such as a semaphore signal dropping, doors closing, guards whistle, drain cocks opening, coupled with adjustments that recognise loaded trains or light engine movements, can be realistically introduced. At exhibitions the sounds are the source of many favourable comments and observations that viewers are able to fully appreciate this development. For operators it adds an extra dimension to the quest for authenticity. Another feature is the LED strip layout lighting

that offers a significant alternative to traditional lighting. Domestic 24V LED strips offer various lighting strengths and for 'Halland' the warm-white option seems to work well, avoiding the harsher brighter lights that can bleach the overall effect. However the principle advantage of LED lighting is the huge reduction in weight, removing the need for heavy lighting columns and beams, and their relatively low cost. LED lighting and authentic DCC sound prove that new technology can enhance even the smallest layout.



TRACKWORK

Peco Code 75 track with Electrofrog pointwork has been used throughout. With reliable running a prime concern, dropper wires were fitted to every track section, avoiding the reliance on rail joiners for electrical continuity and the consequent risk of power drop. All turnouts are polarity switched too which, coupled with the droppers, meant that the layout would be DCC ready!

Trackwork sits on a cork base and is ballasted by the traditional method, employing fine ballast

rather than the sometimes coarse and overscale material often marketed for OO scale. However, the most important dimension of this work is the attention to realistic weathering of rail, sleepers and ballast which, with patience, can create extremely convincing trackwork without resorting to finescale gauges. The track is fully weathered before ballasting and then a blend four colours of fine ballast is applied to avoid a bland, uniform appearance. Left for a couple of days to dry out, any weathering can then be touched up as required. Ron

probably spent about twice as long laying his track than most modellers, but the end result speaks for itself and establishes the benchmark for the rest of the layout.

BUILDINGS

'Halland's' station building is a great example of the growing range of 'ready-to-plant' resin structures, in this case from the Bachmann Scenecraft series. They look realistic and save on modelling time but there is always that risk

that too many on a layout might risk a degree of 'same-ness' about exhibition layouts. However, Ron mixes resin models with kit-built structures and scratchbuilt buildings, maintaining variety and distinctiveness. He has added a toilet extension to the resin station building using the versatile Wills building sheets to match the stonework.

The signalbox is a scratchbuilt North British Railway example based on a plan of Scotsgap Junction by Ian Futers. The majority of other structures are built up from the Wills range of embossed sheets and, as with all the scenic work, the outcome of careful observation of the prototype and use of the wide range of photographic sources now available to us all. The integration of ready-made, kit and scratchbuilt structures produces that sense of identity and individualism.

Ron avoids the temptation to create numerous cameos on his layouts. They can be an over-used device, even on the largest layouts. 'Less is more' is his philosophy and observation his preferred application to this aspect of scenic modelling. In the real world the incidence of the often-contrived cameos, the car crashes, welding workshops, flashing bollards, funerals is fairly infrequent and certainly scarce in the Border counties! He also avoided his 'pet' dislike, a double-deck bus sitting on every road overbridge!

BACKSCENES

Perhaps the most convincing and natural features of Ron's scenic work are his stunning backscenes. He has developed the ability to capture city, urban and rural views that sit comfortably and harmoniously behind his, and many other layouts. Again the techniques are not challenging, the secret being applied observation, accurate composition, an appreciation of light and shade, and the use of soft, natural tones. His work can be found on most club HWDMRS layouts and many of the member's

personal projects. You can also see an article describing Ron's techniques in more detail on page 58.

Often the difference between a 'good' and a 'great' layout, backscenes immediately improve a layout's visual appeal and character. Ron's advice would always be that if your layout hasn't got a backscene then please consider adding one!

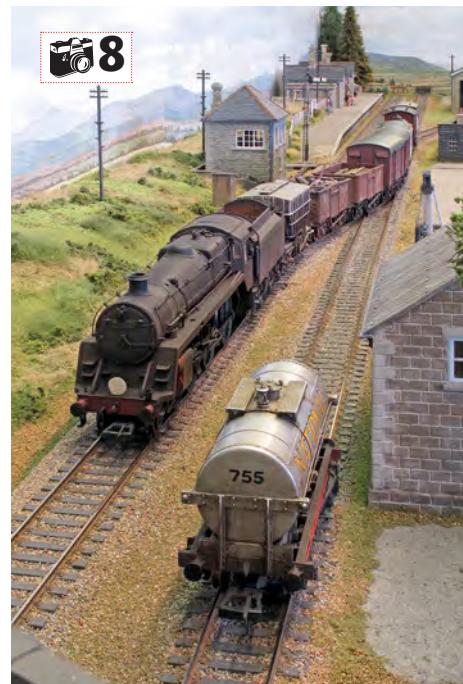
But, be warned as poorly produced backscenes can ruin good layouts so if you're no Turner or Constable then a pure off-white or sky blue backing is more than adequate. In fact many layouts possess very effective plain horizons that create true atmosphere.

Ron favours acrylics in pastel shades and maintains a fairly low horizon to protect the perspective when viewed at exhibitions. Reducing the intensity and strength of the colours towards the horizon is very important. The ability to produce convincing backscenes comes from experience so always experiment on scraps of board as you develop your style and approach. If in doubt, keep it simple!

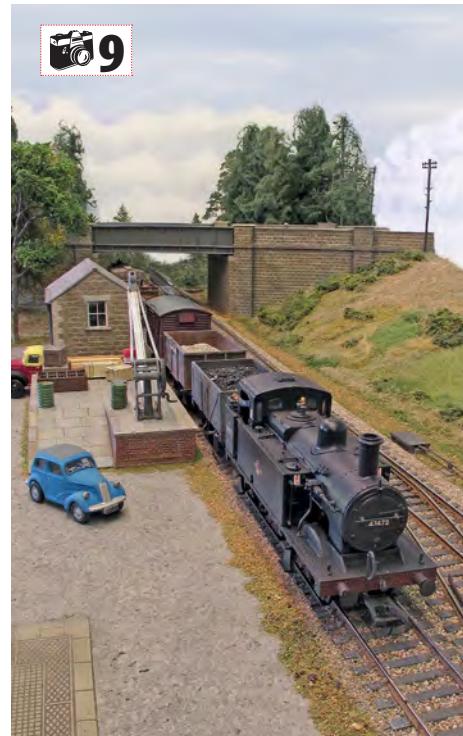
THE FUTURE

Ron's next layout project is already underway; another take on the minimum space theme but again striving for that overall 'look' that is both accurate, visually appealing and interesting to operate. However, if asked, and if he had the space and time, his personal dream would be to re-create one of his favourite layouts from the past; perhaps the Charford Branch, capturing the prototypical operation and authentic detail that provided so much inspiration during his early modelling years.

● Ron is the first to recognise the many benefits of club membership and the skills, expertise and knowledge that can be shared in this environment, as well as the general camaraderie. He particularly thanks club members Maddie Cook, John Gay, Dave Fryer, and Francis Gomme for their support, and, most importantly, his wife Kathy. **BRM**



Reduced to menial tasks such as this pick-up goods, a scruffy BR Standard 5MT 4-6-0 eases out of the loop. Careful painting and ballasting disguises the fact that Code 100 track is used.

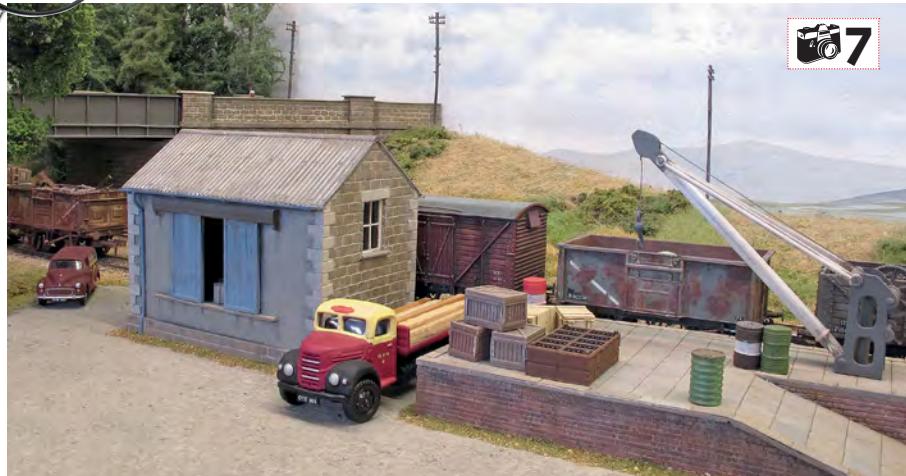


Above More suitable branch line goods traction in the form of a Bachmann Fowler 3F 'Jinty'. All locomotives are fitted with DCC sound.



Above Points are controlled by the traditional 'stud and probe' method and cleverly housed in the back of a storage shed.

KEY DETAILS - SCENERY



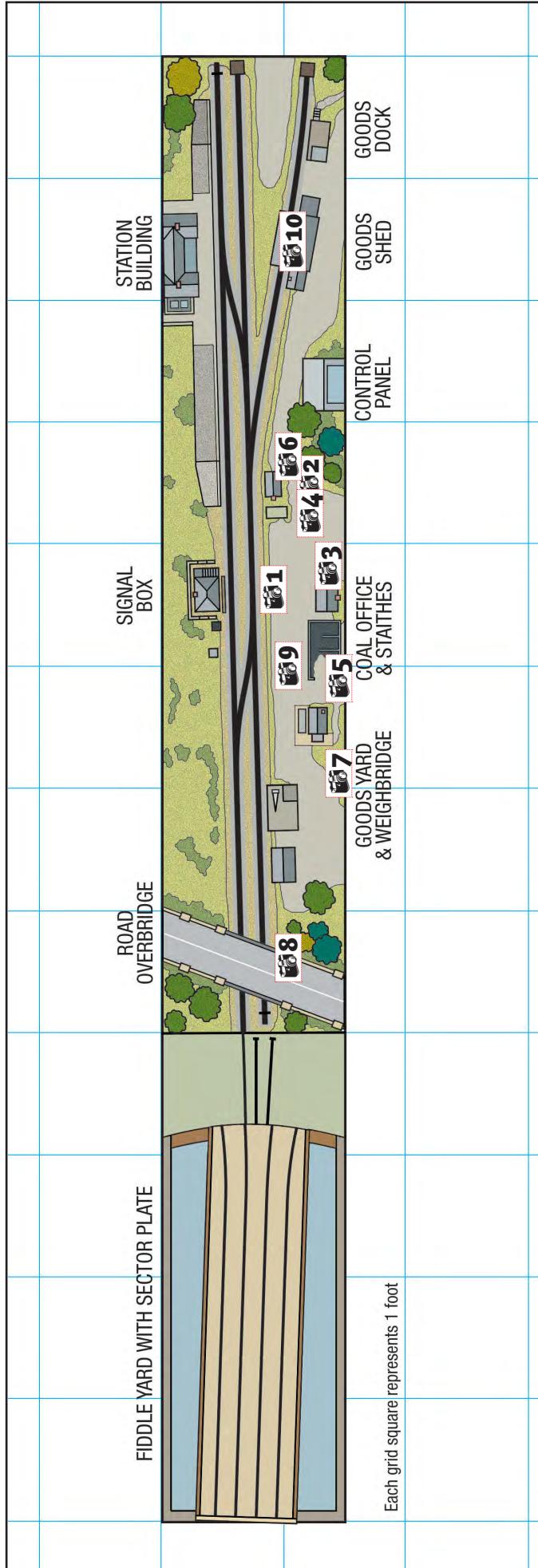
Despite the modest proportions of Ron's exhibition layouts, he has combined observational skills and an artistic ability that come together to create very realistic, natural and plausible railway settings. And interestingly there remains an experimental approach to his scenic work, always seeking simplicity of technique and materials rather than sophisticated and maybe expensive solutions. Why seek branded road base materials if painted cork or 2mm card captures the right effect on a road overbridge? And why not avoid monotony by combining hanging basket liner, Woodland Scenics' materials and static grass to create typically diverse scenery. A convincing landscape is achieved by bringing together a variety of scenic materials, old and new, and a wide range of applications and techniques, all of which 'Halland' portrays so well.

Framed by the door of the goods shed, a Bachmann 'Derby Lightweight' DMU and Ford 105E Anglia bring a touch of late-1950s modernity to a scene that is otherwise largely unchanged from the Victorian era.



00 LAYOUT FOCUS HALLAND

Tomrotton



FACT FILE: Ron North

Ron is a long-serving member of the High Wycombe & District Model Railway Society and has contributed to numerous club projects. Alongside his passion for the Western and Southern regions of BR is an interest in North American HO modelling. The club's Cariboo River layout is one example of this parallel attraction. Boyhood trainspotting on West Country holidays in the 1950s clearly launched Ron's lifelong interest in railways. The inevitable Hornby-Dublo train set, was also an inspiration, as it was for so many young modellers. A copy of Railway Modeller, purchased sometime in 1957, would trigger his passion for modelling. The layout builders of the late-1950s and 1960s that would influence his work included John Charman, Mac Pryke, Frank Dyer and Peter Denny. Their inspirational models such as the 'Charford Branch', 'Berrow', 'Borchester' and 'Buckingham' were some

of the first to capture prototypical railway operation in a realistic and recognisable railway landscape. The sense of time and place injected into those projects by their creators would become a considerable influence.

Ron also recognises the annual Model Railway Club Easter exhibition held in Central Hall, Westminster as a significant event not to be missed. He recalls that a feature of the day was the journey up to London courtesy of the Western Region. The approaches to Paddington would be alive with steam locomotives on passenger, goods or parcels services. Old Oak Common shed and Ranelagh Bridge stabling point would be bursting with locomotives and the terminus itself a hive of activity with throngs of young spotters. All now a distant memory but the source of considerable inspiration at the time!





Modelling Essentials

The Humbrol acrylic range of popular railway colours and weathering powders have been specifically developed to suit the many variations on the UK rail network. These products are ideal for restoring and re-liverying locomotives and rolling stock. Humbrol Weathering Powders produce the perfect weathered effect and are perfectly suited for dry brushing and re-touching, taking your model railway hobby to a new level.

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RC405 AB2405 GWR/BR Green	RC406 AB2406 Buffer Beam Red	RC407 AB2407 BR Yellow	RC408 AB2408 Apple Green
RC409 AB2409 Malachite Green	RC410 AB2410 Maunsell Green	RC411 AB2411 Diesel Blue	RC412 AB2412 BR Coach Roof Grey
RC413 AB2413 Engineers Grey	RC414 AB2414 Executive Dark Grey	RC415 AB2415 Pullman Umber Brown	RC416 AB2416 Pullman Cream
RC417 AB2417 Coach Roof Off-White	RC418 AB2418 EWS Red	RC419 AB2419 EWS Yellow	RC420 AB2420 Orange Lining
RC421 AB2421 Virgin Red	RC422 AB2422 Intercity Grey	RC423 AB2423 Carmine	RC424 AB2424 BR Cream

Weathering Powder

AV0001 Black	AV0002 White	AV0003 Sand	AV0004 Smoke
AV0005 Chrome Oxide Green	AV0006 Iron Oxide	AV0007 Dark Earth	AV0008 Rust

Washes

AV0201 Black	AV0202 White	AV0203 Dark Green	AV0204 Dark Grey
AV0205 Dark Brown	AV0206 Blue Grey	AV0207 Sand	AV0208 Dust
AV0209 Oil Stain	AV0210 Rust		

This popular range of railway colours are available in your local hobby store or online while stocks last.

THE GREAT OUTDOORS

There can be few greater pleasures in this hobby than watching trains go around a garden railway on a warm summer's day. This month's **BRM** video is introduced by *Andy York* from a large OO gauge layout in Essex.



FACT FILE

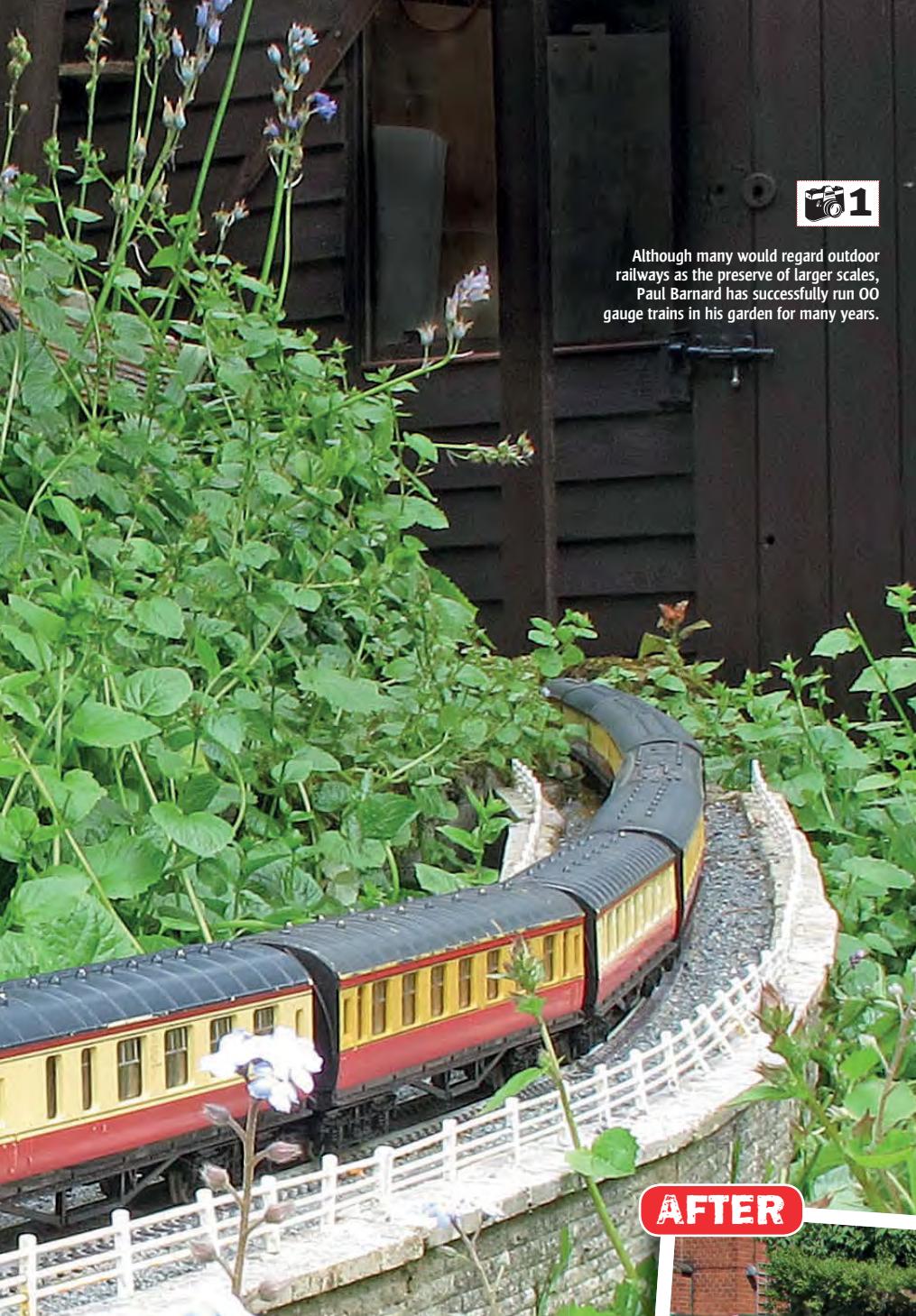
- **Layout Name:** Daws Heath
- **Scale/Gauge:** 1:76 scale, 16.5mm gauge 00
- **Size:** 58' x 35'
- **Era/Region:** Flexible
- **Location:** Garden
- **Layout Type:** Outdoor
- **Power/Control:** Gaugemaster 12V DC/Hornby DCC/Hornby Live Steam
- **Words & Photography:** Andy York

Paul Barnard, born and bred on Canvey Island, has now retired as a professional garden railway builder. His experience and skills led him to create something for his own pleasure after rebuilding his bungalow. His railway was started in 1976 and made use of Hornby's then-new 'Zero 1' control system. Paul moved towards DCC, but maintained the capability to run not only DC-controlled locomotives but also Hornby's 00 Live Steam system.

Paul wanted to model in a larger scale, but the costs were comparatively high, so he chose to model in 00 despite the protestations from contacts that it wouldn't work well in the smaller scale.

The majority of the 58' x 35' layout is less than a foot from the surrounding ground level putting it at an ideal height for sympathetic plants such as heathers, alpine and lower growing varieties of annuals to add atmosphere. Raising the track level above the ground assists with drainage and encroachment of vegetation and also leaves less digging out and levelling of existing surfaces.

The foundations of the trackbed are concrete blocks and individually cast bricks made from a DIY mould using a four parts to one mix of sharp sand and cement. The walkover bridge shown in the pictures and on the DVD is all made from home-cast bricks, which saved him a lot of money. Shuttering was constructed around the foundation blocks and



AFTER

BEFORE



LAYOUT FOCUS



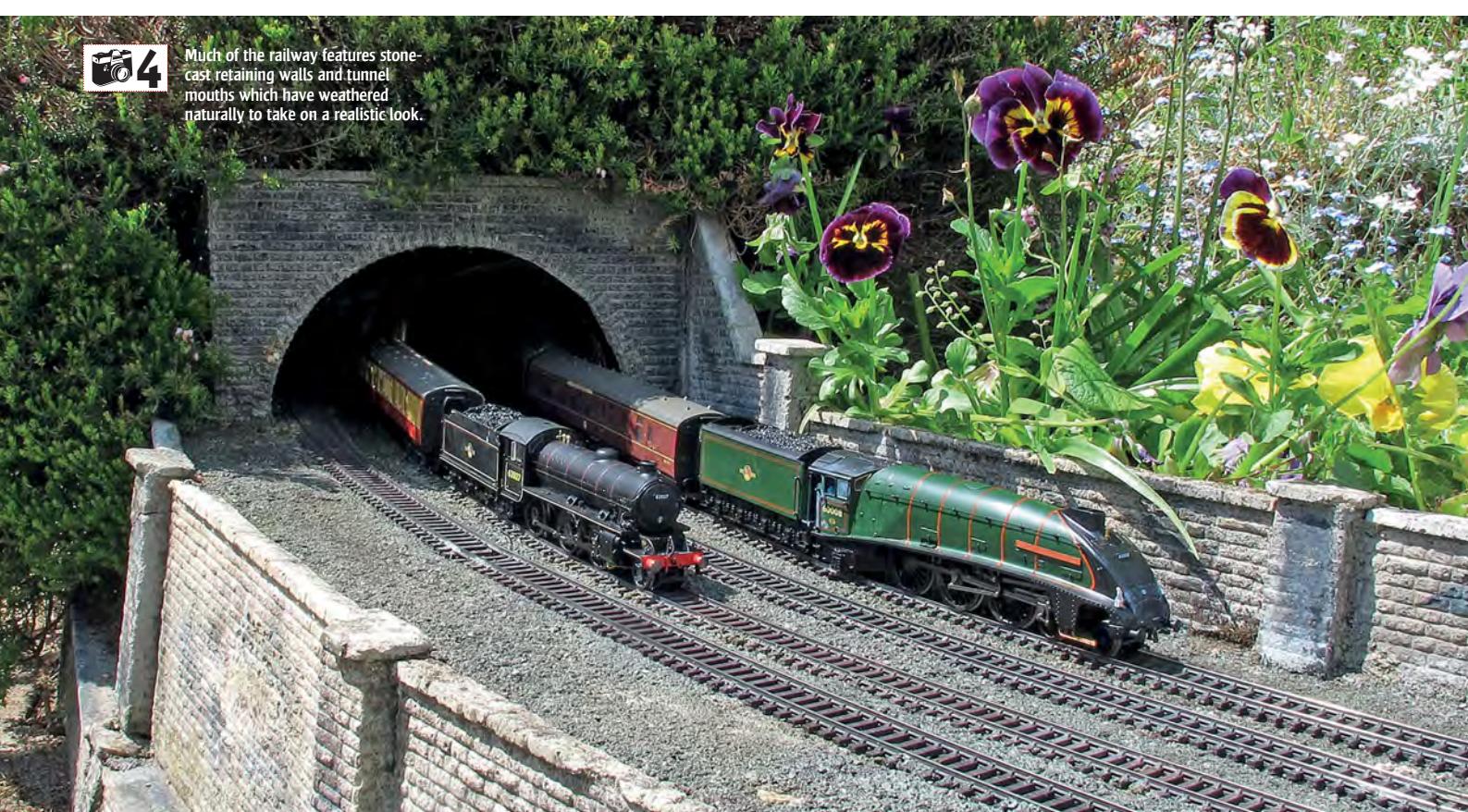
a 3" deep layer of hardcore was tamped down. Paul's standard 4:1 mix was trowelled flush up the shuttering to form the level base of the trackbed. Little maintenance has been necessary since!

An underlay of roofing felt was then ballasted to give a base for the track, with further ballasting using a 50:50 PVA to water mix. Ballast was not applied between the sleepers as a degree of thermal expansion of the track would cause it to come loose. Much of the raised track area is faced with cast retaining walls produced from a mould made from Slater's 7mm Plastikard. The walls naturally weather and many years later have assumed the appearance of stone-built walls decades or centuries in age.

As Paul advises on the DVD, it is important that the trackwork is kept simple to reduce maintenance and improve reliability. Peco Code 100 nickel silver track is used with each length of track bonded to the next with



Much of the railway features stone-cast retaining walls and tunnel mouths which have weathered naturally to take on a realistic look.





1mm copper wire. This has proved durable and reliable with little evidence of voltage drop over the length of the layout.

Before every running session Paul vacuums any garden litter off the track and cleans the heads of the rails with C&L track rubbers. He then plugs the control box housing Gaugemaster DC controllers and a Hornby Elite DCC controller into the power supply routed to the control position in the garden, connects to the track supply for each of the four circuits and then the railway is ready to run.

The railway forms an extended dumbbell shape with the four circuits giving the appearance of a busy eight-track main line through the centre portion and

Above Skaledale resin buildings have proved to be a robust solution for outdoor use.

Right Like many garden railway fans, Paul doesn't work to a strict era or region - he runs what he likes.

Below The fleet is mainly steam, but the odd diesel makes an appearance, such as this old Lima Class 117 DMU in the bay at Daws Heath Junction.





At certain points the four lines loop back on each other to give an impressive eight-track section where trains can pass as they do on the main line.



the two main stations of 'Daws Heath Junction' and 'Hadleigh Town'. The former has platforms over 10' in length, amply accommodating full-length trains. The platforms were originally made from marine ply but the later platforms at 'Hadleigh Town' were constructed from the previously mentioned concrete mix with a Formica surface to give a smooth finish.

Each end of the circuit winds around water features and plant beds, a double length Hornby

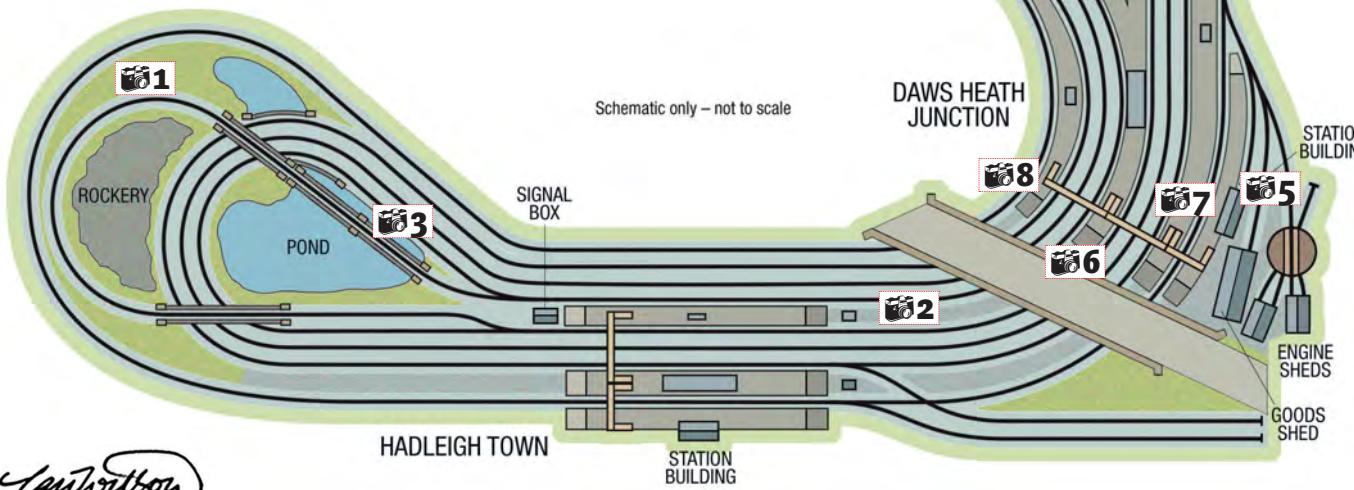
Grand Suspension Bridge sits on concrete piers over the pond running between the aquatic planting. Paul's experience in building his railway led to many commissions for garden railways for others with projects anywhere from OO gauge up to 7½" gauge. Paul has retired now but has handed the pleasures over to his friend, Ron Turner.

Paul freely admits he's not a purist, mixing the stock of eras and areas and derives pleasure purely

from seeing the trains run around this beautiful setting. It is, for him, a very social hobby too with many friends and acquaintances spending time running stock and sharing a cup of tea and a slice of homemade cake.

Paul would like to thank all his friends and family for their support and particularly John Humphries at Hornby for helping him out with the OO Live Steam products. **BRM**

LAYOUT FOCUS DAWS HEATH JUNCTION

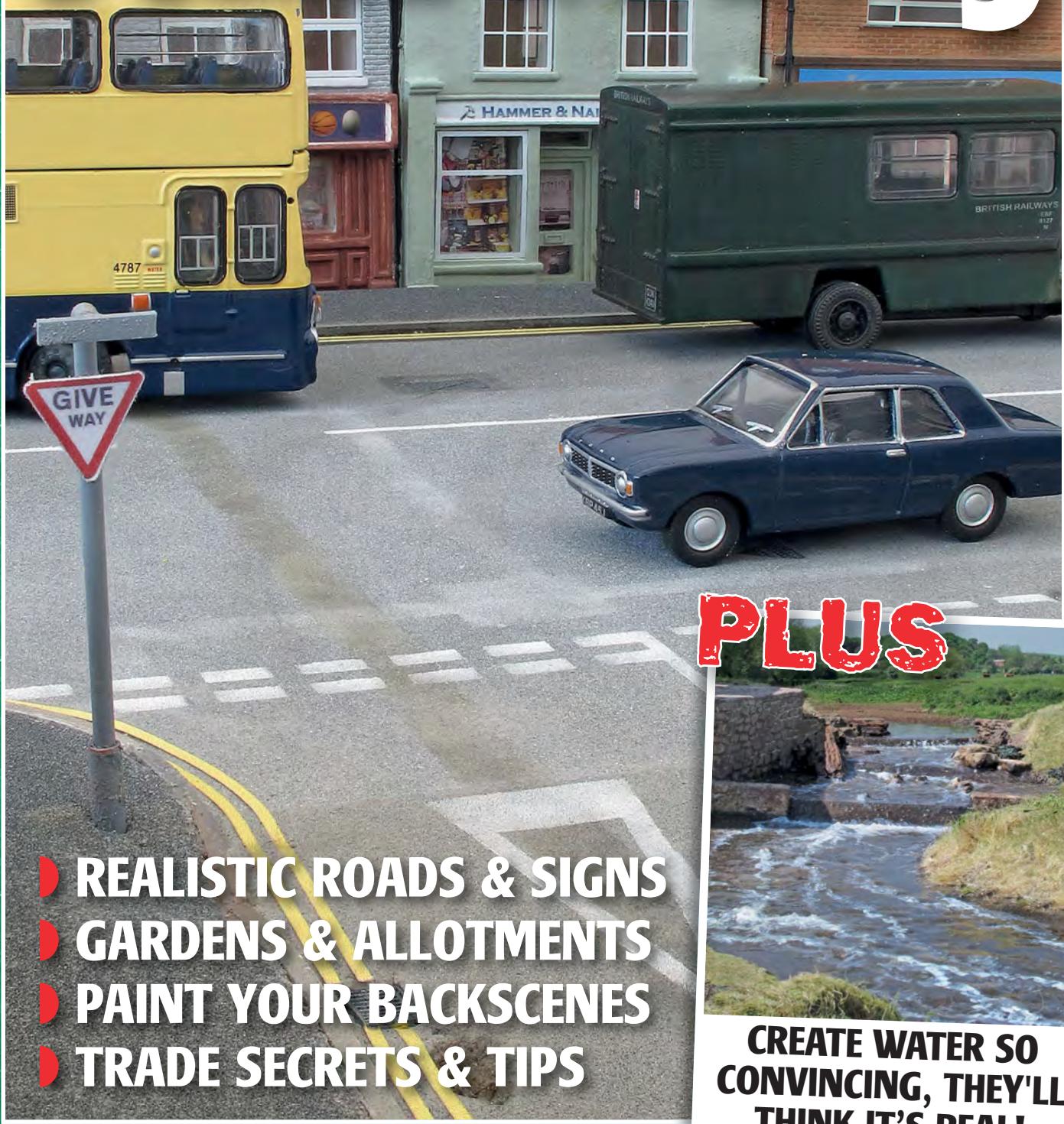


PRACTICAL
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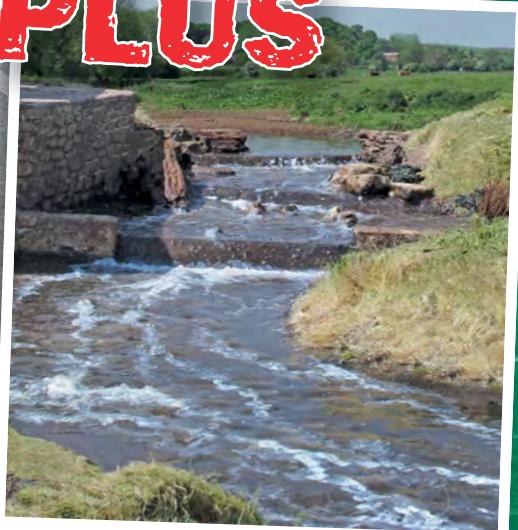
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A REALISTIC WATER SCENE

In the first of two parts, **David Wright** shows how to create a fast flowing river diorama.

PART 1



Fast flowing white water is illustrated in this photograph of the River Dove at Mill Dale. By using oil paint together with 'Making Waves' from Deluxe Materials, a reasonable result can be achieved on the model.



Those who attended 'The Festival of British Railway Modelling' Exhibition at Doncaster in 2013 might be familiar with the basic diorama presented for this project. It was started for my theatre presentations at the show, but postponed due to other projects until asked if I could show how to create a river diorama.

Using chipboard as a support, I made up the higher levels to create the waterfalls and the weir. For each of these, an edge is cut at a 45 degree angle.

Following on from the board, I built up the banks and made the foundations for the bridge and the watermill using strips of foamboard and shaped profiles to support the landscape running up to the river banks. A web of card strips was then covered with plaster bandage and once completely dry, a wash of oil paint was brushed over the plaster, ready for work to commence on the river bed and water.

THE RIVERBED

After observing and photographing fast flowing rivers I need to create the river bed first. For this, sand and fine grit ballast from the 'Woodland Scenics' range is scattered over areas. This is glued with a diluted PVA mix - the same method when ballasting track. Small rocks are glued mainly around the waterfalls and I'm using grey cat litter for these. The larger rocks are added using small flat stones which I've collected while out walking in the Peak District. Larger rocks using tree bark give a good representation of the rocky sides.

I can now paint the riverbed, again observing prototypes, before making a start. I mix yellow ochre and burnt umber artists' oil paint to a consistency of 20 per cent paint to 80 per cent white spirit, creating a wash. The colour wash is brushed over the river bed allowing the thinned paint to flow into the grit and around the exposed stones. The paint at this consistency soon dries.

In the past I've used polyurethane gloss varnish for the water, but for this project I was presented with a new product on the model railway market called 'Solid Water' from Deluxe Materials. The pack simulates crystal clear water and has two bottles, the first a resin and the second a hardener. These are mixed two parts resin to one part hardener using the measuring beakers provided, but make sure you don't cross-contaminate the liquids though.

I use a spatula, dragging it through the resin in the appropriate places to spread it out. The consistency of the resin is like treacle toffee and it takes a few attempts before the ripple effect is achieved. More dragging is concentrated around the bottom of the weir, where the water turns over. By digging into the resin with the spatula,



Here are two different levels seen between the riverbed and the weir. Note how the front edge is cut at an angle. The same is done with the waterfalls. I'm using pieces of MDF to form the higher levels of the river bed, although other materials can be used such as plywood or foamboard.



To create the riverbed texture, I'm using extra fine ballast from Woodland Scenics, sand and pieces of bark.



To create the small rocks, I'm using grey cat litter. For the larger rocks small stones and tree bark are selected, all of which I'm gluing with PVA.



To paint the riverbed I use oil paints. A mix of Raw Umber with Yellow Ochre will achieve something close to what can be seen in the photographs I have for reference.



Equal amounts of paint are squeezed from the tubes into a mixing jar where it is diluted with white spirit to form a wash.



The paint wash quickly flows through the ballast and sand giving a convincing colour.



I was given a 'Solid Water' kit from Deluxe Materials to try out. The kit contains a bottle each of resin and hardener, mixing and measuring vessels and a spatula.



Two parts of the resin is mixed to one part hardener, as advised, to cover the area. The mixture is stirred until both liquids are translucent.

PRACTICAL BRM



THE RIVERBED continued...



After an hour and while the resin is still tacky, I start adding ripples on the surface. This is achieved with the supplied spatula. Try and follow the flow of the river, with the ripples in one direction.



I'm pouring the resin from the vessel over the prepared riverbed, letting it flow over the weir and the waterfalls as it would do.



After a few minutes the resin will start to level out, although it will take a few hours to harden.



then turning the surface resin over, a reasonable representation is created. Well before the resin has completely hardened I add the white water using Titanium White artists' oil paint, which is thinned down with white spirit.

Using a No. 1 sized paintbrush the paint is applied to the surface of the resin following the direction of the flow. By using oil paint, it creates a chemical reaction and the paint feathers out within the resin, giving an authentic impression of the white bubbles that you often see just under the surface.

More of the white paint is added when the resin is completely hard to replicate the white water on the surface.

STEP-BY-STEP GUIDE

MAKING WAVES

To make the white water effect I'm experimenting with 'Making Waves' - a one part resin from Deluxe Materials. The makers recommend it for creating waves, ripples, waterfalls & moving water effects, and it is ideal for this project. It's easy to overdo the effects if you aren't careful though.

I'm using it to build up waves around the exposed rocks where the water breaks, at the bottom of the weir, and where the two water flows clash. Using a syringe to build up thin films before shaping is recommended, but I feel more confident using a fine paint brush which gives me more control and the effects I'm looking for. I find that I can build up the layers just the same way and shape the waves at the same time using the brush.

The resin dries quickly, completing the fast flowing river with its waterfalls and weir. I'll consider using 'Making Waves' again when I fit the water wheel to the mill in the next part of this article.



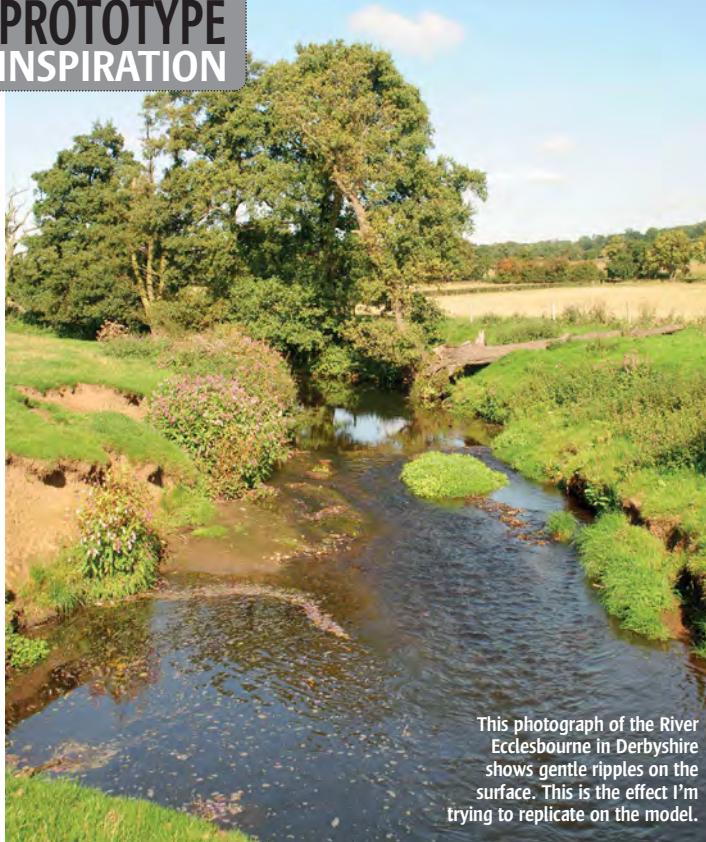
'Making Waves' from 'Deluxe Materials' is applied sparingly over the water with a brush and stippled to create texture.



Left I'm brushing a bed of PVA glue onto the painted plaster bandage. Above I add cumps of felt into the PVA making sure that the fibres stand up-right. When the glue is set, the felt can be trimmed with clippers or scissors, then painted. Again I use oil paints for this, mixing Sap Green with Yellow Ochre. I apply it, letting the paint flow through the fibres. I've also added Lemon Yellow and Titanium White to change the grass shades in places.



PROTOTYPE INSPIRATION



This photograph of the River Ecclesbourne in Derbyshire shows gentle ripples on the surface. This is the effect I'm trying to replicate on the model.



Left The speed of the water that flows across the Ford is much slower. This illusion is created by not over-doing the areas of white water.

Below Note the cut-off area on the weir where the white water doesn't climb any higher. You need to study photographs to get it looking right.



Illustrated are a few effects of using thinned down oil paint to pick out the white water.



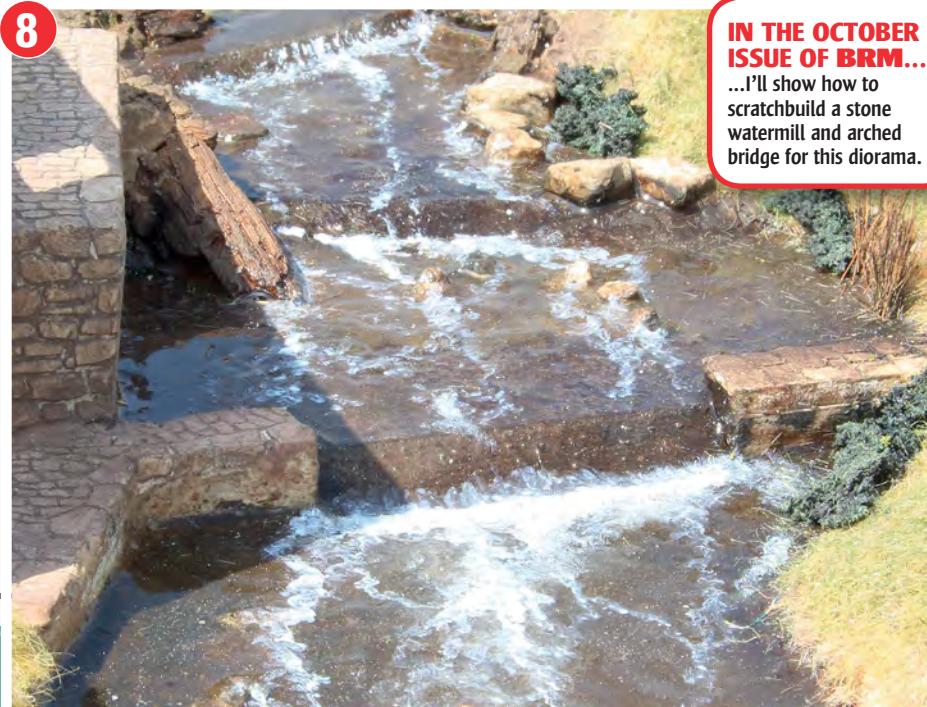
The white water of the 'tail race' on the mill is replicated in the same way. More 'Making Waves' resin is added to where the two flows of water clash. This is evident where the fast moving water from the mill race meets the fast water flow created from the weir.



To create the rough grass found around the river banks, I'm using carpet underlay felt that I cut into strips and then small blocks. Hanging basket liner can be used as an alternative.



Above This worn out paint brush is salvaged for making reeds and sedges. **Right** The bristles are cut to the length required and planted at the edge of the river into PVA glue. Some worn out foam carpet underlay gives a good impression of Butterbur - a common marginal plant found growing on the edge of fast flowing rivers with distinctive rhubarb-like leaves. The foam is painted a shade of green to match the photographs.



IN THE OCTOBER ISSUE OF BRM...

...I'll show how to scratchbuild a stone watermill and arched bridge for this diorama.



HOW TO MODEL...

ROADS & THEIR MARKINGS

We rarely see convincing model roads on layouts. We set **Andy York** on a quest to find a better way of making them. Here's his solution.

Despite the fact that most of us probably spend more time behind the wheel on the road than watching railways or even modelling, it's surprising that the roads on our layouts are often poorly modelled. One of my main gripes with many modelled roads is the coarseness

of the surface. Usually far too coarse a material is used such as granite chippings which would be the equivalent of driving over a surface of small boulders on an 'A' road.

It's easier to research what's under our noses too. It might not be our primary leisure interest, but it's certainly something that can elevate a layout from average to interesting and it isn't

difficult or expensive to do. So, here are a few tips to get you involved with some good old-fashioned modelling, shy away from proprietary products and create something more accurate and distinctive for your layout. **BRM**



You can gain as much enjoyment from modelling roads as railways.

WHAT YOU'LL NEED

- **Fab Foam** - Hobbycraft £1.50
- **Spray paints** - Halfords and Chapel Interiors 10% used of £18.00
- **Brass rod and tubing** - your local model shop £2
- **A4 adhesive label** - Avery L7167 £1.00
- **Silhouette Portrait Cutter** - yolo.co.uk £105.00
- **Tamiya weathering master sets** - Hattons 10% used of £13

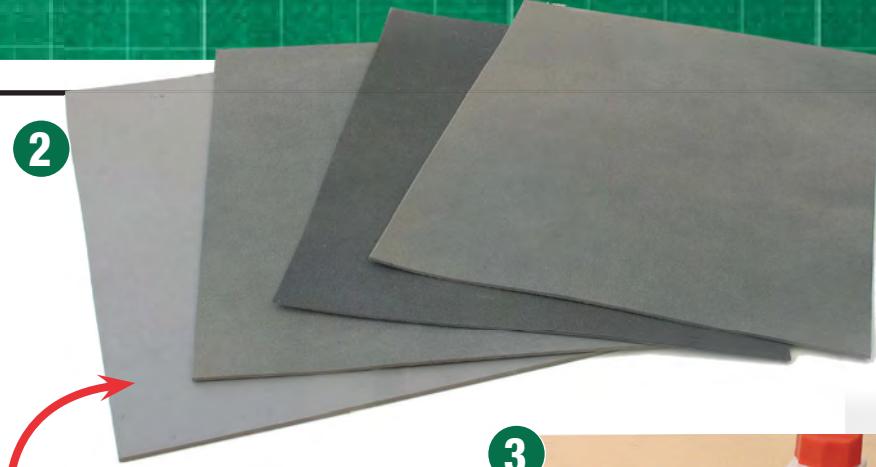
STEP-BY-STEP GUIDE

1



The surface of the 'Fab Foam' is sprayed with a mixture of spray cans. Grey primer, satin black and tan Plastikote suede touch give a variety of grey and brown tones. Look at the tones of road surfaces around you for inspiration to avoid the repeated error of a model road being too dark or uniform.

2



Above A painted or card surface is a far better option, but I like to retain some texture. I find that 'Fab Foam', obtainable from craft stores and online, has a suitable subtle texture to it and can also be cut, formed to shapes, glued and painted easily.

3



Right Subtly replicating this on a model can be a little tricky but it's worth trying to replicate. In this case cutting a slice of the 'Fab Foam' and gluing it to the baseboard before the road surface is laid helps build the crown of the road up.

4



Now the road surface is laid I'm making cut-outs for locations where I want to model a dropped kerb and pavement surface for drive entrances or pedestrian usage.

5



Sections of the 'Fab Foam' are trimmed to form 32mm strips forming an 8' wide pavement. I'm laying these over the road surface, then dabbing some glue into the square cut-outs I made earlier. Pressing the pavement down into the rebate forms a sloped area.

6



I'm curving the edge of the pavement with a compass cutter, in this case set to the same radius as the width of the pavement at 32mm. It's quite a tight turn for a junction, but not unknown in built-up areas.

7



I'm making the kerbing by spraying some 1.5mm square plastic strip with the same spray cans as the road surface, but using lighter tones to represent the concrete kerb stones. The painted plastic strip is shaped by hand to form a curve which helps to lay the kerbing around the junction corners.

8



The sides of the plastic strip that face the road surface and the edge of the pavement have a trace of latex adhesive applied and are then carefully positioned. Don't worry if there is excess glue as it can be wiped away. Any residue will be transparent.

9



A paper mask is made from a sheet of A4 self-adhesive label to simulate a filled trench. I'm dabbing Tamiya weathering pastes with the applicator included in the set.

PRACTICAL BRM



STEP-BY-STEP GUIDE ➔

continued...

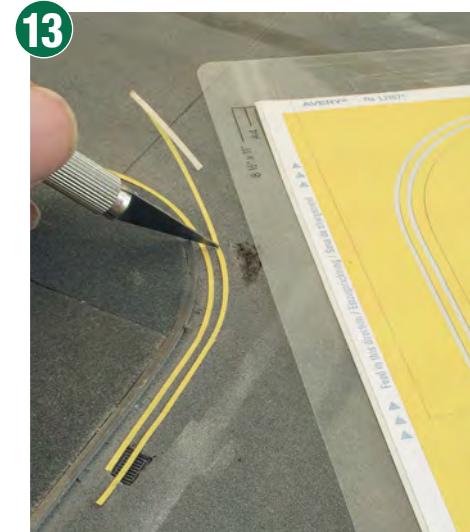
**WHAT IS A
SILHOUETTE
CUTTER?**

A Silhouette Cutter is a printer-style tool for craft hobbyists and uses a tiny blade to cut through sheet material. It can work through plastic sheet up to 20thou' which is fed through the machine. Designing shapes is easy with the included software.



Left Useful modern and vintage style etched frets of ironwork for roads are available from Wizard Models. It's worth recessing these into the road surface by cutting around them into the 'Fab Foam'. I'm compressing the foam down and placing the drain or manhole cover below the level of the road, indicating proper drainage and years of resurfacing.

Right A mixture of tones can be used to hint at a life of roadworks plaguing traffic. Whilst the weathering pastes are out, I'm smearing some subtle tones onto the surface to replicate the rubber and dirt that adheres to the road surface through traffic usage. Think about the way traffic would use the junction and treat it accordingly. Less is more.



Using the known dimension of the curvature of the pavement at the junction it's possible to draw concentric circular sectors and straight lines using software. These make the yellow lines of the correct scale 100mm width and 150mm spacing, set away from the kerb by 250mm. I'm printing these onto an A4 sheet of self-adhesive label with a variety of yellow tones. I could cut these by hand, but it makes a neater and faster job of it.



Above A more complex mask is created for the lines and warning triangle for the 'Give Way' arrangement at the end of our side street.

Right The 'Give Way' triangle is from a photograph of a real sign, printed onto photographic paper, cut out and glued to a brass rod. The rod then fits into a tube embedded in the 'Fab Foam' and allows the sign to be changed for different eras. Most commercially available signs and posts are simply that, a sign on a post, but observation shows that many warning signs are lit, particularly in built-up areas. This representation is mounted to the post which is bent at the top by 90 degrees with a pair of pliers.





For the road markings, I'm using a simple mask that I've cut from thin card. You could use masking tape as an alternative. I've dug out the weathering pastes once again and they give a discernible, but subtly varied finish to the line. If you look at most white lines, very few are pristine white and clean looking.

THE VERDICT

This diorama is only a taster and you could really go to town with such a project. It's worth bearing in mind how much space you need though. A contemporary pedestrian crossing needs a foot length of road to do it justice. Many more features like street furniture, vehicles and people can also be added. You can gain as much enjoyment from modelling roads as the railways.

Hopefully a few more layout owners will take these principles on board and improve the standards of road building. It's as easy to do it this way as it is with a raft of commercially available products and it's cheaper too. You don't need a Silhouette cutter although it helps. All the reference material is freely available so give it a go, we'd love to see your results.

WHAT'S IN A ROAD?

Most roads have a degree of camber to them to disperse the water. The crown of the road is usually at a raised level. The suggested angle of inclination for this is approximately 5 degrees or a 1-in-20 slope.

Many models feature slabs for paving, but today there are very few slabbed pavements. Those that are can generally be found in pedestrianised town centres. Asphalt pavements are cheaper to install and maintain and easier for the utility companies to dig up.

Look at any road surface and it won't be long until you find a patch due to a dig for repairs or utility access! It's this variation in surface, colouring and tone which can elevate the appearance of a modelled road to something much more realistic.

Yellow 'H' signs indicate the location of water hydrants. The upper number indicates the diameter of the water main, the lower the distance of it from the sign. Such signs are often forgotten about on layouts.

BRM | August 2015

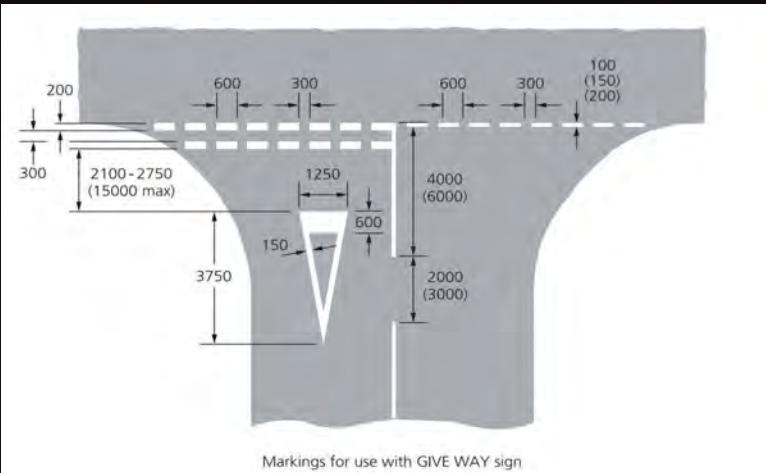
www.rmweb-buyandsell.co.uk 45

SIGN OF THE TIMES

Andy York delves into the minefield of different vintage road signs and markings to help make our models more accurate.

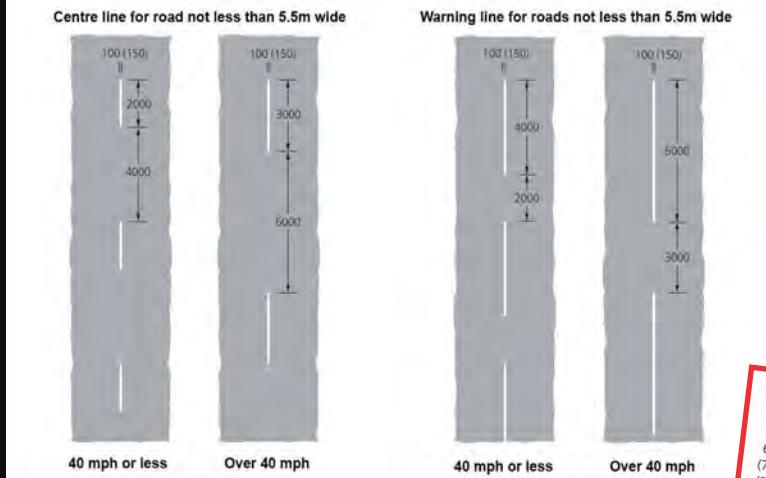
Road markings and signs - we know what they denote but it's rare to see them properly modelled on a layout. An easy way to research the different styles is to look up 'Traffic Signs Manual Chapter Four' on the internet. Full guidance in a government document for all the Highways departments is freely accessible. In it you'll find many great diagrams that show the prescribed size and positioning of road markings of virtually every road scenario imaginable. Here are some of the most useful.

GIVE WAY JUNCTIONS



Longitudinal white lines in the centre of the road are used as warning lines to indicate areas of potential hazard. The length and spacing of these is defined in the *Traffic Signs Manual*. On my diorama, the white lines should be 4m in length with 2m spacing and 100mm in width as it's an urban road with speeds under 40mph.

Crown Copyright. Reproduced with kind permission of the Open Government Licence.



Away from hazards, shorter lines with increased spacing can be used. Once again the parameters for these are defined in the *Traffic Signs Manual*. *Crown Copyright. Reproduced with kind permission and use of the Open Government Licence.*

ROAD SIGNS

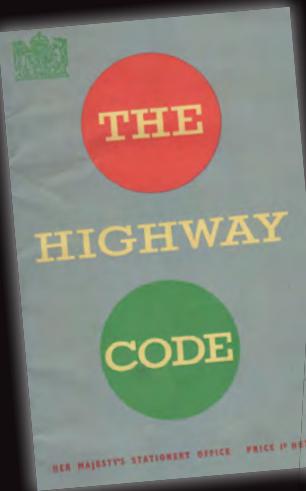
Until the implementation of the Road Traffic Act of 1930 there was no national specification for signs. The first hazard signs were introduced by cycling bodies and with the advent of the car, the AA and RAC produced signs to point the way for motorists. The Motor Act of 1903 introduced some signs but their usage appears to be without specification.

The landmark point for the design of road signs that we are familiar with today came in the 1960s. The design industry magazine 'Typographica' published an article in 1961 illustrating the chaos of signs, and this led to the government awarding a contract to Jock Kinneir and Margaret Calvert to design new road signage. This was a result of their successful signage that appeared at the dawn of the motorway era with the opening of the Preston bypass in 1958. The design contract was awarded by the Worboys Committee, hence all older signage being known from that point on as 'pre-Worboys'.

This classic 'pre-Worboys' sign shows the red warning triangle with inlaid reflectors and rectangular hazard signs mounted on the alternate black and white painted pole. How much maintenance work is involved for the Highways department in that? It's rare to find such signs out in the wild today but open air and transport museums are good sources to turn to if you want to see some.

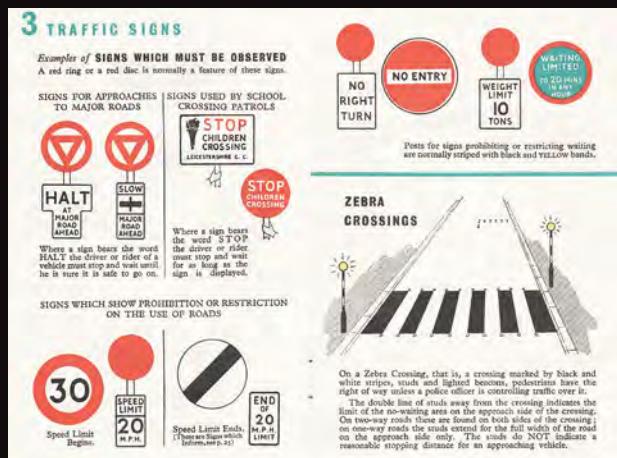
Today's style of signs from Kinneir and Calvert have gradually appeared since 1963, increasing to the point that their usage was fairly universal by the 1970s. Be mindful what style road signs should appear on your layout depending on your chosen era.

Chapter three of the *Traffic Signs Manual* covers a multitude of signs and information regarding their size and positioning. It doesn't cover every form of warning sign, but a full list can be found by searching for 'Highway Code Traffic Signs' where a PDF file can be downloaded. From photographs of real signs or from these downloadable resources, it's possible to create our own signs to the correct size.

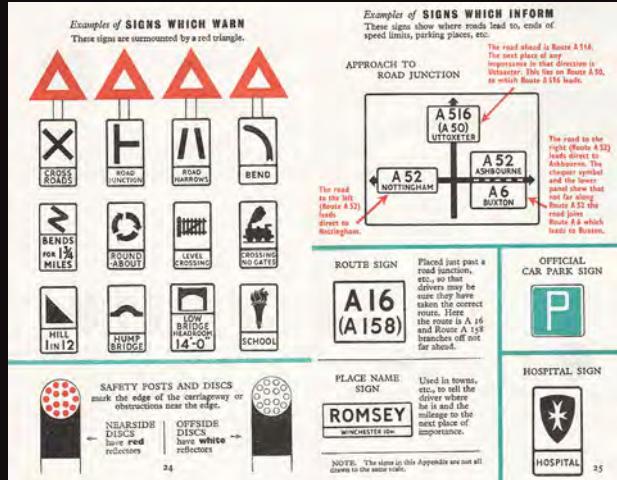


THE HIGHWAY CODE

The 1954 Highway Code shows a selection of the warning and information signs; just the site of them evokes the spirit of a more sedate world of motoring. *Crown Copyright. Reproduced with kind permission and use of the Open Government Licence.*



Above and Below Pre-Worboys signs were too complicated for modern roads.

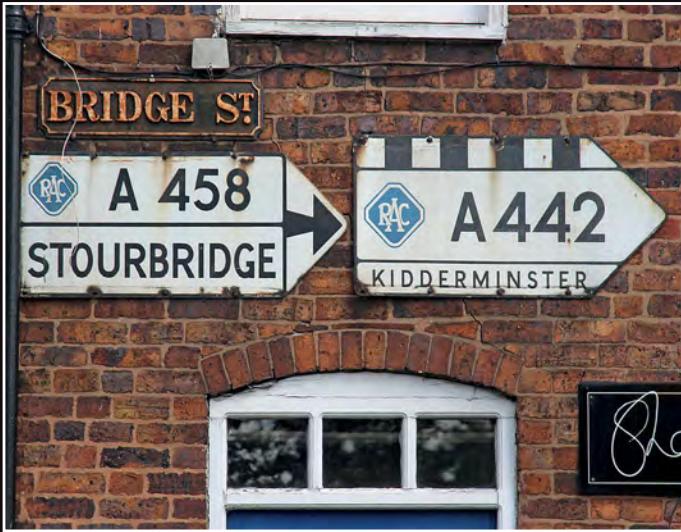


Did you know...?

- The first traffic signal - manufactured by Saxby & Farmer - was installed outside the Houses of Parliament in 1868. It was just a railway semaphore signal; unfortunately the gas supply to the lamps exploded and killed the attendant policeman.
- England's first automatic traffic lights were installed in Wolverhampton in 1927.
- We may know of Zebra, Pelican and Toucan crossings but there are also Pegasus crossings for horses and riders.
- Jock Kinneir and Margaret Calvert, designers of the Transport typeface still used on Britain's road signs, later designed the Rail Alphabet typeface introduced in 1965 as part of British Rail's corporate image.

VINTAGE ROAD SIGNS

In 2015, it's still possible to see 'non-standard' road signs of yesteryear. Most commonly found in rural areas and around market towns, here's a small selection that we found when out and about on our travels.



Above RAC-produced signs still adorn the walls of this former seed merchants in Bridgnorth. Such signs are rare these days. A selection of similar signs are found nearby on The Shakespeare pub in Bridgnorth's High Town.



Above Between the BRM office and the local pub are fine preserved examples of pre-Worboys direction signs in the town centre of Bourne. HOWARD SMITH



Above County Councils also had responsibility for signage with the Highways Departments. This old Rutland County Council signpost with concrete posts and wooden arms still points the way. PHIL PARKER



The village of Swinstead in Lincolnshire still features a classic cast-iron style of post with directions to two great East Coast Main Line layouts. BEN JONES



HOW TO CREATE..

A REALISTIC ALLOTMENT DIORAMA

Phil Parker rolls up his sleeves and gets green-fingered to create this O gauge diorama.

SHOPPING LIST

PETITE PROPERTIES 1/48TH SCALE RANGE

- Greenhouse - £12.99
- Traditional Wheelbarrow - £1.75
- Hen House - £1.75
- Potting Bench - £1.50
- Cottage Chair - £1.50

www.petite-properties.com

TASMA PRODUCTS

(See your model shop for prices and availability)

- 00683 - Cabbages
- 00684 - Cauliflowers

www.tasmaproducts.co.uk

GREENSCENE

- Forest in a Box (Seafoam) - £15.45
- Rubberised horsehair - £1.50
- Mid Green foliage mat - £3.95

www.green-scene.co.uk

SED MODELS

- OF201 - Man seated - £3.00
- AB15 - Garden Tools - £3.00
- OF172 - Park Bench - £5.00

www.sandmodels.co.uk

WOODLAND SCENICS

- Static grass flock - Wild honey and Medium Green
- Flock powder - Blended turf and Earth colours



How many varieties of vegetables grow in an English country garden? I don't know - even a few years working in IT for a vegetable research centre haven't helped me much when it comes to identifying the contents of my plate. I know that allotments and vegetable plots have always made attractive models though.

Modern houses are usually short of space for growing your own but if you look back to the popular 1950s and 1960s period, many gardens yielded some potatoes and a few runner beans for the pot.

The starting point for this diorama is a Petite Properties laser-cut wood greenhouse kit. It's not the only one for sale on the market, others are available in 2, 4 and 7mm scale in both etched brass and plastic. The kit builds into a wooden greenhouse with a posh tiled floor, not one of the rickety

versions I recall as a child in my grandparents' garden. The greenhouse design is suitable for most periods up to the present day, but I've chosen to set the diorama in the 1950s with a wooden wheelbarrow and gardener wearing old clothes rather than jeans. His greenhouse could really do with a fresh coat of paint, but for the moment he's enjoying his pipe before pulling a few vegetables for dinner.

The greatest challenge with a model such as this would be to produce the plants. The cabbages and cauliflowers seen are ready to plant, but you could make them from green paper and white round-headed pins, especially in 4mm scale. The runner beans and gooseberry bushes are less precisely represented and no doubt there are horticultural fans who'll tell me that they aren't perfect. More accurate examples can be made leaf-by-leaf if you fancy the challenge, but it takes many hours.

Kits aside, the other foliage is made from leftover scenic materials

to keep the cost down. I'm especially pleased to find a new use for the little bits of seafoam that fall off the main sprigs that I found in a 'Forest in a Box' pack.

It's easy to see why allotments are a popular choice for modellers - they add a lot of eye-catching detail to a model. Making one isn't a five-minute wonder, but there's no rush. You can leave the soil bare and add to it as time permits, just like in real life - plants appear and disappear over the months after all. **BRM**

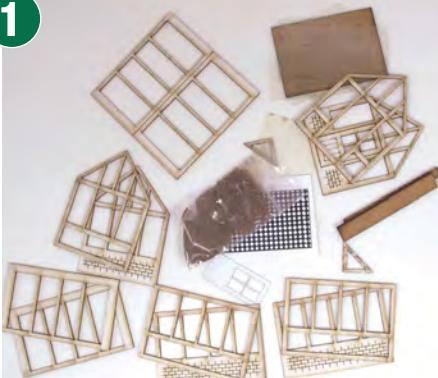


PRACTICAL BRM



STEP-BY-STEP GUIDE ➤

1



2



All of the Petite Properties kits used in this diorama have laser-cut cardboard components that require assembly. The greenhouse is the most complicated and comes with a thin MDF floor and glazing.

6



Glass sides cry out for interior detail, so I'm making the potting bench kit from Petite Properties which even comes with soil flock powder. You can buy plant pots, but they aren't hard to make with some wooden dowel and a pencil sharpener. The pots aren't hollow, but our tidy gardener has stored them upside down so no-one will notice.

11



My model hedge starts with some cuttings from a real one. Each trunk is fixed into a hole drilled in the baseboard. They needn't stand perfectly upright - real ones certainly don't.

12



Rubberised horsehair is teased out - it's too thick otherwise. I'm gluing it to the trunks allowing a little gap underneath. A trim with some scissors then removes the square edges to make it look more natural.

7



Bean poles to support the plants can be made from wire, but I'm cutting a few bristles from a stiff brush as they look more natural and flex rather than break if knocked while moving the model.

13



I'm spraying the hedge with some cheap brown aerosol paint to improve the colour. I'm not masking it off as the overspray just adds variety to the earth colours.

16



A few coats of EDM Models' weathered woodstain transforms the pale cream wood to a more realistic weathered silver-grey shade. Thinned brown paint would make a good alternative for creosoted woodwork.

17



I'm using a gardener from S&D Models. In the early post-war period men tended to wear hats. I'm filing this figure's hat to make it look less formal. He's enjoying a pipe made from 0.33mm brass wire and filler.



3

4



Each side is made up of two layers of card framing with a piece of acetate sandwiched between. At least two coats are required to cover the edges that have darkened in the cutting process.

The greenhouse has a posh tiled floor which is simply printed paper. MDF parts make up the base and soil bed. I'm gluing them together with thin smears of PVA glue.



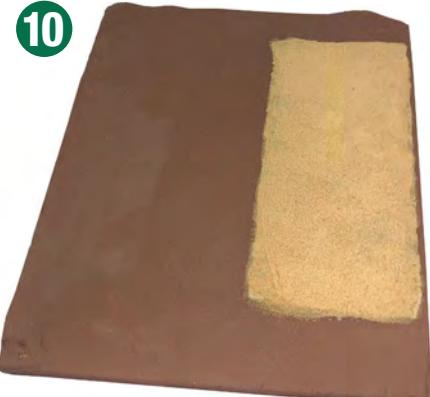
The sides fit around the floor. There aren't any positive location tabs so I'm using some supports to keep things square. This metal angle support is sold by Squires Tools.



The poles are planted into holes drilled in the base of the bed. It's easier to feed them in from underneath the greenhouse. The Plants are seafoam (Forest in a box) sprigs covered in green flock powder.



I'm using this piece of plywood (25 x 20cm x 9mm) for the diorama base. Some ground texture is built up with household filler around the edges where the fences go and under the veg plot.



A coat of emulsion helps to seal the wood and plaster from all the glue that I'll spread around later. On the veg plot, I start by adding texture with a layer of sawdust laid on neat PVA.



The hedge is then sprinkled with some flock powder and fixed into place with some hairspray.



Colours in the 1950s tended to be muted, especially for men, so I'm sticking to using greens and browns. The bench is a simple S&D Models whitemetal kit that I've painted green.

The chicken coop is another simple-to-assemble laser cut card kit from Petite Properties. Assuming the roof is covered with felt, I'm covering the model with masking tape to add some texture to the smooth surface.



In 7mm scale, wooden fences can be built in the same way as real ones. I'm setting some 3mm square posts in the ground, then making up panels to go between using 1mm square rails and pales from strips of thin cut basswood.



One problem with the laser cutting process is that it only produces detail on one side of each component. Where both sides are on show, such as with the wheelbarrow, I scribe the plain sheets with a blunt knife to add planks.

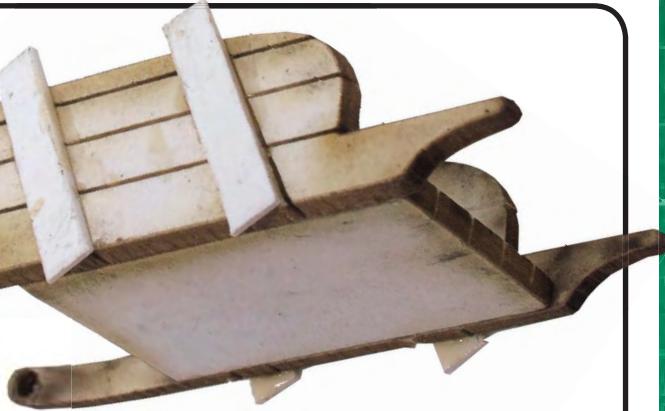
PRACTICAL BRM



STEP-BY-STEP GUIDE

Some of the detail is a bit two dimensional, but strips of old business card cut to size add depth to the barrow sides.

21



22



The compost bin kit is nice, but far too modern for this scene. Three old wooden doors look more the part. Mine are made from scribed card, but leftovers from kits are just as good. Once dry, compost made from hanging basket liner and spare hedge plants is added.

23



I'm cutting more paintbrush bristles for the bean poles and gluing them together with superglue. The runner beans are cut from scenic sheet into narrow strips.

24



These cabbages and cauliflowers are from the Tasma Products range. I'm planting them into small holes that I'm drilling in the soil.

THE VERDICT

I've used the Petite Properties greenhouse kit as it comes from the packet, resulting in a slightly run-down wooden structure that has seen better days. It's exactly what I was looking for in this scene. I've left the joints in the corners so you can see they're separate parts. An extra step might be to score the joint lines at the end of the glazing bars.

Modern wooden greenhouses, such as the one that

appears in the Alan Titchmarsh book I used for plant inspiration, tend to be built by craftsman. A little work with filler and fine abrasives to perfect the corners can replicate this. You'd also be able to paint it either bright white - I used Humbrol pale grey - or an old-fashioned colour such as pale green. Being made of cardboard means that if you want to extend the building with extra kits it's not hard either. As it stands, the model is a domestic greenhouse but double the length and you have something suited to a small market garden. **BRM**

From up-turned pots to the spade, don't overlook such obvious details in O gauge - they can all be seen so easily. OO gauge modellers have an easier time, but can still think about including such items on a layout.

25



The gooseberry bushes are made from more seafoam scraps, sprayed with hair lacquer, sprinkled with flock and then planted into holes drilled in the soil.



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HOW TO...

PAINT BETTER BACKSCENES

Ron North of High Wycombe & District MRS shares his experience of painting unique backscenes for various layouts.



WHY PAINT A BACKSCENE?

At exhibitions today most layouts have at least a basic backscene, but there are still exceptions. Just by fitting a plain white, grey or blue board, light will be reflected back onto the layout giving it a more vibrant look. If you paint a horizon it'll draw the eye into the layout and make it seem wider.

Modern day modellers are lucky to have the option of either painting a backscene themselves or commissioning someone to do it for them. There are also commercially available products such as those from Peco or Hamblings and photographic backdrops employing photoshop techniques.

A scenic model railway is a hand-crafted art form. I think when a photograph of real scenery is placed behind it, most of the attention is taken away from the model and it emphasises it's just that - a model. I think painted items better match layouts.

HOW I STARTED

An ability to paint a picture of sorts goes back to my school days when the art teacher asked me if I wanted to join a small group to receive extra tuition. Because it meant staying after school I turned it down and I've always regretted that decision. I've since maintained an interest and if I see an art exhibition I'll go in and have a browse.

Looking back at slides I took in the 1970s and 1980s at various model railway exhibitions, it's surprising how few layouts had a backscene of any kind. If they did it was either painted plain blue or had

a Peco or Hamblings product pasted to it. Much use was made of low relief buildings against a blue painted board.

Our High Wycombe club used this principle on 'Hillingdon Court', and its first HO scale American layout, 'Whisky Gap'. This layout received the first of my 'daubs'. I used three bands of colour, an example of which I display on my demonstration stand.

It consists of the horizon silhouette painted in a light shade, middle distance a medium shade and foreground silhouette of trees in a darker shade. It's a technique often used in theatre

‘Going back to some of the first fully scenic model railways, a backscene was considered an essential requirement.’

CREATING BETTER CLOUDS



Cloud effects can be started by daubing or stippling light amounts of white emulsion onto the graduated blue sky. The underside of a solid cloud base can be created by a light grey above the horizon line.



Subtle tones can be seen in cloud formations of all kinds, a touch of cream or beige softly blended in can give an impression of bulk or density to the cloud formation.



When looking toward the sun, cumulus clouds often have darker tones in the thickest parts of the formation. These can be created by blending in darker beige tones. Tester pots of emulsion are cheap to obtain a variety of tones.

and simplistic art forms and it put me on the road to improve on what had gone before.

MAKING A START

It's best that the layout is almost complete with most of the ground cover in place and buildings or mock-ups in position. With the backscene cut and painted, I fix it to the layout in its intended position using 'G' clamps. I run a pencil along the rear contour of the layout. Measuring up from the lowest point of this line you can roughly establish where the horizon will be, using the two-thirds sky and one-third scenery ratio. For prominent buildings or trees on the layout that are close to the backscene, I place card behind them and draw the outline, cut it out, and with some adhesive tape lightly fix it to the board behind the buildings or trees. Then, I transfer the backscene to a work bench where there's a rough composition of a picture.

COLOUR PALETTE

I use matt emulsion matchpot testers from DIY stores. A good range of colours is always available. The disadvantage is that manufacturers change their colour ranges fairly often, taking out or adding new colours as fashion dictates. This is a nuisance when your favourite shade of blue is withdrawn. I

GETTING YOUR PERSPECTIVE TO LOOK RIGHT

Right Roads or railways running off scene onto the backscene need to maintain a sense of perspective. The lines of the building roofs and the fence on the left of the picture meet at a point in the distance drawing the eye into the scene.



It can be useful to work in grey tones as a practice to develop the skill of fading colours into the distance to create a sense of depth.



In colour these tones translate into paler colours in the distance with stronger, darker colours in the foreground. The converging rails of the track lead the eye into the distance.



Landscapes, such as this one inspired by the Yorkshire Dales, have a whole range of shades, tones and textures. Note that the sky doesn't have to be filled with white fluffy clouds either.

PRACTICAL BRM



still use tester pots but also buy tubes of acrylic and water colours from art shops. If it's water-based it'll mix with emulsion and I always have a large tin of matt white emulsion because most paints need toning down before use.

My pallet also contains a bottle of black poster paint, light blue, dark blue and medium green tubes of acrylic paint and a variety of match pots with two greens, two browns, three beige colours and a yellow. I've a red, but it's hardly been used. There are also a few small tubes of water colour paints with two greens, a gold and a yellow. My mixing palette is a small paint roller tray intended for use with a 4" roller. If I'm doing small detail work I'll use an ice cream carton lid.

BE CRITICAL

Art is a separate hobby in its own right. Many backscenes can be improved by simply matching the colour of the backscene to the layout in front of it or applying light and shadow. One of the most important aspects of producing a good backscene is to apply a simple rule of two-thirds sky to one-third or less of scenery. This can be apparent if you stand well back from an exhibition layout. You can see more clearly that a layout that has applied this rule will be visually better to look at close up.

Many backscenes lose impact by setting the horizon line too high, this gives the impression of a high green wall behind the layout scenery. This can look bad enough on a painted backscene but the wall effect can be made worse by an often vivid or dark photographic backdrop.

Every once in a while when creating a backscene, I'll return it to the layout, stand back and look at it. What can be improved? What has to

CREATING SIMPLE BACKSCENES

1



2



3



4



Clamping the backscene to the layout, you can pencil in the scenery profile, paint the clouds and add a horizon. Keep the colours of the horizon light, muted and close to the scenery level. Add more green to the layers closer to the layout.

Using a 1" paint brush and a paint mixing tray start from the top with a darker shade of blue, adding more white further down until you approach the horizon.



An exception to the two-thirds/one-third rule, coastal and estuary landscapes are famous for their big skies, such as this one based on the Sharpness area in Gloucestershire. Far in the background are tiny, but recognisable representations of ships on the River Severn and the high girder sections of the old Severn rail bridge.



TOOLS FOR THE JOB

- 3 or 6mm MDF
- Sand paper
- 4" roller
- White emulsion
- Hogs hair brushes, small coarse hair brushes, 1" brush
- Set of clamps
- Card and pencil
- Adhesive tape
- Selection of emulsion, poster, water and acrylic paints
- Ice cream carton lid

go? Is the sky too vivid? I'll leave it for a week, then look at it again. I'll find a critic - not as easy as it sounds. My wife says 'looks fine to me, you're too fussy.' That's not much help. Most backscenes need a second daub and this can vary from a quick tidy to a complete rework.

I think a city street scene is the hardest thing to paint on a backscene and make look realistic. As with building an etched brass locomotive kit, when it goes well you get a buzz. Countryside is much quicker and easier to do than urban or industrial scenes as it's possible to create without photographic images, whereas clusters of buildings don't look convincing without reference to photographs. The painting of so many straight edges such as windows, roofs or chimneys sometimes requires the use of masking tape and although some artists would resort to an impression of buildings, I don't think this approach looks right when used in close proximity to model buildings on the layout. There's no easy short-cut, you just have to draw it and paint all the detail. So get out your brushes and paints and have a go. **BRM**

A FINAL NOTE

I'd like to thank fellow members at the High Wycombe & District MRC for their support and encouragement over the years. I've noticed a lack of backscene demonstration stands at exhibitions. Many think that backscene painting takes up valuable time that could be better spent on railway modelling. Our hobby these days is changing to a situation where everything is available from a shop in a box, so maybe it's inevitable that photographic backdrops will fulfil this need.

AVOID COMMON MISTAKES



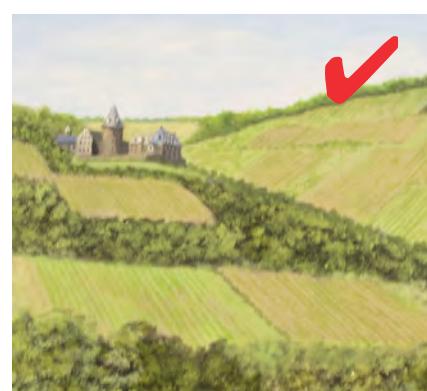
TOO SIMPLE Paint the top edges of the clouds lightest and the bottom ones darker using the same brush. Place larger clouds towards the top of the backscene and smaller clouds towards the horizon to give the appearance of greater depth and perspective. Group the clouds in irregular patterns and keep some of the sky clear.



MORE EFFECT REQUIRED Try to avoid a wishy-washy effect and don't be afraid to re-work areas that you aren't happy with. Avoid dumpling-shaped hills and lollipop trees and make the sky lighter towards the horizon.



A POOR SKY Avoid bad sky effects. If you aren't confident with painting clouds opt for a cloudless sky. Straighten up wobbly buildings and keep the roof lines horizontal. It'll improve the perspective when viewing from various angles.



NO SKY AT ALL This is more obvious, but I've seen worse examples. Tones should be natural and subtle. Compare your artwork with photographs and images of landscapes in magazines or on the internet.

KIRKCUDBE

Ayr Model Railway Group's 7mm scale exhibition layout can depict both pre-Grouping and BR steam operations in south-west Scotland. **Allan Colvin** explains why and how it was built.



FACT FILE

- **Layout Name:** Kirkcudbe
- **Scale/Gauge:** 7mm:1' scale, 32mm gauge O
- **Size:** 30' x 4' (24' scenic)
- **Era/Region:** 1920s
- **Location:** Kircudbrightshire, SW Scotland
- **Layout Type:** Fiddleyard to terminus
- **Power/Control:** DC/DCC
- **Photography:** Nigel Burkin



In its GSWR guise, the layout is home to a collection of fine pre-Grouping locomotives and stock, all of which is either kit or scratchbuilt. Manson 4-4-0 No. 337 rests on shed alongside Stirling/Manson 0-4-2 No. 187.



‘Though in reality Kirkcudbright was a hive of inactivity, for exhibition purposes we strive to keep two locomotives moving most of the time.’

Kirkcudbright is based closely on Kirkcudbright, Kirkcudbrightshire (now Dumfries & Galloway) in South-West Scotland, which was a terminus on a ten mile branch line from the main Dumfries-Stranraer ‘Port Road’ at Castle Douglas. There were two intermediate stations on the branch; Bridge of Dee and Tarff as well as an impressive box girder viaduct at Tongland about a mile north of Kirkcudbright. We may model this at some future date!

Throughout its life the branch was lightly served. In Glasgow & South Western Railway (G&SWR) days there were eight passenger departures daily, plus three goods movements, one of which was a cattle train. Over the years this inevitably dwindled and by the 1960s the service was reduced to five passenger departures and one pick-up goods train per day.

In G&SWR days it is probable that traction requirements on the line were handled by Manson Class 336 (Greenock Bogies), Manson Class 160 0-6-0s, Stirling/Manson Class 187 0-4-2s and Manson Class 326 0-4-4Ts. There may have been other similar sized locomotives.

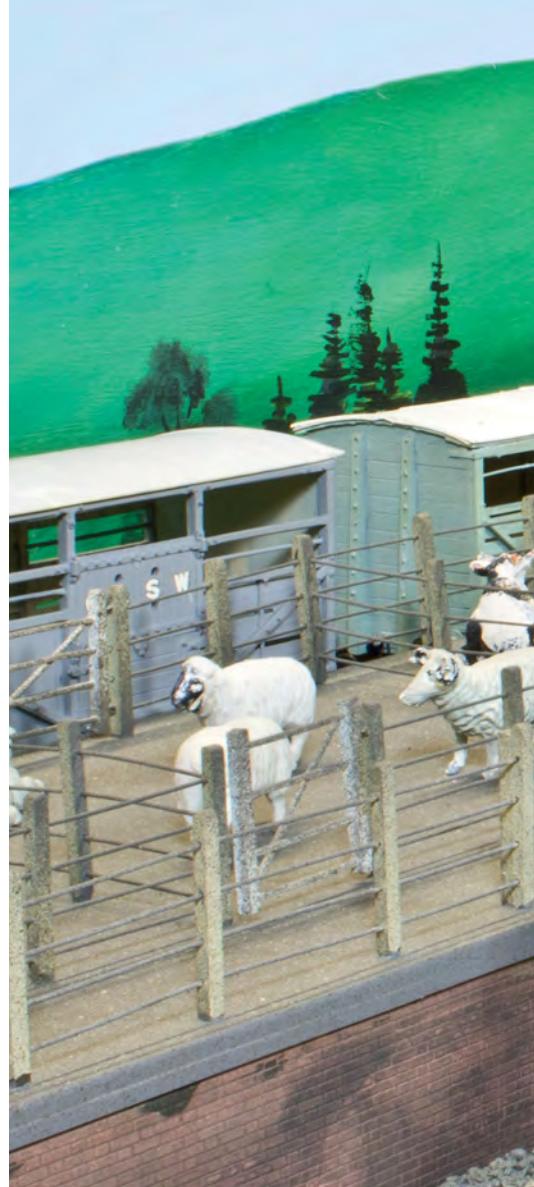
Among the locomotives appearing on the branch regularly in the 1950s and 1960s were ex-LMS Fowler 2P 4-4-0s and Stanier 3P 2-6-2Ts, BR

Standard 3MT 2-6-0s, Stanier ‘Black Five’ 4-6-0s, Fairburn and BR Standard 2-6-4Ts and Hughes/Fowler ‘Crab’ 2-6-0s, as well as many ex-Caledonian Railway/LMS ‘Jumbo’ 0-6-0s. There were also occasional ‘foreigners’ on excursions and railtours. We can run either in G&SWR or 1950s/60s BR guise.

EXHIBITING

The layout is 24" long and 4' wide (excluding barriers) plus a 6'x 2' fiddleyard at one end (total length 30'). It comprises six 4' x 4' scenic sections plus a six-road combined traverser/turntable. The scenic section boards are made from birch ply and consist of 6mm decks, each on three longitudinal plywood box girders, 44mm wide x 75mm deep. To provide transverse stiffness and suitable mounting points for the alignment dowels, 18mm thick end plates are built in. Over-centre latches at each side secure the boards together. Given the age profile of the O gauge members of the club, the weight and size of these boards are regarded as ‘Gerimax’ and are designed to be stored and transported in a rack, similar to those used in bakers’ vans - remember them?

The original Kirkcudbright trackplan has been modified slightly by the inclusion of a run-round loop from the cattle siding to the coal sidings. This allows more scope for shunting without intruding





No. 167 heads a short goods train in the cattle dock road. Goods stock is mainly kit-built and represents several pre-Grouping railways and private owners.

KEY DETAILS - G&SWR BUILDINGS



All buildings with the exception of the signalbox have been accurately modelled in embossed styrene sheet from original G&SWR drawings. The station building still exists as commercial premises. The yard behind the station building is now a housing development. The two semi-detached cottages near the overbridge are modelled on railway workers' cottages at Pinwherry on the G&SWR line to Stranraer. In pre-Grouping days the station had an overall roof. This was removed by the LMS and replaced with a platform canopy. There was also a single road locomotive shed with a 42" (later 44' 6") turntable, but this ceased to be used in LMS days. We are indebted to the G&SWR Association for providing us with drawings, photographs and other information relating to this project.





Chunky 0-6-2T No. 21 sits on the turntable, contrasting with the elegant lines of 'Greenock Bogie' 4-4-0s Nos. 355 and 337.



KEY DETAILS - FLEXIBLE OPERATION



As a general rule for a two-day exhibition, day one is run with G&SWR stock with a gradual change to our very limited fleet of LMS stock in the late afternoon.

Day two is run with BR locomotives and stock and a few changes are required to the scenery; the station overall roof removed and canopy fitted, gas lamps are changed for 1950s style electric lighting, weeds suddenly sprout in turntable well and there are changes to road vehicles and other subtle changes of period specific detail.

operated from behind the backscene. Operating signals are a project for the future.

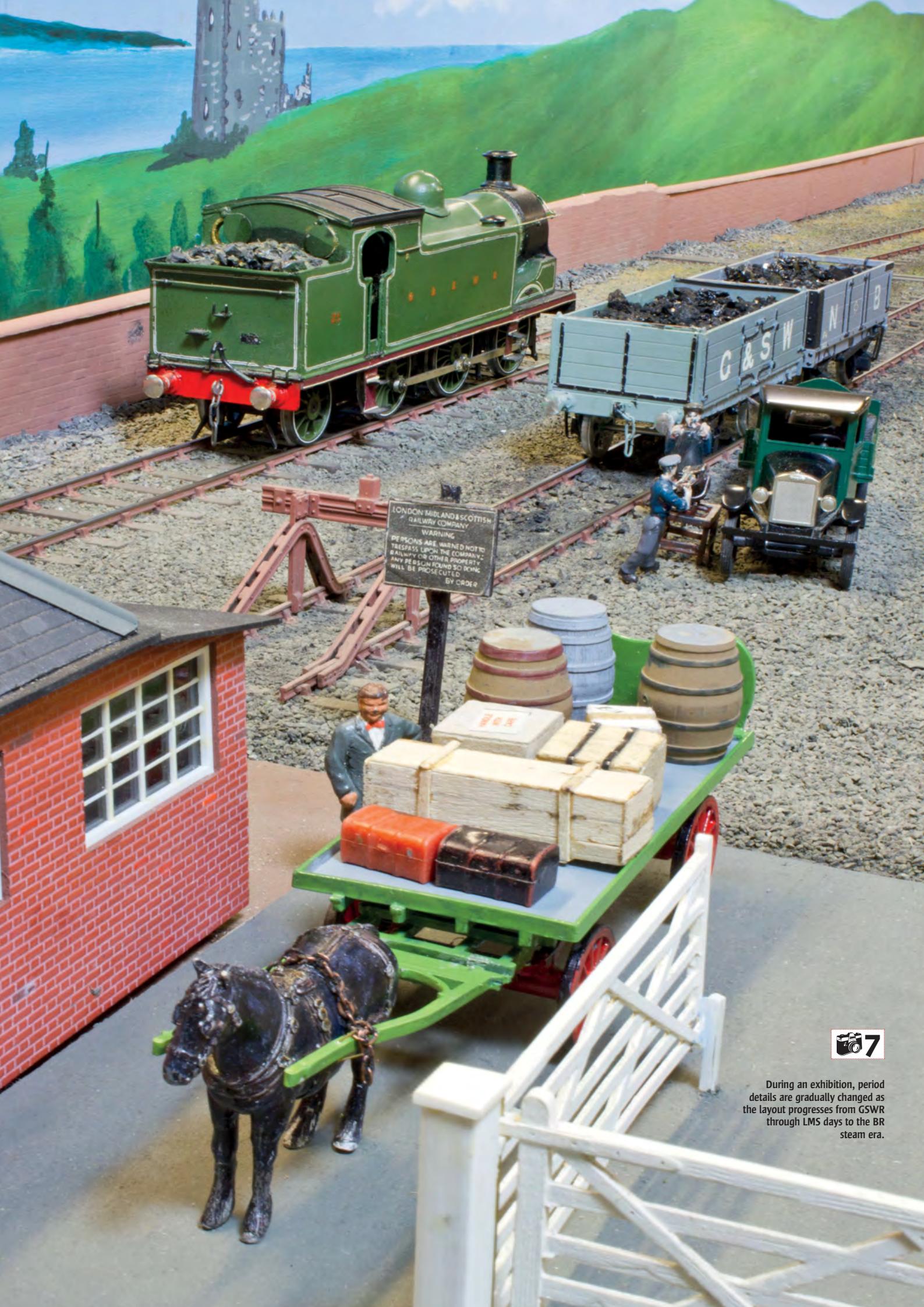
There is currently only one signal, non-working at present, bracketed off the locomotive shed. A three-doll bracket signal is required at the station/yard approach as well as at least seven ground signals. Cosmetic point rodding is also on the 'to do' list.

The layout has appeared at many Scottish shows and as well as our own show in Ayr, it has featured at Model Rail Scotland in Glasgow, Glasgow (Pollockshaws), Perth, Bonnybridge (where it won two awards), Greenock and Troon. It also appeared at the Gauge O Guild's Telford show in 2010. Its next appearance is scheduled for our own show in Ayr on September 19/20.

OPERATING

We initially operated with two DC hand-held controllers, and subsequently with the option of DCC, again with two hand-held throttles. One operator controls passenger train movements on the main and release roads while the other controls goods yard movements. This latter requires the use of the release road for some shunting movements, and also the main line for access to the traverser/turntable. There is also a third operator required for the traverser/turntable who fields questions from the viewing public between movements.

Though in reality Kirkcudbright was a hive of inactivity, for exhibition purposes we strive to keep two locomotives moving most of the time. Train length is normally a maximum of three carriages





8

Passing the scratchbuilt signalbox and railway cottages, GSWR No. 337 heads a short passenger train into the terminus. Contrast this with the view above right.



A small fleet of suitable Manson coaches has been assembled from Just Like the Real Thing kits for GSWR period operations.

or nine wagons, as dictated by the length of the traverser.

There is no locomotive release crossover at the railhead, and prototypically, after the passengers disembark, empty stock is propelled back down the main line to the vicinity of the signalbox. After running round and propelling the stock back into the station, it is now ready for the return journey.

With only between eight (latterly five) trains per day on the prototype, there was plenty of time for such practices. Together with goods traffic movements, we eventually end up with all trains facing the wrong way on the traverser.

When all six traverser roads are finally full of trains facing the wrong way, reconfiguring the various latches enables the 'whole shebang' to be



rotated through 180 degrees and we can start the schedule over again.

LOCOMOTIVES & STOCK

While this is a club layout, all stock is owned by individual members. For the G&SWR period we mostly rely on kit-built models, although some are scratchbuilt. We can call in the following; Manson Class 336 4-4-0 (Greenock Bogie), Manson Class 160 0-6-0, Stirling/Manson Class 187 0-4-2, Manson Class 326 0-4-4T and a selection of kit-built Manson G&SWR coaches. Goods stock consists of a variety of private owner and various pre-Grouping railway vehicles, including the G&SWR, Caledonian Railway and London & North Western Railway.

Jumping forward to the late-1950s, BR 4MT 2-6-4T No. 80127 arrives with a pair of ex-LMS non-gangwayed coaches. Note the change to a BR (ScR) enamel sign on the 'box.'

Moving forward to the BR era, we have kit-built 'Caley' 439 Class 0-4-4T and 'Jumbo' 0-6-0, Fairburn 2-6-4T; Stanier 'Black Fives' and an 8F 2-8-0, plus modified and repainted RTR Fowler 4F 0-6-0, Ivatt 2MT 2-6-0 and a 'Crab' 2-6-0.

Also built from kits are the BR Standard 4MT 2-6-4Ts, 2MT, 3MT and 4MT 2-6-0s. Passenger stock consists of ex-LMS Stanier Period III non-corridor and BR Mk I non-gangwayed coaches. There is also a selection of non-passenger vans of LMS and LNER origin. **BRM**

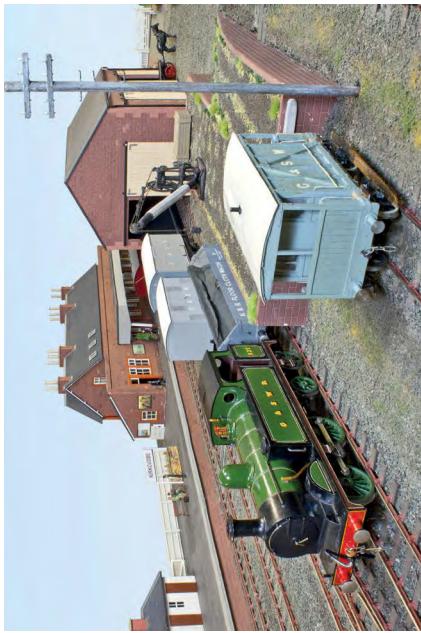
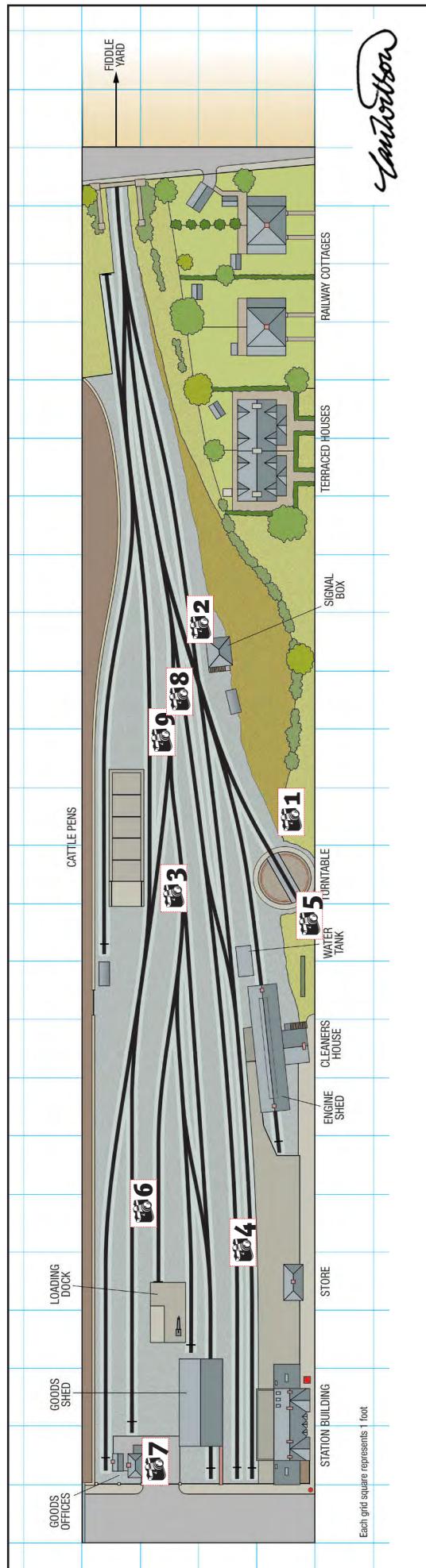
OUR FAVOURITE LOCOMOTIVES

The G&SWR locomotives are prized possessions of their owners and are depicted in pristine paintwork. However the BR stock is in various states of weathering from almost ex-works through to 1966 grime and rust – although these are equally prized!

0 GAUGE

LAYOUT FOCUS

KIRKCUDBE



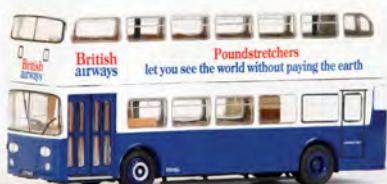
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INSIDE TRACK

1 MILFORD

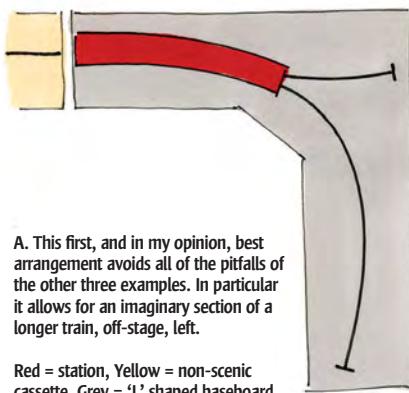
Fact and fiction in harmony

Working up a design for a confined area helps you focus on making the most out of little. One of the most common factors I experience when designing for other people is the incongruity of wants against available space! It's this challenge I find most exciting in all of the work I do and there's no greater satisfaction than resolving a design 'problem' with a viable working solution.

Jon Masterson's 7' 6" x 9' 3" L-shaped layout space, with an extra 3' 3" for a cassette tag onto the shorter arm is just such a case in point. In Jon's own words, he wanted to "create a freelance branch line layout based in mid-Wales." He subsequently found an inspirational South Wales example at Milford Haven. Jon's primary interest is operational, in that he wants to run things to a schedule and was looking to balance operational interest with simplicity in track layout.

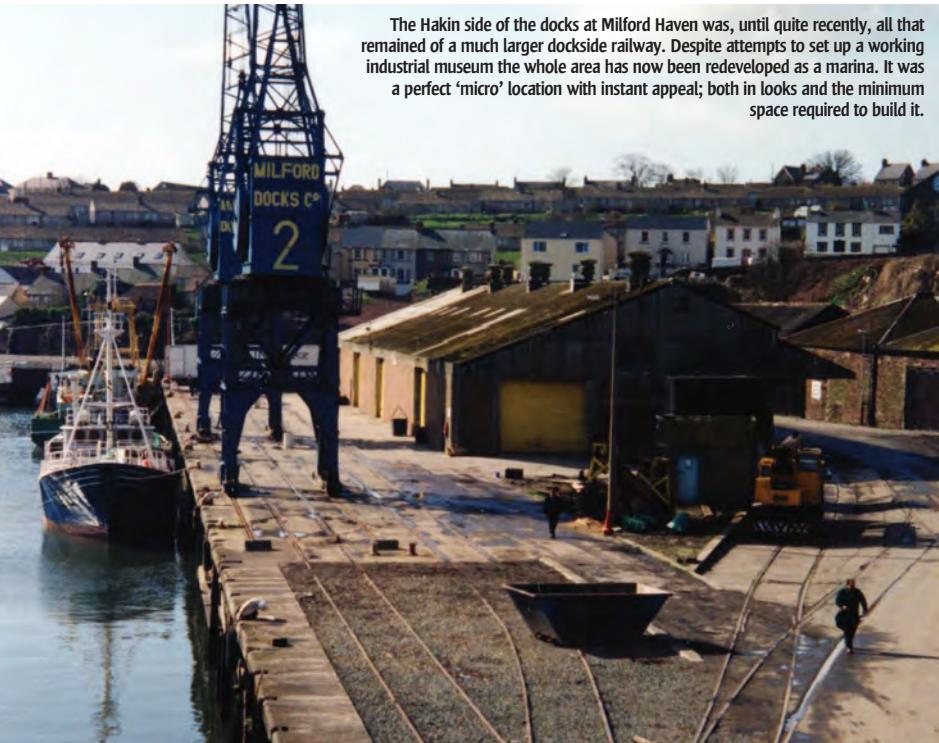
He particularly wanted, "plenty of shunting opportunity in a sequence of movements rather than time-based", and to "see trains working at slow speeds." His operational requirements included passenger, mail/parcels, mixed goods, livestock and a major industry. The time period was originally the late-1950s/early-1960s, during the summer, but this became extended due to the inspiration provided at Milford Haven.

A.



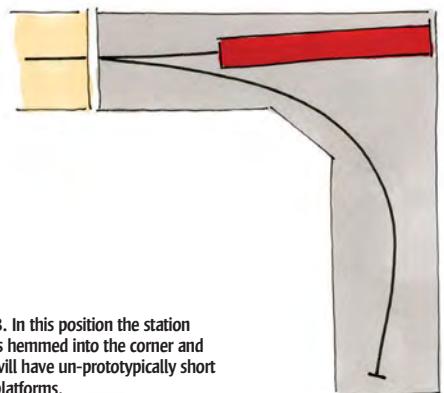
A. This first, and in my opinion, best arrangement avoids all of the pitfalls of the other three examples. In particular it allows for an imaginary section of a longer train, off-stage, left.

Red = station, Yellow = non-scenic cassette, Grey = 'L' shaped baseboard



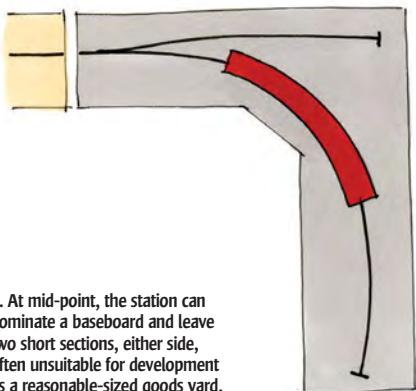
The Hakin side of the docks at Milford Haven was, until quite recently, all that remained of a much larger dockside railway. Despite attempts to set up a working industrial museum the whole area has now been redeveloped as a marina. It was a perfect 'micro' location with instant appeal; both in looks and the minimum space required to build it.

B.



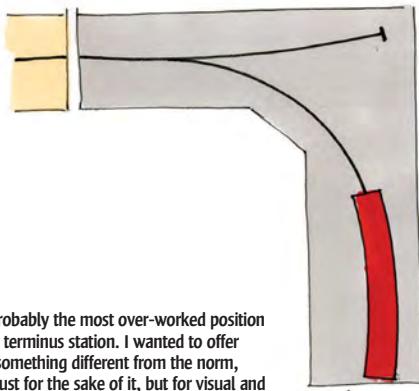
B. In this position the station is hemmed into the corner and will have un-prototypically short platforms.

C.



C. At mid-point, the station can dominate a baseboard and leave two short sections, either side, often unsuitable for development as a reasonable-sized goods yard, locomotive shed and the like.

D.



D. Probably the most over-worked position for a terminus station. I wanted to offer Jon something different from the norm, not just for the sake of it, but for visual and operational effect.

"one baseboard for each wall with a corner section on an angle". The primary reason is to allow the boards to be raised or removed to work on the underside. There's no access under the boards because of cupboards. The baseboard along the long wall needs to be six inches shorter than the available space so that it can be disengaged from the corner unit and tilted for access to the underside."

Perhaps the only major item not included in the final design was the possibility of a narrow gauge line with interchange. Despite our best attempt, its addition overcrowded the baseboard and it felt a bit twee. That said, our encounter with Milford Haven gave us a surprising list of realistic propositions and some believable fictitious ones, added in for good measure; High Speed Trains for the former and a Motorail service, using an end-loading dock for the latter are typical examples.

So where to start with the design? Jon was keen to have a station and here there are only four main possibilities (see left).

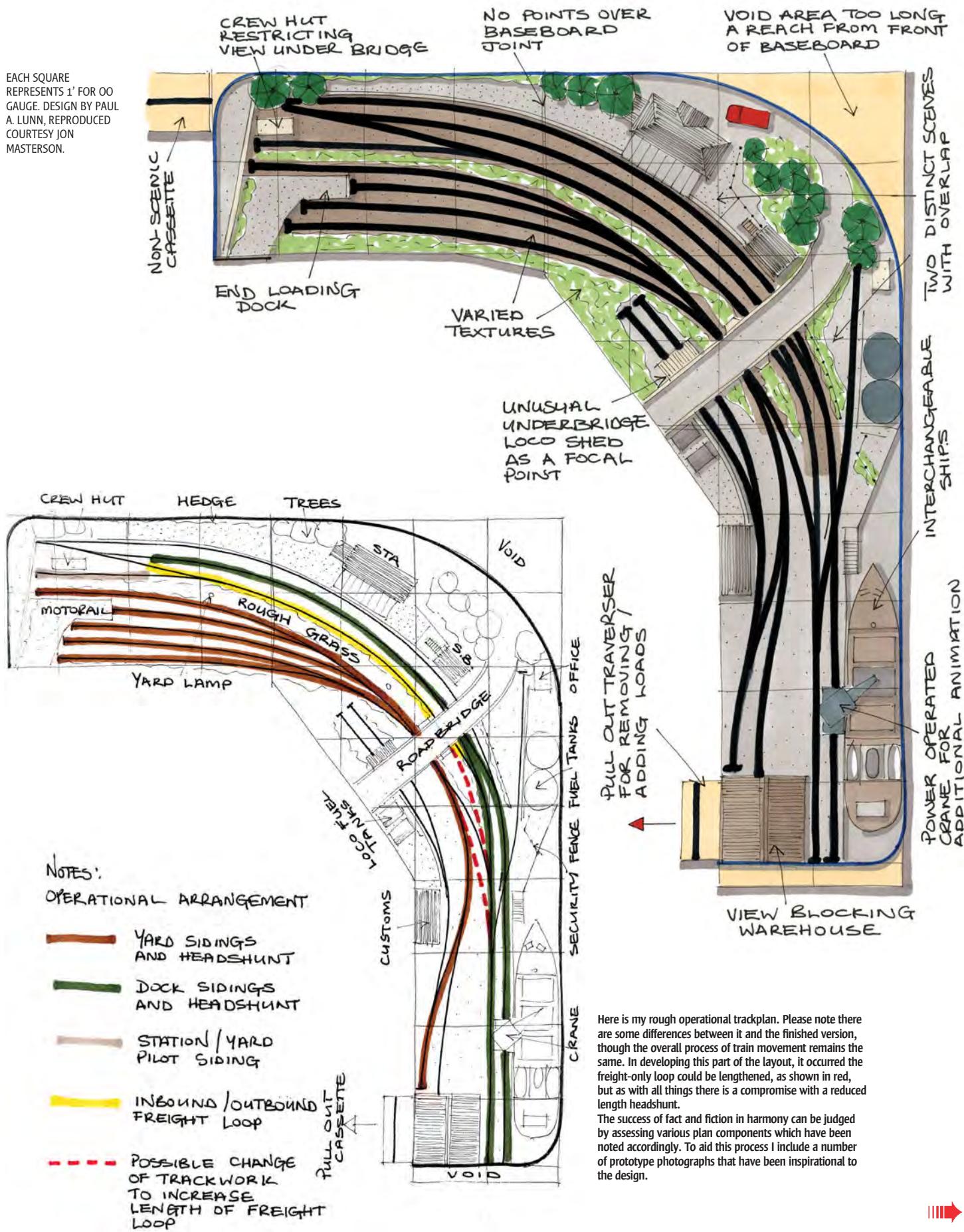
Having decided on location for the station, the rest pretty much fell into place. The Hakin dockside is a modellers' gift; compact, yet interesting, and the dock shed - under a bridge - is a wonderfully interesting and probably unique focal point (see my comments on Hasland depot elsewhere). There's a balanced array of summer and architectural colours that overspill into both halves of the layout when divided by the main road bridge; a bit of concrete and tarmac amongst the grass on the station scene and a little grass and hard surfaces amongst the dock scene. The same applies to texture too.

In a bid to ascertain greater design clarity on my accompanying track plans, I've decided to make my comments more design related than just list railway features. I hope readers find this a helpful change.

PAUL A. LUNN'S BI-MONTHLY LAYOUT PLANNING AND DESIGN TUTORIAL



EACH SQUARE
REPRESENTS 1' FOR OO
GAUGE. DESIGN BY PAUL
A. LUNN, REPRODUCED
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Here is my rough operational trackplan. Please note there are some differences between it and the finished version, though the overall process of train movement remains the same. In developing this part of the layout, it occurred the freight-only loop could be lengthened, as shown in red, but as with all things there is a compromise with a reduced length headshunt.

The success of fact and fiction in harmony can be judged by assessing various plan components which have been noted accordingly. To aid this process I include a number of prototype photographs that have been inspirational to the design.

INSIDE TRACK

Although my visit to Milford Haven took place after wholesale destruction of the local rail network, you can clearly see the area occupied by numerous sidings and loops. The foreground ramp gave inspiration for a Motorail terminal, a fictitious, but acceptable, add-on to the prototype sleeper service. Jon's layout, space and arrangement, suited the Milford Haven concept, albeit a loose mirror image and as such he decided to call it Milford in recognition of the changes to reality.



This unusual, atmospheric locomotive shed under a road bridge will set the layout apart from all other terminal 'L' shape designs. Add to that fact the station location with docks beyond and you have a reasonably unique arrangement.

Jon knew his expectations were high and the layout design is not without compromise in such a compact scenic space with only one metre for a non-scenic cassette. I think he enjoyed the process of elimination and research and was pleased with the end result.

My work here is almost at an end, for Jon it's an exciting time, building on the initial design and adapting it as the real building progresses.

2 SHEDDING THE LIGHT

Eye-catching focal point

The first instalment of 'Inside Track' saw me talk about introducing interesting focal points to create more interest and setting a layout apart. This month I'm resorting to Hasland locomotive shed in Chesterfield, prototypically devoid of a roof, and therefore legitimately giving access to the interior view. It has an operational advantage too, in that locomotive movement can easily be seen, unlike a roofed structure. Whilst such an arrangement is quite unusual, there are a number of suitable examples including York.



Scaffolding, rarely modelled, makes a lovely statement of care amongst the dereliction. One can only assume it was out of absolute necessity, probably to keep the wall stable by avoiding water ingress at the top and into the pointed brickwork. Ex-LMS Kitson 0-4-0ST No. 47003 was shedded at Hasland for some time, sporting the appropriate 18C shedplate, being moved to Swansea East Dock before withdrawal in 1964. The accompanying 7-plank wagon in itself is an interesting piece, with replacement planking and clear evidence of private ownership. Under magnification the last two letters appear to be HN and the number P22926.

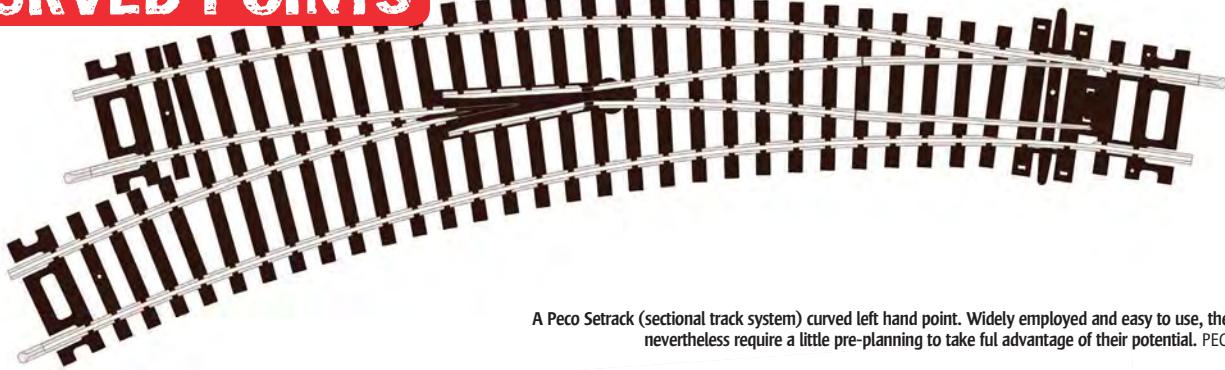


There's substantial structural variety. Of note is the partial gable end with exposed window frame nearest the camera, contrasting the full gable opposite. A series of wooden buttresses make a clear statement about the condition of the left hand wall. Visiting locomotive, Stanier 8F No. 48248 takes centre stage in this 1960s view.



BR 9F No. 92163 amongst a full complement of locomotives shows just what would be missed if the shed was roofed. For interests sake, there are conflicting accounts of why the roof was removed, some cite subsidence, others a substantial storm, perhaps a reader knows the answer. I am extremely grateful to Peter Salmon for the kind use of his photographs.

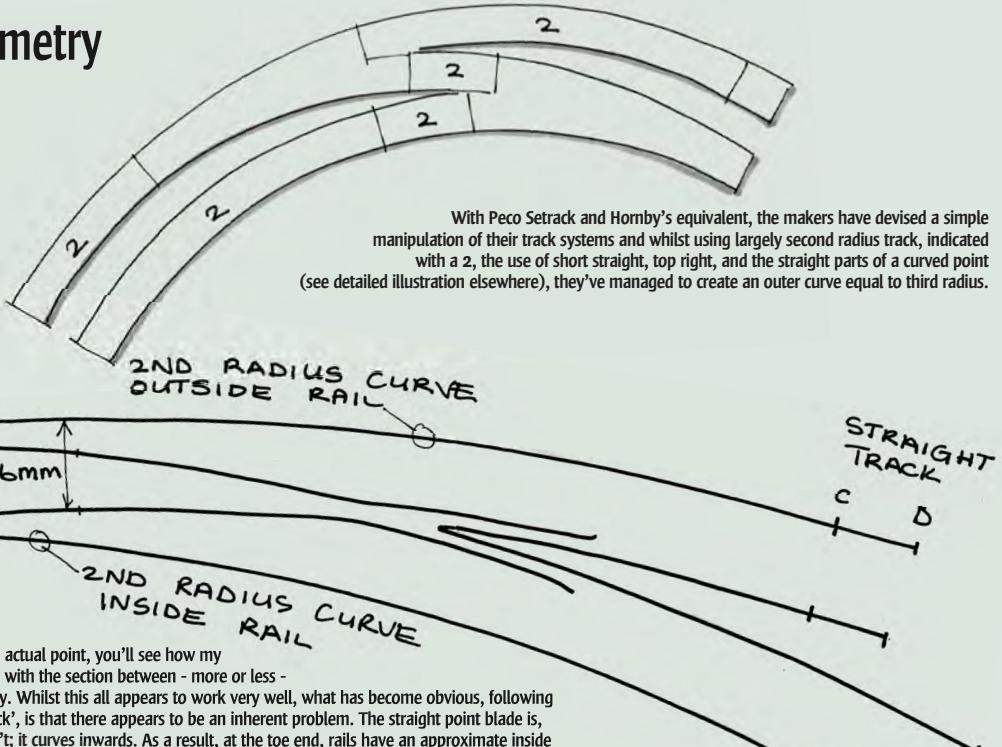
3 CURVED POINTS



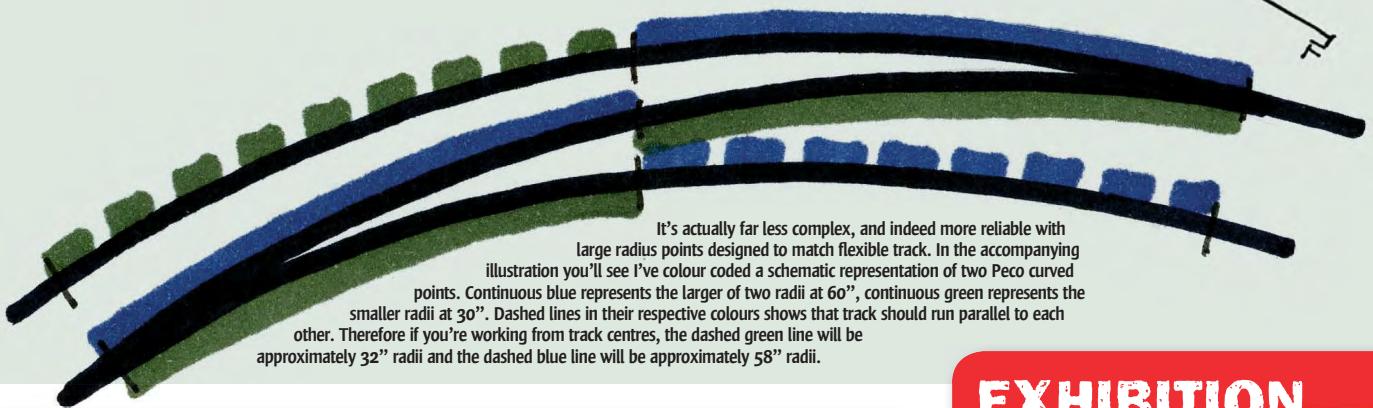
A Peco Setrack (sectional track system) curved left hand point. Widely employed and easy to use, they nevertheless require a little pre-planning to take full advantage of their potential. PECO

Understanding the geometry

Judging by comments at my design clinics and a number of postings on **RMweb**, there appears to be some confusion about the relationship between two adjoining points and any neighbouring curves. Whether you use Setrack type components or those points designed to look more prototypical, in whatever gauge, a similar explanation applies.



If you look carefully at this detailed drawing, traced from an actual point, you'll see how my previous comments bear out. A to B and C to D are straight, with the section between - more or less - second radius. The lower curve is second radius in its entirety. Whilst this all appears to work very well, what has become obvious, following on from 'Curved Points' in the first instalment of 'Inside Track', is that there appears to be an inherent problem. The straight point blade is, well, straight as you'd expect but the rail it's paired with isn't; it curves inwards. As a result, at the toe end, rails have an approximate inside measurement of 17mm, by the time you get to the right-hand end of the point blades, this has become 16mm. Have a look at the drawing and you'll see what I mean.



It's actually far less complex, and indeed more reliable with large radius points designed to match flexible track. In the accompanying illustration you'll see I've colour coded a schematic representation of two Peco curved points. Continuous blue represents the larger of two radii at 60°, continuous green represents the smaller radii at 30°. Dashed lines in their respective colours shows that track should run parallel to each other. Therefore if you're working from track centres, the dashed green line will be approximately 32" radii and the dashed blue line will be approximately 58" radii.

TOP TIP – GRIDDED SHEETS

An aid to speedy design

If you're drawing plans on a frequent basis, it's worth 'gridding up' some sheets in ink so they're bold enough for photocopying. I have three, all on A3 paper; one with quite large squares that allows up to a 8' x 4' baseboard design, a second for anything up to a maximum garage or room size of 18' x 10' and last of all, for those large designs, in the region of a maximum of 30' x 15'. I have to say I don't use the latter much!

It's a bit of a pain to draw these and obviously easier if you have a draughtsman's board, but once done, you can photocopy as many as you need from your original master. The beauty of this, I find, is that however many design modifications or mistakes you make, you can rub it out, but the grid remains, much less frustrating than a pencil grid being removed as well!

EXHIBITION DIARY



If you need help designing your layout, Paul will be at the following exhibitions:

- **October 17/18:** National Festival of Railway Modelling, East of England Showground, Peterborough
- **February 6/7 2016:** Stafford Railway Circle MRE
- **February 13/14 2016:** Festival of British Railway Modelling, Doncaster Racecourse

PRACTICAL BRM



WHERE TO BUY?

Millholme Models

A: 17 Brookfield Park, Mill Lane, Old Tupton, Chesterfield S42 6AF
T: 01246 863579 or 07880 602958
E: pbarker265@btinternet.com
W: www.stevensoncarriages.co.uk

SE Finecast

A: Glenn House, Hartfield Road, Forest Row, East Sussex RH18 5DZ
T: 01342 824711
W: www.sefinecast.co.uk

Markits

A: PO Box 40, Watford, Herts WD2 5TN
T: 01923 249711
W: www.markits.co.uk

Dart Castings

A: 17 Hurst Close, Staplehurst, Kent TN12 0BX
W: www.dartcastings.co.uk

STEP-BY-STEP GUIDE

1



To get this particular kit 'off the ground' so to speak, the original etched-brass Millholme frames were supplied. These date from antiquity, having a cut-out for an X04-type motor and no provision for brakes. I thus plotted the positions for the hangers using sprung dividers.

2



A new etched chassis is to be provided in the 'production' kits, so work such as this - the filling-in of the cut-out with scrap etch - will not be necessary. However, this method might be of use to others who have such chassis still lurking in the backs of cupboards.

3



The footplate was very cleanly cast and needed very little in the way of flash removal and no filling-in of surface blemishes. As prescribed in the instructions, the two 8BA nuts for fixing the chassis to the body were soldered in place, held with a cocktail stick.



Look out on **RMweb** for our '**Build a Locomotive in 2015**' campaign. Share your projects and enter them into our competition, the winners will be announced later this year.



HOW TO BUILD A...

MIDLAND 2P

Tony Wright constructs a classic Midland Railway passenger design by modifying a Millholme Models kit recently re-released after a long hiatus.



Both boiler halves matched quite well, though there was still a slight depression where the two met at the top. I soldered the pair together, then filled the depression with low melt in a series of small 'blobs', finally filing down to the correct shape.



Because I was changing this locomotive to a right-hand drive (Midland-built) example from a left-hand drive (LMS-built) one, the cut-out in the boiler cladding to take the reversing lever had to be filled in. Solder was impractical, so I first drilled holes in the cut-out to give the filler a key, then used Plastic Padding to fill the cut-out, finally paring it down once it had cured. I finished it off with some files and wet and dry to match the boiler radius.



illholme Models is rather a name from the past in the 4mm kit-building world, dating back to the 1970s. The principle of a brass chassis and cast-metal body was typical of the time and the range was quite extensive. Some were quite good, others less so. Whatever the quality, one certainly got a vast amount of whitemetal for the money. With the passing of Peter Wright, the kits tended to disappear off the market. So, it was with interest that I learnt that Paul Barker of Stevenson Carriages had acquired the old Millholme range. He is still in the process of overhauling the kits, but the first, the Midland 2P, was made available earlier this year.

From the start, I decided not to just test-build the product but use it as a basis for producing a different locomotive - a Midland-built 2P. This required a little modification and the provision of a different tender from SE Finecast.

Prototype information was gathered, principally from *An Illustrated History of LMS Locomotives Volume Four* by Bob Essery & David Jenkinson (Silver Link, 1987) and *Midland Railway Locomotives Volume Four* by Stephen Summerson (Irlwell Press).

Paul Barker should be applauded for reintroducing the Millholme range. There's no doubt that the castings are much better than the originals. With a new chassis for the production kits and the addition of cab interior detail, this should prove an attractive introduction to the delights of locomotive kit-building. Obviously, there is no imperative to turn it into a MR-built example and it can be happily assembled as supplied, complete with the Fowler tender. **BRM**

If you want to know more about model and locomotive building I'll be demonstrating at the following shows this year:

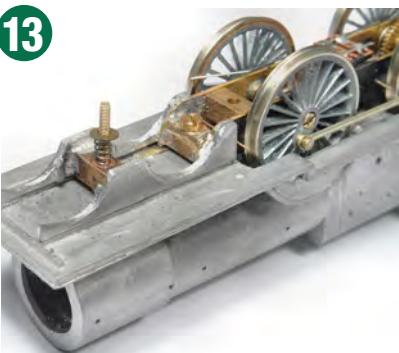
- August 22/23 - Pickering, North Yorkshire
- October 3/4 - Wigan Finescale Show
- October 17/18 - National Festival of Railway Modelling, Peterborough
- November 14/15 - Spalding MRE

PRACTICAL BRM



STEP-BY-STEP GUIDE ➤

13



The instructions suggest fitting the front frames to the body. Since they're part of the running gear, I rejected this and soldered them to the chassis, soldering in a brass frame spacer (with a coil spring) to take the bogie at the same time. More metal needed removing to clear the bogie wheels.

8



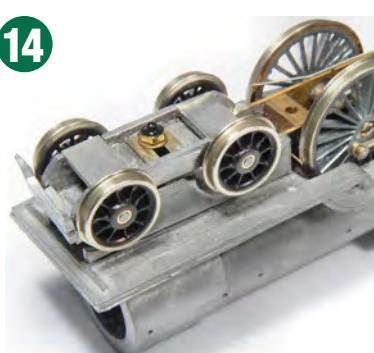
Once happy with the fit of the boiler, I noted that it wasn't true-round. The easiest way to put this right was to squeeze the boiler into the true-round using a medium-sized vice. Because its jaws are serrated, it was essential to use scrap wood 'cheeks' to prevent damage to the soft metal.

9



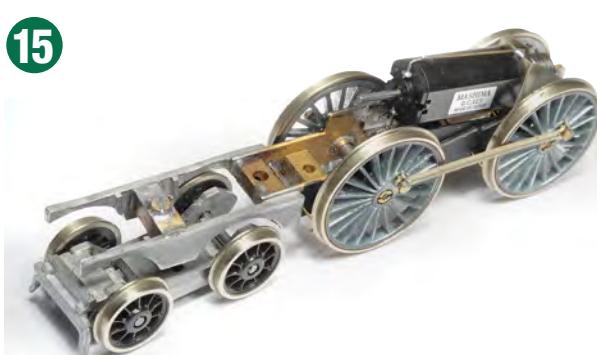
Having soldered the boiler to the firebox (please note the neat seam along the top of the boiler), attention was turned to cleaning the joint along the top of the firebox. There was a very slight depression and this was made good by paring with a Swann-Morton craft knife.

14



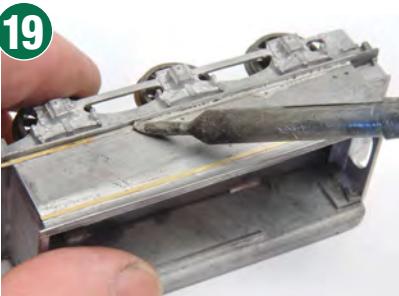
The coil spring was necessary because this locomotive is particularly nose-heavy and needs its bogie to balance, otherwise it just nods forwards. The bogie was retained by a washer and a nut, the latter held in place with a dab of paint to stop it dropping off in service.

15



The chassis complete apart from the brake shoes. Older style Romford 27mm drivers were fitted, with the flanges turned down to RP25 profile (Marksits ones have this done already). As with many smaller locomotives I build now, I used SE Finecast's FE019 drive unit.

19



The most difficult bit of the tender construction was the addition of the etched beading. This was pre-tinned with 145 degree solder and fixed to the body with low-melt, the trick being to flood the joint with flux and rest the iron only on the etched strips.

20



The completed tender. The two triangular bits designed to prevent coal spillage from the footplate were cut from brass shim and soldered in place before adding the vertical handrails. Different styles of coal rails are supplied to cater for the varieties amongst these tenders.

21



Because the locomotive was to have right-hand drive, I ordered the appropriate steam gubbins from SE Finecast from the firm's 4F kit. This was beautifully cast in one piece. The reversing lever should be slightly recessed - I made provision for this before fixing the boiler to the firebox.

26



Though the smokebox door was initially a good fit, it was off-set to the left when viewed from the front. I thus shaved off some whitemetal from the door's rear flange and also from the right-hand edge of the smokebox front, thus enabling it to be moved across.

27



Complete and ready to be painted. Because my locomotive of choice had a taller chimney, I substituted a Marksits turned-brass one. Millholme will supply such items on request. The boiler 'handrails' on 2Ps are a greater diameter than the norm. These were made from 0.9mm brass wire, held in place by split pins. Marksits wire-wound vacuum pipes were also substituted for the cast originals. The discrepancy between the locomotive footplate height and the tender soleplate height is correct. Only one lubricator was needed, and the depressions in the lower firebox sides to cater for the between-the-drivers sandboxes (which MR-built 2Ps didn't have) were filled with Plastic Padding. The brake shoes have now been added - spare frets from my scrapbox. Sandpipes were made from 15Amp fusewire.



10 The cabsides and spectacle plate fitted with a minimum of cleaning up and were easily soldered in place. The relative fit of the boiler/firebox to the footplate was also perfect, resulting in a very rapid build thus far.



11 The earlier-built locomotives had larger driving wheels, so there was interference between the inside of the splashes and the flanges. Even though the driving wheels weren't quite as large as they should be (6' 10" instead of 7' 0"), the dental burr (using the BRM subs gift) was resorted to.



12 I also needed to lift the whole body up on the chassis, just to give the necessary clearance so that no binding/shorting occurred. This was achieved by soldering on four small pads made from scrap brass etch. The internal metal removal from the underside of the splashes is evident.



16 With the bogie sprung and forcing the front end back up, the locomotive was then nicely balanced and ran very sweetly. One compromise I had to except was the footplate valance not being recessed enough - Midland-built 2Ps had the valance much further in, though it's right for an LMS-built one.



17 As already mentioned, an SE Finecast MR-style tender was used. Like all Finecast's whitemetal tenders nowadays it comes with an etched chassis which ensures accuracy and thus achieves good running. Clearances between the outside frames will only suit OO, though.



18 With the locomotive and tender in their respective part-built states, the pair was checked for mutual compatibility. At this stage the guard irons were still fixed to the bogie, as supplied and prescribed. They should be fixed to the frames - see later.



22, 23, 24 Because this kit's cab originally was designed around the bulk of an XO4 magnet, no provision was made for a boiler backhead, cab floor or internal splashes. In conversation with the proprietor, the production kits should have these. I obtained a backhead from SE Finecast's 4F and cut this down to clear the gear wheel. I then made a right-angle piece out of brass sheet and soldered it in place. Though not shown, this was filled at 45% with 'Liquid Gravity' to further balance the locomotive. Vertical handrails were made from .45mm brass wire and the eaves rainstrips from 15Amp fusewire, soldered on and cut to length. I also mutilated a pair of Dart Casting's crew members in an attempt to disguise the subterfuge at the cab end.

25 With the guard irons unsoldered from the bogie, I made a new set from nickel silver fret and soldered them in place behind the bufferbeam. Several MR-built 2Ps got exhaust steam injectors in BR days. I represented this with appropriate diameter copper wire, soldered in place.

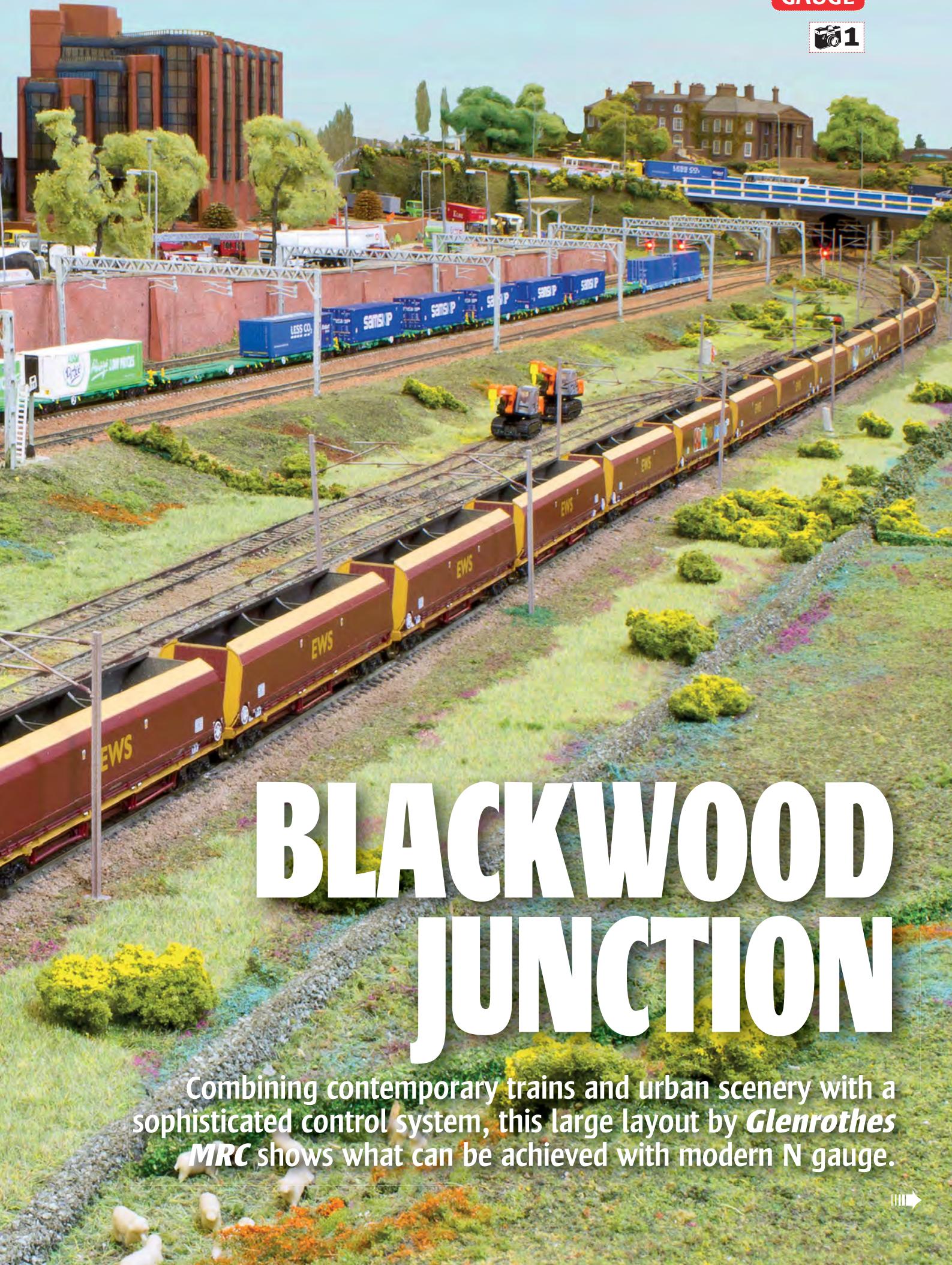


I painted the locomotive and tender body with Halfords car acrylic spray paint - two coats of red oxide as primer and two coats of satin black. This gave a beautiful base coat on which to apply the HMRS 'Pressfix' transfers.

FACT FILE

- ▶ **Layout Name:** Blackwood Junction
- ▶ **Scale/Gauge:** 1:148 scale, 9mm gauge N
- ▶ **Size:** 19' 8" x 4' 7" (6m x 1.4m)
- ▶ **Era/Region:** Scotland, 2000-2014
- ▶ **Location:** West of Scotland
- ▶ **Layout Type:** Portable Exhibition Layout
- ▶ **Power/Control:** Gaugemaster 12V DC
- ▶ **Words:** Jim Frame
- ▶ **Photography:** Nigel Burkin





BLACKWOOD JUNCTION

Combining contemporary trains and urban scenery with a sophisticated control system, this large layout by **Glenrothes MRC** shows what can be achieved with modern N gauge.





2

A DB Schenker 'Super 60' and Colas Class 66 represent two of the major railfreight operators on the current British rail scene.

Within Glenrothes Model Railway Club, we have a number of members interested both in N gauge and the contemporary railway scene. Around ten years ago when we were at the planning stage for this layout, it was decided that what was wanted was a double track main line with passing loops and a secondary double track branch line. By doing this our objective was to have freight trains waiting on the branch or in the loops while passenger trains were given priority on the main line. In reality the branch is used for both passenger and freight trains.

'Blackwood Junction' is now in its eighth year of being exhibited in Scotland. It was built in eight sections, four being for the viewing side and four

for the fiddleyard. The boards are located using patternmakers dowels and bolts with wing nuts through the frame section. The fiddleyard has five roads in each direction each holding two trains. The yard and leg arrangement were salvaged from a previous layout to help keep construction costs down. The fiddleyard has since been relaid and had slight modifications carried out. Peco Code 55 finescale track has been used throughout.

The layout requires a minimum of six persons for setting up and operating and takes two to three hours to assemble.

OPERATIONS

Locomotives and rolling stock are mainly Graham Farish with a few items by Dapol. Classes 31, 37, 47, 56, 58, 60, 66, 67, 86, and 90 can be seen on many of the freights while the passenger fleet

consists of Class 150, 156, 158, 170, 220 and 221 DMUs, a GNER blue HST and a Virgin Class 47 and Mk 2 coaches. Electric units of Class 350 in original grey/blue and London Midland livery can also be seen on test. Two Class 66s and a Class 67 have been fitted with buckeye couplings, as have some of the wagons.

Freight trains include coal, fuel oil, cement, steel, china clay slurry, intermodal traffic and engineers trains with ballast wagons and MOA/OBA wagons for spent ballast, sleepers and the like from infrastructure renewals. There's also an EWS mail train.

A rake of Graham Farish HTA coal hoppers has been fitted with Red Caboose buckeye couplings which add realism but do not couple automatically. The Freightliner Heavy Haul HHAs have Dapol NEM buckeye couplings and it was

Blackwood Junction was built in eight sections, requires a minimum of six people to set up and takes two to three hours to assemble. The fiddleyard can hold 20 scale length modern trains!



3

One of Glenrothes MRC's members specialises in scratchbuilding superb modern buildings, which can be seen on several of the club's layouts.

found that if one long and one short were fitted this gives the desired effect of closing the gaps while still allowing for tighter curves. These will couple automatically if a sliver of plastic is removed from each coupling. NEM buckeye couplers have also been fitted to a rake of Farish MOA cut-down 'Megabox' wagons.

To emphasise the 21st century look of the layout, we also added a light rail line. It sits at a higher level than the 'heavy rail' lines, as do the

roadways and buildings. The trams are by Modemo and although they don't match any British outline vehicles, they look convincing in their modern setting.

BUILDINGS

Glenrothes MRC is fortunate in having a member who produces excellent models of modern urban buildings, and another who enjoys the challenge of wiring - more on that later.

All the buildings on the layout have been scratchbuilt. Although the majority are a figment of our imagination, two are actually based on real buildings; the large country mansion is based on Balbirnie House Hotel in Markinch, near Glenrothes, whilst the office block is based on one in Glasgow city centre.

The Leisure Centre at the far end of the layout began life as a shopping centre on a previous layout. However, it was adapted to fit this layout 



4

With its lengthy block freights and fixed-set passenger trains, the contemporary scene is particularly suited to modelling in N scale.



Although not to a British design, the Modemo light rail vehicle looks at home on its reserved track and provides extra interest.

5

KEY DETAILS - MODERN ROAD VEHICLES



6

Modern British road vehicles are fairly scarce in N scale, but the situation is improving. Many of ours are Japanese 1:150 scale vehicles, with the buses in particular being perfect for a British layout as the doors are on the correct side for the UK. Although some of the lorries are models of Far East prototypes they do resemble modern European vehicles. Modern buses are now becoming available from Oxford Diecast in the form of the Plaxton Panorama Elite, and now the excellent articulated lorries in Eddie Stobart and other liveries which are a must for any modern layout.

with some structural modification, the addition of water flumes for the swimming pool using plastic tubing from the local DIY store and a complete repaint using acrylics.

All the buildings consist of a strong inner shell made from either 1mm thick card or foamboard to provide rigidity and prevent warping. Embossed plastic card and Microstrip were then added to give relief and detail. The windows use either off-the-shelf products such as Downglaze or were drawn on the computer, printed on photographic paper and then laminated.

Smaller details such as the chimney pots on the mansion were made from empty pen refills and the vents on the roof of the warehouse were adapted from paper fasteners sourced from the local art shop.

CONTROL SYSTEM

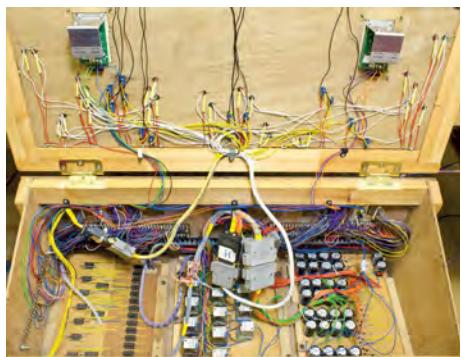
The layout has three control panels: one for both the inner and outer circuits at the front of the layout and one for each circuit in the fiddleyard area to the rear. As can be seen from the trackplan, there are three main junctions at the front of the layout where the inner and outer circuits cross over each other. It was therefore necessary to wire the layout in such a manner as to eliminate the risk of collisions at the junctions.

It was decided to build an electronic circuit using '7400' series logic microchips to prevent conflicting routes being set at the front of the layout. The circuit works as follows:

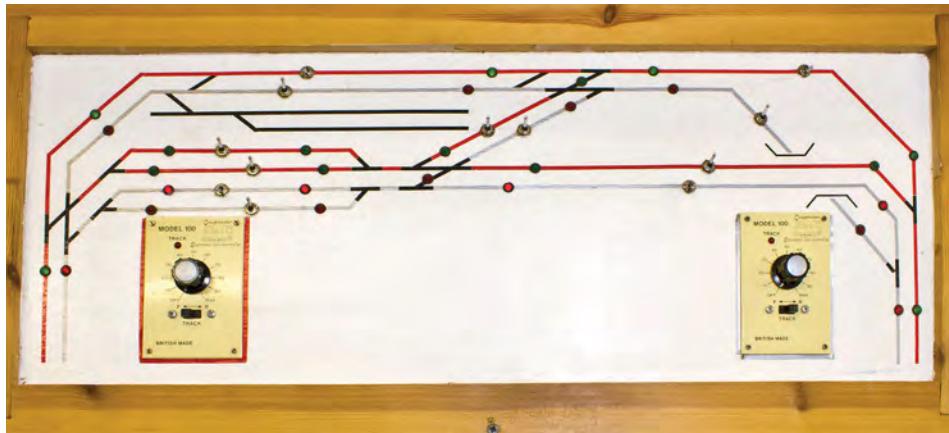


1. The operator throws the section switches on the control panel for the route they wish to set
2. As each section switch is operated, the logic circuit checks if there is a conflicting route already set
3. If a conflicting route has been set then the LEDs for the appropriate section(s) on the control panel stay off. No new sections are energised and no points are changed
4. If the newly requested route doesn't conflict with any existing set routes then the logic circuit activates the appropriate relays to energise the track sections. The appropriate points are simultaneously changed using bank(s) of capacitors (wired to diode matrices). The appropriate section LEDs on the control panel illuminate to show that the route has been successfully set.
5. Routes can be cancelled by turning off the appropriate section switches.

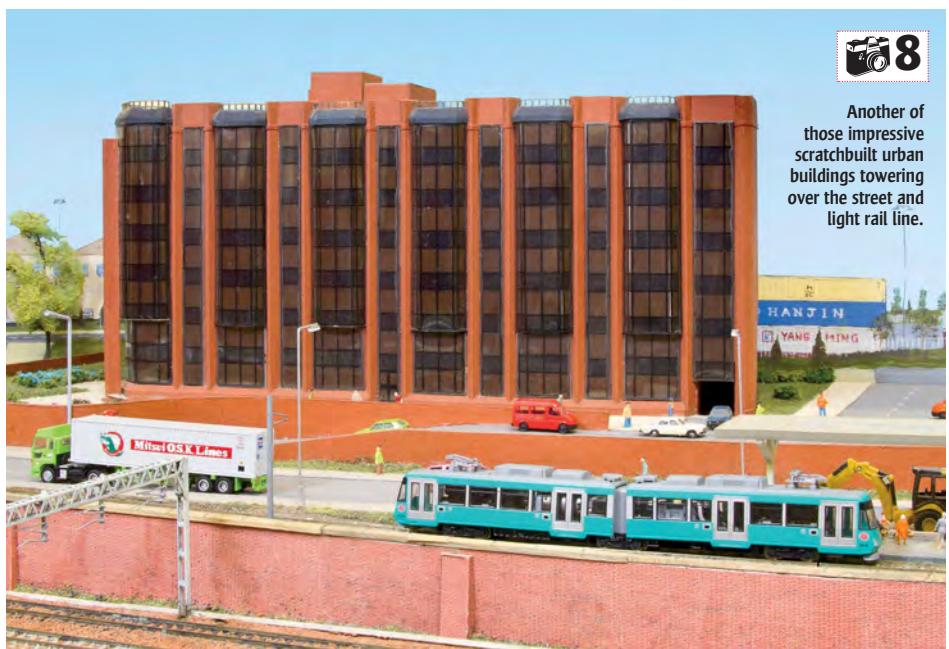
The control panels for the fiddleyard area use conventional section switches and point motor switches. 'Blackwood Junction' is fitted with working multi-aspect colour light signals manufactured by CR Signals. They are fully



Complex wiring in one of the three control panels - necessary for the sophisticated route setting system.



Above Gaugemaster DC analogue controllers are used, along with traditional toggle switches for the sections and LED indicators to show that the selected routes have been properly set.





9

Multiple tracks mean there's always something happening to entertain viewers - in this case a First ScotRail Class 170 passes an EWS Class 90 on an intermodal.

KEY DETAILS - OVERHEAD LINE EQUIPMENT



10

Catenary masts of the standard 25kV AC type are by Dapol and the portals were built from N Brass Loco kits, but with scratchbuilt hangers added. The gantries and masts on the upper level were fitted three years ago and the masts on the lower level have just been added this year. No catenary wires have been included.

automatic thanks to the use of modules from Heathcote Electronics. The signal modules are controlled by an infra-red sensor located between the sleepers. A train passing over the sensor changes the signals to red. The timer on the module then controls when the signals change to yellow, double yellow and green. If the track section has not been set by the logic circuit in the control panel, then the signal is automatically forced to red.

The tram line and point is also automatically controlled by a Heathcote shuttle circuit. Both trams are fitted with small magnets underneath which operate reed switches situated on the sleepers, which in turn send a signal to the Heathcote circuit. The trams activate two reed switches for each platform stop. They slow down when they activate the first reed switch. When they activate the second reed switch, the tram stops. After an interval the tram moves off and accelerates up to speed. At the leisure centre end of the line, there are infra-red sensors instead of the second reed switch. These sensors also send a signal to change the point to allow the other tram to proceed along the track for the next run.

Gaugemaster panel mounted controllers and Peco motors are used to control the trains and points. The layout has now progressed as far as we wish to take it and the club has now started on a replacement layout, but this is some way from being completed. **BRM**

► Thanks to Nigel Burkin for his excellent photography.



11

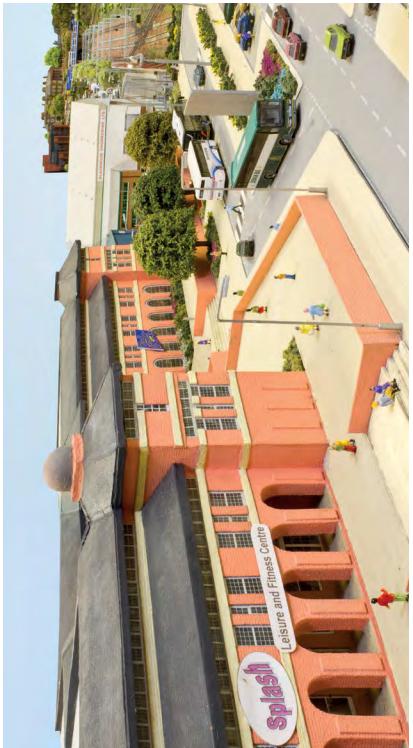
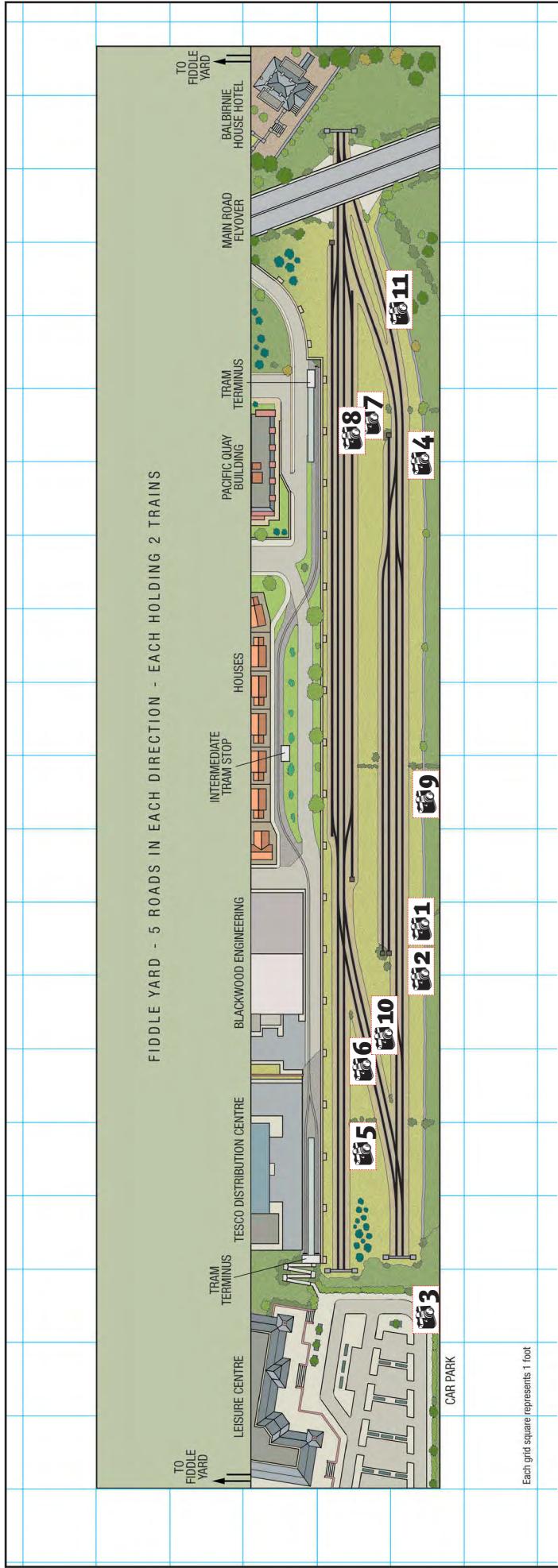
A Graham Farish GNER HST picks its way across the junction as traffic crosses the road bridge in front of another impressive scratchbuilt building.



LAYOUT FOCUS

BLACKWOOD JUNCTION

Tomrotton



FACT FILE: Glenrothes MRC

Our club is located in Glenrothes, Fife. We have a membership of 25 of whom seven are N gauge enthusiasts. Our interest is in modern image and we all enjoy running freight trains, hence the location for our layout being the West of Scotland. This location enables us to run a variety of diesel and electric freight trains and modern diesel and electric units. Some of us enjoy seeing the prototypes in action and visit places such as Carlisle, York and Doncaster to photograph freights in action. This gives us inspiration for the layout.

Trains Galore

9 & 10 December

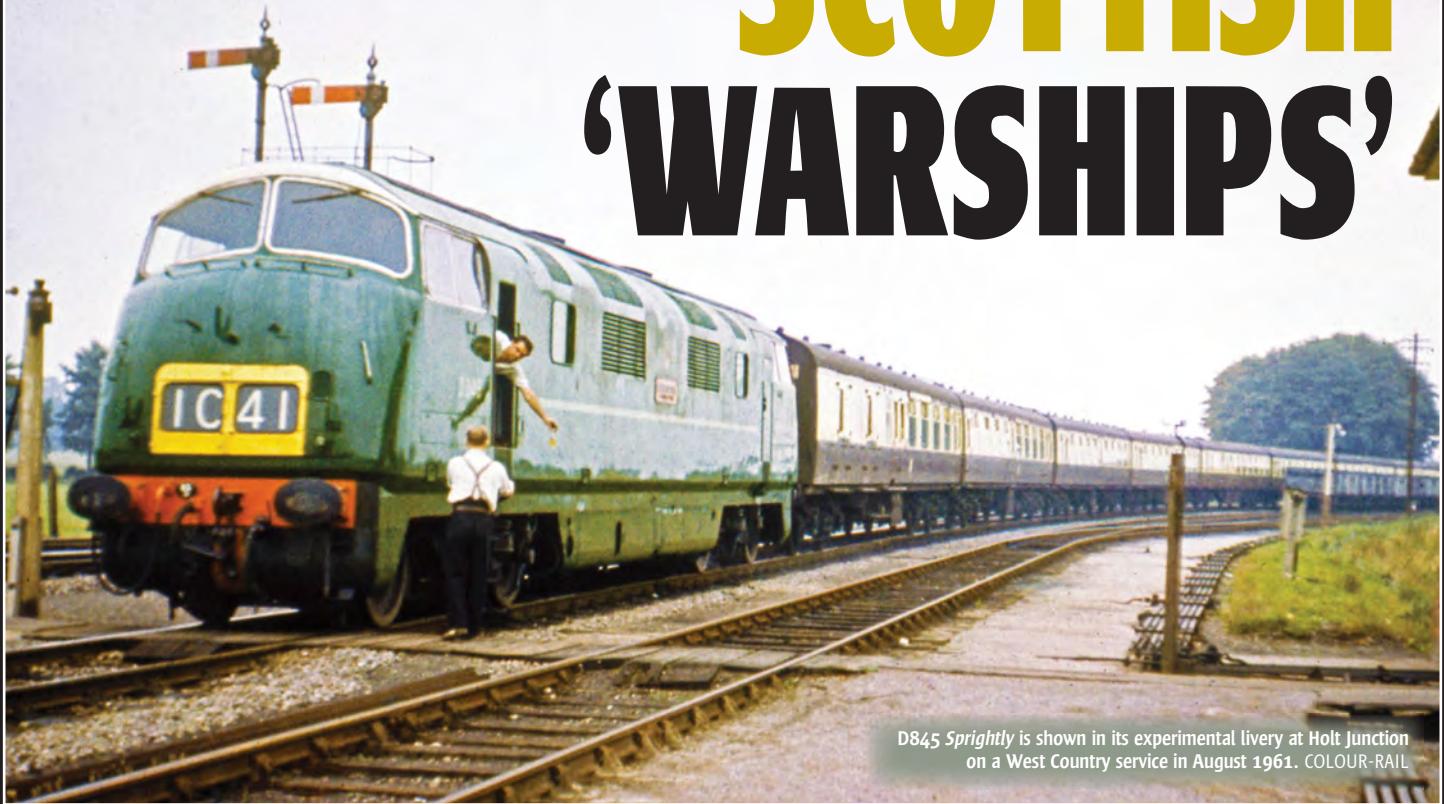


A fine 1:20 scale model of the GNR Stirling Single No. 1 locomotive and tender, built by T H Macaulay between 1911 and 1931.

We are now probably the largest auctioneers in the UK holding regular sales of toy and model trains. We hold at least nine sales a year, rounded off by our special Trains Galore sale, this year on 9 and 10 December. Earlier this year, due to high demand, we added in an extra Glorious Trains sale on 15 & 16 April that realised £210,000 alone. Our sales typically include railwayana, 3½in. and 5in. Gauge models, fine scale 0 Gauge and 00 Gauge locomotives and rolling stock, plus commercial models from Märklin, Hornby Series, Bassett-Lowke, Hornby-Dublo, Bing, Carette, ACE Trains, Fulgurex, Aster, Fleischmann, Triang, Hornby Railways, LGB, Bachmann, Trix and Hornby AcHO. We are always taking in consignments for all our sales and are very happy to visit as we travel around the country picking up collections of trains, toys and toy figures.

For further information on our auctions, to consign or to get a valuation,
please contact Hugo Marsh or Bob Leggett on:
+ 44 (0)1635 580595 or hugo@specialauctionservices.com

SCOTTISH 'WARSHIPS'



Bachmann's new diesel-hydraulic is the first RTR model of the North British-built Class 43, but what made them different, where did they work and what trains did they haul? *Andy York* takes an in-depth look at this long-lost class.

A major, and later controversial, aspect of BR's modernisation programme was the policy of sourcing new traction from multiple sources. Whilst engaging a range of suppliers had a certain political logic and would eventually allow the sorting of the 'wheat from the chaff', it resulted in a very diverse locomotive fleet which enjoyed few of the benefits of standardisation seen, for example, in North America.

A good example was the Western Region's Type 4 B-B diesel fleet, better known as 'Warships'. Construction was split between Swindon Works and North British in Glasgow, with each sourcing power units and transmissions from different sources (see panel). The release of Bachmann's NBL Class 43 makes this a good time to look back at the class, which has had less attention from modellers and historians over the years.

NBL delivered D833 to D865 to Plymouth Laira between July 1960 and June 1962. Most were allocated there and to Newton Abbot for working services between Paddington



In final BR blue, 855 *Triumph* stands at Gloucester Eastgate. The first coach is the 1957 BRCW prototype first W3081. Beneath the first and last characters of the headcode we can see the ventilation holes that were cut into the nose, a feature of several locomotives that were shedded at Old Oak Common from 1967. Check photographs of any '43' you wish to model in later years as the position and size of the vents varied; as an example 841 *Roebuck* had the holes in different positions on each end. ROBERT CARROLL COLLECTION



D857 Undaunted pictured in July 1966 at Dawlish in maroon small yellow panel livery shows the offset exhaust vents and the North British style walkways over the roof grilles. This image also shows the difficulty of placing the overhead warning flashes in a non-vertical position. COLOUR-RAIL

and the West Country. In their early years it was common to see pairs working in multiple due to reliability or performance needs. From 1962 to 1964 they were regular performers on inter-regional expresses from the West Country over the 'North & West' line through Hereford and Shrewsbury to Crewe. 'Warships' of both types were also regulars on Paddington-Bristol 'Class 1' trains until the late-1960s.

In addition to front line passenger services including prestige services such as the 'Cornish Riviera Express' the Class 43s could regularly be seen on parcels and express goods workings, milk trains and engineers' trains.

Unlike their Swindon siblings (Class 42) they rarely worked Waterloo-Exeter services on the Southern Region due to a lack of driver knowledge and, it is said, reliability concerns on the lengthy single-track sections west of Salisbury after 1965. There are instances of Class 43s working onto Southern metals with

freight trains, but these seem mainly to be via the West London line.

None of the class was ever allocated to South Wales depots apart from services through the Severn Tunnel to reach the 'North & West' route. I was planning to write that they were rare in South Wales, but as this article was being compiled, new evidence of workings to Margam, Barry Docks, Radyr and Ebbw Vale on freight workings towards the end of their lives appeared in the Diesel Hydraulic 'special interest' area of RMweb.

Electrification of the West Coast Main Line (WCML) had the knock-on effect of reducing the importance of Western Region services between the capital and the West Midlands and so it was felt that the Brush Type 4s (Class 47s) and 'Westerns' used on those services could be better utilised elsewhere. Subsequently, the first 23 Class 43s were re-allocated to Old Oak Common for Paddington-Birmingham turns and also for Cheltenham, Worcester and Hereford services, both

WHAT'S THE DIFFERENCE?

The most important difference between the 33 NBL 'Warships' (Class 43) and their Swindon-built sisters (Class 42) were their MAN diesel engines with Voith transmissions. Those built by BR at Swindon had Maybach power units with Mekydro transmission. External differences were small but significant, Class 43s had raised walkways over the cooler vents (with the exception of D861 which had flush walkways in the same style as the Swindon-built Class 42s) and the exhaust ports were offset towards the side of the roof. However most photographs don't show the roof detail so the easiest way of recognising a Class 43 from a front or front three-quarter view is that the marker lights at the base of the nose are slightly inset from the lamp brackets; Class 42 marker lights are directly beneath the lamp brackets.

NBL locomotives featured the characteristic diamond-shaped builders' plate on the bogies and had a bufferbeam mounted shedplate when delivered. References have been made to Class 43s having slightly higher number positioning and the bodyside light grey band which sits a little higher,

although this is only really discernible in some photographs showing the two types in proximity.

There are detail variations within the class itself, D861 *Vigilant* had Swindon-style walkways over the fan grilles (whereas Swindon-built Class 42 D832 *Onslaught* had North British style walkways). A number of locomotives which were allocated to Old Oak Common in 1967 had round ventilation holes made beneath the headcode box and there are variations in the shape, size and position of these holes; further details of this can be found on the supporting information page on RMweb.

Not to be confused with the D600 'Warships', also built by NBL, the Class 43s were numbered D833-865, sandwiched between the D800-832 and D866-870 ranges used by the Class 42s.

If you're hopeless at remembering numbers, the 'Warships' were largely named in alphabetical order so Class 43s can be identified by names in the *Panther* to *Zealous* range. None of the Class 43s survived long enough to be preserved.

passenger and freight.

As part of this substantial re-allocation it was necessary to provide crew and maintenance training at Bescot and Tyseley; training runs were regularly made on freight workings along former LNWR lines to Coventry and on empty coaching stock (ECS) workings from Wolverhampton Oxley to Shrewsbury and Chester.

Re-signalling work at Paddington in the autumn of 1967 meant that trains from Birmingham were diverted to Marylebone, taking the Class 43s onto the former GCR route. Services to Worcester and Hereford appear to have been one of the last strongholds of the class before they faced wholesale withdrawal in October 1971.

The above observations are intended to give a framework but it is recommended that John Jennison's *Book of the Warships* is consulted for finer detail and more images.

LIVERIES

Class 43 'Warships' saw an interesting number of liveries over the years which give the modeller plenty of potential for repainting and re-numbering, but it's vital to note the detail for each livery and the timespans over which they were carried.

D833-858 were delivered in plain green and most had overhead warning flashes added a while after their introduction in the early-1960s. An experimental livery with a very small yellow warning panel and a

white brow over the cab windows was applied to D845 *Sprightly* in August 1961 (pictured). The more conventional small yellow warning panel was applied to D859 onwards upon delivery and for earlier members in dates ranging anywhere between February 1962 and May 1965. We have provided a free reference chart showing the dates of these and all other livery changes which you can find online at bit.ly/1Go4HOI

The next significant change saw a maroon livery with small yellow panels and BR coaching stock roundels applied to some locomotives from August 1965 onwards. Some of these locomotives went on to receive full yellow ends. All bar three of the class, went on to receive Rail Blue and full yellow ends but even then there were differences in the style of numbering, number of double-arrow insignia applied and whether a 'D' prefix was used before the number. Hopefully our chart simplifies this minefield!

Therefore, the only livery that was carried by all Class 43s at some point is BR green with small yellow warning panels and overhead warning flashes. This was only a small window from May to August 1965 when all of the locomotives were thus decorated. If you want variety in your 'Warship' stable, in 1968 every variation apart from plain green and the experimental livery appeared on at least one locomotive.

PROTOTYPE INSPIRATION

WHAT SHOULD I RUN WITH IT?

Although there are photographs of Class 43 'Warships' hauling pre-Nationalisation carriages, especially on inter-regional workings, the main type of coaching stock in evidence is BR Mk 1s in crimson and cream, WR chocolate/cream, maroon and post-1965 blue/grey. If you have the space to model 'The Bristolian', 'Cornish Riviera Express', 'The Mayflower' or other named expresses with 12 or more coaches then you are luckier than most, otherwise it's worth considering some of the shorter trains on which the Class 43s were used.

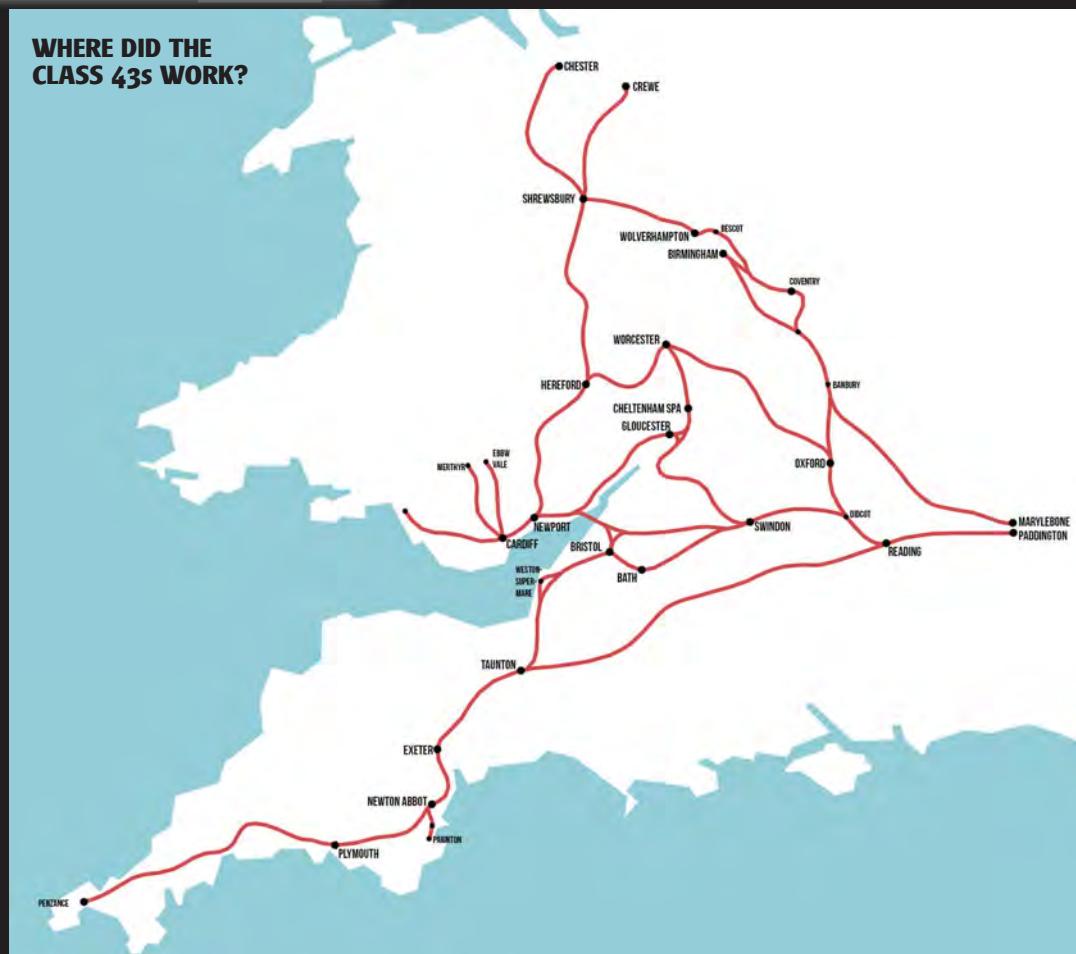
London Paddington-Birmingham trains (via Banbury) in 1967 were only six or seven coaches as were the Worcester/Hereford services; Robert Carroll provided me with useful reference points in this instance;

"The basic formations around this time were SK, CK, BSK, RU, TSO, FK, SK, with additional carriages added to the busiest services. Some trains divided at Worcester with an SK, CK and BSK continuing to Hereford. You can almost do this with Bachmann Mk 1 stock although it has not yet produced the version of the RU with roof tanks in blue/grey, which you would need for one of these sets.

The TSO and RU were sometimes the other way round as the kitchen end of the RU would normally adjoin the TSO. In the summer of 1971, ex-East Coast Metro-Cammell 1960 Pullman Kitchen Seconds, as produced by Bachmann, appeared in some sets in place of the RU and there is a published photograph of a Worcester train including one; they were still in umber and cream at the time."

As increasing numbers of diesels-electrics were drafted into WR depots to replace the hydraulics, the 'Warships' were demoted to lesser duties including engineers workings and for a short period mineral

WHERE DID THE CLASS 43s WORK?

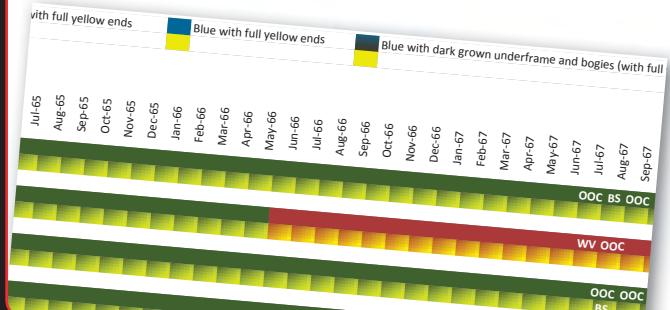


workings in the South Wales area.

The obvious companions for your Bachmann Class 43s include Dapol/Hornby 6w milk tanks, parcels and mail vans, Bachmann Mk 1 BG/GUV/CCT, Hornby Hawksworth full brake, Hornby/Dapol SR CCT/PMV/Bogie B, Dapol 'Fruit D', Hornby/Bachmann LMS 50' BG and numerous wagons.

Thanks to Robert Carroll and Neil Avent for their knowledge when compiling this. A good point of reference is the *The Book of the Warships* by John Jennison, Irwell Press (ISBN 978-1-906919-11-5). **BRM**

DOWNLOAD YOUR FREE CLASS 43 LIVERY CHART AT WWW.RMWEB.CO.UK



D853 Thruster passes the canal at Crofton, Wiltshire with a lengthy train of empty 6-wheel milk tanks returning to the West Country on August 7 1971. With only a couple of months until its withdrawal the dirty patch on its side is evident from its removed nameplates. W POTTER/KIDDERMINSTER RAILWAY MUSEUM





Above Possibly as a result of a locomotive failure, D838 *Rapid* heads a trio of 'Warships' leaving Newton Abbot on April 9 1969. By this stage, full yellow ends were being added to the maroon livery. COLOUR-RAIL

Right For the first few years of their careers the NBL 'Warships' were employed on cross-country expresses via the 'North & West' route. On April 1 1962, D842 *Royal Oak* rolls into Crewe with a northbound train from the WR to north-west England. COLOUR-RAIL

Below Hayle Wharves freight trips were a well-known duty for 'Warships' in their final months, although more usually associated with the Swindon-built Class 42s. But, on a very wet August 13 1971, 8555 *Triumph* shunts chemical tanks at the town's ICI plant. COLOUR-RAIL



**NOW TURN
TO PAGE 94
FOR THE FULL
STORY ON
BACHMANN'S
ALL-NEW
00 GAUGE
CLASS 43.**

WHAT'S NEW?

News and Events from the model railway trade

'KGV' EXCLUSIVE FOR LOCOMOTION MODELS



Locomotion Models has announced two new models as part of its 'National Collection in Miniature' series. The first, ex-GWR 'King' 4-6-0 No. 6000 *King George V* has been commissioned from Hornby with a limited run of just 250 pieces. Each is priced at £159.99 and supplied with a limited edition certificate signed by Brian Greenwood, Chairman of the Locomotion Joint Management Board and Simon Kohler, Manager for Locomotion Models.

In addition, 500 EE Type 1s (BR Class 20) numbered D8000, will be produced in early BR green by Bachmann, at £109.95 each. Of those produced, 150 will be equipped with sound and priced at £209.95. Both models will be produced with a gloss finish instead of the standard satin sheen seen on most RTR models. The Locomotion Models team believes this will appeal mainly to collectors and reflects the high-gloss

finish applied to most members of the preserved National Collection. A new direction for the Locomotion Models brand will see a change in packaging on models. D8000 will have a new sleeve featuring locomotionmodels.com artwork, whilst 'KGV' will have its own 'National Collection in Miniature' packaging. Both models are expected to be released within the next two to three months.

Simon Kohler commented; "These are exciting times for us at Locomotionmodels.com and we will have plenty more to talk about in the forthcoming months. Watch this space."

Further announcements of new items for Locomotion Models will take place later this year. For more information, visit the website.

W www.locomotionmodels.com
A Locomotion, The NRM at Shildon, Shildon, County Durham DL4 1PQ
T 01388 777 999



3-D PRINTS FROM PEEDEIE

Chimney pots have been produced by Peedie Models in N and OO scales to help transform RTR buildings or assist with scratch building projects. All have been 3-D printed.

Two different versions of chimney pots are available in 2mm:1' scale, ringed (ref:PM3D86028) and tapered

(ref:PM3D86027). Both are sold in packs of 12 at £3.75 per pack.

For OO gauge modellers, a set of square pots with relief detail (ref: PM3D83014) is also available priced at £6.75. Also available for N gauge modellers for £3.75 is a set of six gravestones (ref: PM3D86017).

Visit its website to see other recent releases.

W www.peediemodels.com
A Peedie Models, Milldam Cottage, Tankerness, Orkney KW17 2QU
T 01856 252 510



DIARY DATES

1-2

8

9

Things to SEE & DO in AUGUST

SOUTHWOLD MRE

A multiscale exhibition with around 20 layouts, including live steam. All levels of modelling demonstrated, plus good trade support. Live steam miniature train and traction engine rides. Open Saturday 1000-1700, Sunday 1000-1630.

A Saint Felix School Halesworth Road (A1095), Southwold, Suffolk IP18 6SD
W www.waveneyvalleymrc.150m.com

STEAM IN MINIATURE AT BRESSINGHAM GARDENS

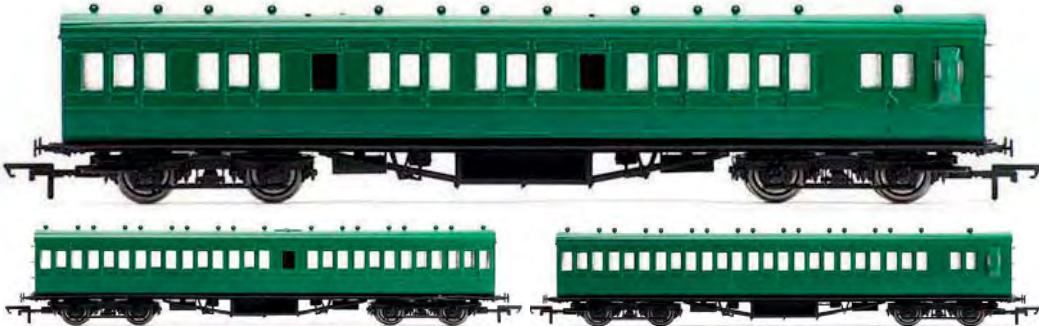
Working scale steam models, from fairground engines to road rollers and a garden railway show, will be on display at Bressingham. The train rides will appeal to all ages, with picnic facilities available on site to complete a fun family day out.

T 01379 686 900
A Bressingham Steam & Gardens, Low Road, Bressingham, Diss, Norfolk IP22 2AA

VINTAGE BUS RALLY

The Avon Valley Railway and Bristol Vintage Bus Group is organising a large display of vintage buses at the Brislington Park & Ride site off the A4 between Bristol and Bath. Steam and bus enthusiasts should find plenty to see. Event open Sunday 1000-1600.
T 01179 325 538
A Avon Valley Railway, Bitton Station, Bath Road, Bitton, Bristol BS30 6HD

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



Initial 3-D printed samples of the coaches show the development of the project and the design is already in an advanced state.

HORNBY MAUNSELL REBUILT COACHES

On June 15, Hornby announced via its website its intentions to launch four Maunsell Rebuilt (ex-LSWR 48') 58' Coaches in August 2016. Pre-orders are now being taken.

The 58' stock to diagrams 99 and 418 were created in 1935/36 at Lancing Works, by taking elderly 48' Composite bodies, cutting them and fitting to a 58' Maunsell underframe. A 10' steel panelled guards van was

grafted to one end on the brakes, the rest of the bodywork being made from wood panels. The diagram 31 composites differ - the original 48' bodies were cut into two sections and mounted at each end of the underframe, with a new 10' section being inserted comprising a single compartment, with two lavatories.

Hornby will produce an eight compartment Brake Third non-

corridor (R4717) to diagram 99, a six compartment lavatory composite (R4718) to diagram 98, a six compartment lavatory Third Class Coach (R4719) to diagram 418 and a nine compartment lavatory Third (R4720) to diagram 31. The coaches will be welcome companions to the forthcoming Adams Radials, Hornby M7 and T9, and Kernow Adams 02s.

W www.hornby.com

HELJAN O GAUGE 'WARSHIP'



O gauge modellers will be able to add a ready-to-run 'Warship' to their fleets in 2016, when Heljan releases its first batch of Class 42 diesel-hydraulics. This photograph shows the latest engineering prototype of the 7mm:1 scale model, which is said to be still a 'work in progress', but already looks impressive. Unusually for a Heljan O gauge diesel, the locomotives will be fully decorated with factory-printed

numbers and names. Five versions are promised, all based on Swindon-built Class 42s;
4201 - BR green D827 *Kelly* with small yellow warning panels
4202 - BR maroon D869 *Zest* with small yellow warning panels and coaching stock roundels
4203 - BR maroon D815 *Druid* with full yellow ends
4204 - BR blue D866 *Zebra* with full yellow ends and double arrows on each cabside

4205 - BR blue 829 *Magpie* with full yellow ends and a single, centrally placed double arrow on each side.

As well as having names and numbers applied, the models will also be pre-fitted with suitable period headcodes. The projected release date is February 2016 with a suggested retail price of £699.00 each. We'll bring you more on this model as it develops.

W www.heljan.dk

NUMBER NEWS

3,700

square foot of exhibition space is to be made available for a permanent model railway exhibition on the Isle of Man. Exhibits for the site are being sought up to 30' in length. Clubs and individuals have been mentioned as suitable candidates. Contact details for the organiser can be found below.

E peter.scott2014@yahoo.co.uk
T 07624 203600

12

mm static grass is being sold by War World Scenics in six different colours. Spring, summer, autumn, winter, wild meadow and pasture tones are now on sale. A longer 20mm grass has been added to create tree foliage or wild and overgrown grass areas in larger scales.

W www.war-world.co.uk
T 01792 86425

1,084

pounds has been raised towards the restoration of St. Mary's church in South Benfleet. The funds for the 11th Century church were helped by a charitable model railway exhibition on May 30, £416 of which was raised in a raffle. A year's subscription to **BRM** was won by one of the lucky participants.

4

ft sectional backscenes are now available for OO and N gauge modellers from ModelRailwayScenery.com. Its first release is suitable for modern image modellers with arable farmland and a large warehouse. The backscenes cost £2.00 for N and £2.50 for OO gauge. Printed versions are also available.

BRM readers can obtain up to 20% discounts by entering the code brmo815 (zero eight one five) at the company's online checkouts this month.

W www.scalemodelscenery.com & www.modelrailwayscenery.com
T 01530 456952

**SAVE 20%
ON SHOW
TICKETS**



The National Festival of Railway Modelling, East Anglia's premier model railway exhibition, returns this year to Peterborough Showground on October 17 and 18. A selection of 30 of the most exciting layouts have been prepared across different scales including Addiston South (EM), Branchline to Hemyock (S7), Westford (OO), Redwood Lumber (On30) and the BRM project layout Stokesay (N) to name but a few.

This is also your first chance to see Phil Parker's new fantastic layout Ruston Quays (OO).

Early booking is now open with a saving of 20% and one hour early entry plus a free showguide if booked before August 10. The Showground opens its doors on Saturday 10.00 - 17.00 and Sunday 10.00 - 16.30. For full details, visit the website or call the booking hotline below.

A East of England Showground, Peterborough, PE2 6XE
W www.model-railways-live.co.uk
T 08445 810 816



HATTON'S PROMISES 'MILESTONE' MODEL



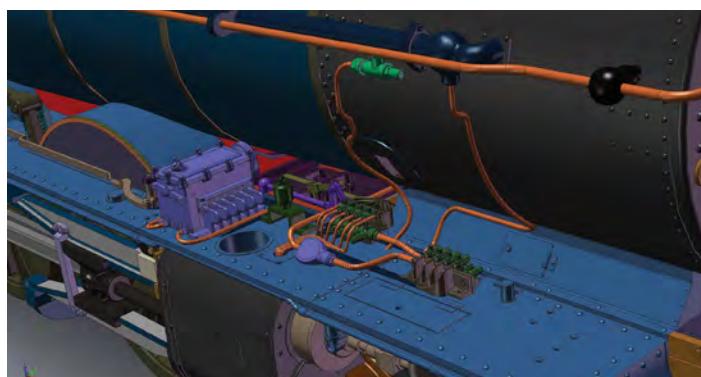
Hatton's Model Railways has revealed the first fully-detailed CAD images of its GWR 'King' 4-6-0. In a bold statement of intent, Hatton's claims that the model will be; "the most detailed locomotive ever seen in OO and will stand as a milestone in the history of ready-to-run models. Never before have so many pipe runs been modelled individually or details replicated as individual parts, and all will be faithfully reproduced and applied to the model as standard. The good news is that there's even more to be applied.

"We are in the final stages of design with DJModels and it has been a major task checking that every detail is correct. There's still some refinement to do, but tooling work should commence within the next few weeks, meaning

that we should be able to show first shots from the tool in around two months. As long as the tooling stage goes well we are still on target for a late-2015/early-2016 release."

With 15 versions covering eight decades of GWR, BR and preserved operation, the 'King' has been designed to incorporate many detail variations and modifications (see right). Other features will include separate headlamps, etched metal name and numberplates, alternative cabs, steam pipes, buffers, smokebox door arrangements and tender details.

On the mechanical/electrical side, the models will have pick-ups on all except the front bogie wheels, gears to all six driving wheels and no visible 'hex' screws on the connecting rods/motion. **W www.ehattons.com**



HATTON'S 'KING' IN NUMBERS

100 separately-fitted fine detail pieces above the running board alone, with many more on the running gear, cabs and tender.

15 different versions covering all major liveries and detail variations across the entire GWR, BR and preserved career of the 'Kings'.

8 pin DCC decoder socket in the tender, plus provision for DCC sound and space for a large bass speaker.

4 smokebox door variants, appropriate to period and livery. BR locomotives will have a separately-fitted raised numberplate. There will also be four styles of chimney and two designs of buffer shank - tapered (original) and straight (later).

3 different cabs, as per the prototype, with GWR original (no roof vents), BR with vents and cut-down without vents for No. 6023. Detailed cab interiors will include a separately-fitted regulator plus AWS and TPWS equipment for BR/preserved locomotives.

MINERVA PECKETT PROGRESSES



The first production samples of Minerva Models' O gauge Peckett E class locomotives are now being checked. To date, only CAD drawings and specifications had been given, but progress to the tooling stage and evidence of a prototype model is proof that the project is well underway.

Images of the small industrial sent to **BRM** show buffer heads, the whistle and chimney all in turned brass. Detail on the pipework, safety valves and rivets also looks impressive.

Minerva Models is producing the useful locomotives often seen around docks and sidings in three liveries - GWR green, Industrial green and black. The models will only be sold directly via Minerva or detailers. To register interest in a model, visit the website.

A Minerva Model Railways Ltd. PO Box 244, Penarth CF64 9FJ
T 02920 531 246



KERNOW LIMITED EDITIONS



Kernow Model Rail Centre has commissioned Bachmann to produce a OO gauge 20T Brake Van (37-537Y). Based on the standard Bachmann model in bauxite livery, this weathered version is lettered 'To work with Air Braked Trains only' and numbered as B954687. The prototype on which it is based was used on china clay workings from St Blazey to Pons Mill.

The Cornish model shop has also commissioned a 4mm scale

model of Helston Engine Shed from Bachmann Scenecraft - a small single-road shed in typical grey stone with red-brick window surrounds and corners. The structure is weathered and its doors can be left open or closed. The model is based on Britain's former most southerly shed and is priced at £59.99. Both models are limited to 500 of each and orders are being taken.

T 01209 714 099
A 98A Trelo Warren Street,
 Camborne, Cornwall TR14 8AN
W www.kernowmodelrailcentre.com



TOOLING SET FOR DJM CLASS 71

DJModels has announced that its crowd-funded Class 71 electric locomotive is now being toolled. The manufacturer also revealed further information about the new model, claiming that it

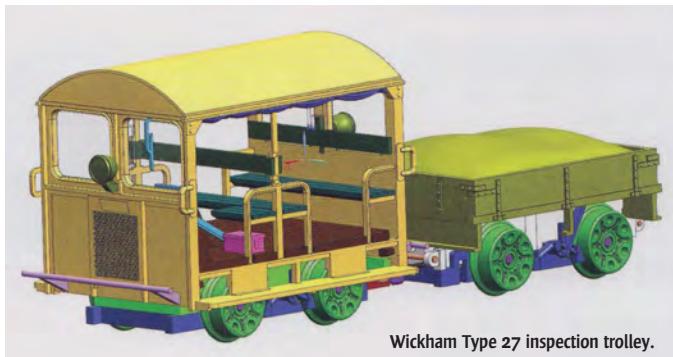
will set new standards for OO gauge locomotives. Features such as sprung NEM standard close coupling mechanisms, a coreless motor and 21-pin decoder socket will be joined by a large enclosed speaker for those who want to fit DCC sound, three lighting modes, a detailed cab interior and poseable pantograph as well as two body styles, cab ends and alternate roof details will feature. Etched parts such as steel windscreens and builders plates are also expected.

All models will be checked before despatch and will include a certificate. The models are available to crowd-funding customers who sign up before October 1 at the special price available via Kernow Model Rail Centre's website.

W www.kernowmodelrailcentre.com



BACHMANN UPDATE



Wickham Type 27 inspection trolley.



14t/20t anchor-mounted tank wagon.

Bachmann Europe has revealed some movement in the backlog of models under development. Received in the office this month was the OO gauge Royal Mail sorting coach in Office Red (39-421) with nets from the Branchline range at £54.95 and SR 50' 'Bogie B' luggage van from Graham Farish (374-631) in BR (SR) Green at £25.95. Look out for a review of both vehicles in **BRM** next month.

The LMS 'Twins', 10000 and 10001, produced exclusively for Rails of Sheffield are expected to arrive with the retailer soon. The Barwell-based firm has also received livery samples of its forthcoming BR Auto Trailers. The Auto Trailers will feature cab control apparatus, phosphor bronze bearings, detailed interiors and individually fitted



BR Mk 2f Tourist Second Open.

shell vents. Three liveries are being produced, BR Crimson and Cream (39-575), BR Maroon (39-576) and BR Crimson (39-577) and will carry a recommended retail price of £68.95 each.

Currently in the design office at Bachmann HQ in OO is the LMS

Stanier 'Mogul' 2-6-0, Webb 'Coal Tank', revised Class 158 and LB&SCR H2 Class 4-4-2. Undergoing DCC chassis upgrades are the Ivatt 2-6-2T and V1/V3. Rolling stock being designed includes LNER Thompson stock, BR Mk 2f (see above) and SECR 'Birdcage' coaches and Intermodal

container flats with tank containers.

Moving to the tooling stage as this issue went to press was the Wickham Trolley (Type 27) and 20t tank wagon (both pictured above). Keep reading **BRM** for further updates on forthcoming models from Bachmann.

W www.bachmann.co.uk

Bachmann's model captures the presence of the North British 'Warship' in this 21st century tooling of a classic locomotive which ceased service 44 years ago.



BACHMANN CLASS 43 'WARSHIP'

Andy York takes an in-depth look at a new model depicting a Western Region diesel-hydraulic class never previously offered as an RTR model.

Bachmann has produced a 'Warship' since 1999 but this was a model of the Swindon-built Class 42 variety, a model which can trace its lineage back to Mainline's 1979 catalogue.

A creditable model in shape and dimensions from its inception 35 years ago it received an mechanical upgrade in 1999 and further cosmetic refinements in 2010 including optional plug-in aprons beneath the bufferbeams and a major chassis

upgrade with a centrally-mounted motor, flywheels, DCC socket and cardan shaft drives.

Bachmann's all-new 'Warship' is BR's Class 43, the North British built version of the type. Whilst visually similar there were many

differences between the two classes as documented in our companion article on page 86. In real-railway terms the locomotives were two different classes because of their power units and transmission systems. The NBL Class 43 'Warships' were powered

TURN TO PAGE 86 for much more on Class 43s, including archive photographs, operational information, liveries and detail variations.



by MAN engines married to Voith transmissions; but as modellers we are concerned with the different visual aspects and the consideration of where the real machines worked.

Class 43s had raised steel walkways over the scavenger fan vents on the roof and these are well captured with Bachmann's etched metal parts as are the exhaust ports which are offset towards the edge of the roof area, something which resulted in them being more acceptable for work beneath overhead electric wires at certain times in their operational lives.

One of the most recognisable external differences between the two classes is the placement of the marker lights at the bottom of the cab front, slightly inset from the lamp brackets as opposed to being directly beneath them. Once again Bachmann has accurately captured this nuance.

In the same area some locomotives, as referenced in our companion piece, had holes cut into the base of the nose in between the marker lights to aid cab ventilation - it's really important to study a specific locomotive to get this right and Bachmann has done just that in its model of 842 *Royal Oak* but not on BR green D835 *Pegasus* or maroon D865 *Zealous* with small yellow panels. This is absolutely correct for the periods modelled.

Corporate blue 842 *Royal Oak* carries full yellow ends with a single

central double arrow insignia and the number in sans serif font with no 'D' prefix (the last livery incarnation for the Class 43s). This is correct for October 1970 through to withdrawal in October 1971.

Green D835 with small yellow warning panels and overhead warning flashes represents the only livery carried by all of the class at some point. It is correct for June 1962 to February 1968 and for this reason may prove to be the best seller in the initial releases.

The third major livery carried by the class, maroon, is catered for by D865, as seen from November 1965 to July 1969 on the highest numbered member of the class. The livery application on all three models is accurate for the chosen period and well finished.

The early livery models include an oval shedplate mounted beneath the bufferbeam and the blue model shows the position where the shedplate was before bodyside stickers were introduced to display shed allocations.

ALL-NEW TOOLING

To the uninitiated, it would might strange that great effort has

Inset The distinctive diamond-shaped NBL builder's plate and the nameplates are well printed but I shall be looking to the aftermarket to gain a little more relief with etched plates.

gone into producing a model so similar to one already in the Branchline range but this is far more than a 'warming over' of a previous product. A lot of detailed work has gone into this all new model. The complex curves of the nose and the overall shape are very well captured, all the more creditable when there are no Class 43s in preservation to scan, photograph or measure so this is a model to contemporary standards using traditional design and engineering skills. It is apparent that Bachmann has gone to considerable lengths to cater for the myriad minor modifications applied to the Class 43s.

There is a small omission in respect of the horizontal handrails on the cab front beneath the windscreens; the model's handrails are fixed at either end whilst the prototype had a central strengthening stanchion, something which can be easily remedied by adding a small section of handrail wire behind the factory-fitted handrails.

There's a degree of pragmatic cost-saving in evidence too, the detail pack includes roof panel lifting eyes and roof air vents along with a complete bufferbeam detailing pack. I think the manufacturer realises that many customers won't fit these delightful extras but they are there for those

FACT FILE

- **MANUFACTURER** Bachmann Branchline
- **PRODUCT** 32-067 BR blue Class 43 'Warship' B-B diesel-hydraulic 842 *Royal Oak*
- **RRP** £139.95
- **AVAILABILITY** Bachmann stockists
- **WORDS & PHOTOGRAPHY** Andy York

who wish to. It took me around half an hour to fit the parts but I am sure it has delivered a cost saving to us rather than having them factory fitted.

Care should be taken with the tiny lifting eyes - the ring is around a millimetre in diameter, a suggestion is to hold the eye down on your cutting mat and to cut the sprue away from the required part. There are four spare



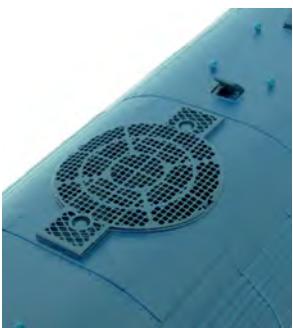


The underside of the model features the on/off switches for the cab and tail lights. The axle mounted track current collecting bushes can be seen too.

KEY DETAILS



The '43' accurately depicts the cranked mounting of the WR lamp brackets on the nose. The circular air vents beneath the headcode boxes are accurate in size and position for D842 and are reproduced by printing onto the nose surface.



The raised scavenger grille is a key feature of the Class 43 variant and Bachmann has modelled this with an etched grille. The roof panel lifting eyes and open roof vents make a huge difference to the appearance of the roof area, an area we see far more of on a model than we did on the real thing.

eyes if the worst happens but proceed with caution, I still managed to lose two!

Each sprue of air vents includes closed and open variations so you can bring a little individuality to your model. The bufferbeam valance includes representations of the horn vents, a nice touch even though they will probably be obscured behind the pipework. Multiple working equipment is included for early-liveried locomotives; it was mainly removed by the mid-1960s but D857, D862 and D864 regained it in later life.

As long as you've got a long, slender jeweller's screwdriver to get deep into the chassis to unscrew the body fitting a 21-pin DCC decoder is relatively hassle-free. There's probably only room for a conventional round flat speaker if you are fitting DCC sound and I haven't found room for a good bass enclosure. The directional and cab lighting is suitably restrained and even if you're not using DCC there are sliding switches to set the tail and cab lights as required.

Performance is more than adequate for a lightweight mixed-traffic Type 4, and the model should be able to handle anything expected of the prototype. Our sample was silky smooth and silent on both DC and DCC after barely any running-in and showed no hesitation over a variety of pointwork.

If cost were not an important consideration I am sure etched nameplates and North British worksplates would have been included so we have to accept that well printed representations suffice for the majority of buyers. An oddity for me, as a



Above We've 'jacked up' the chassis frame here to show the cardan shaft, gearbox and current collection arrangement of the bogies. All four axles are driven and this, coupled with the weight of the model, means there's no need for tration tyres.



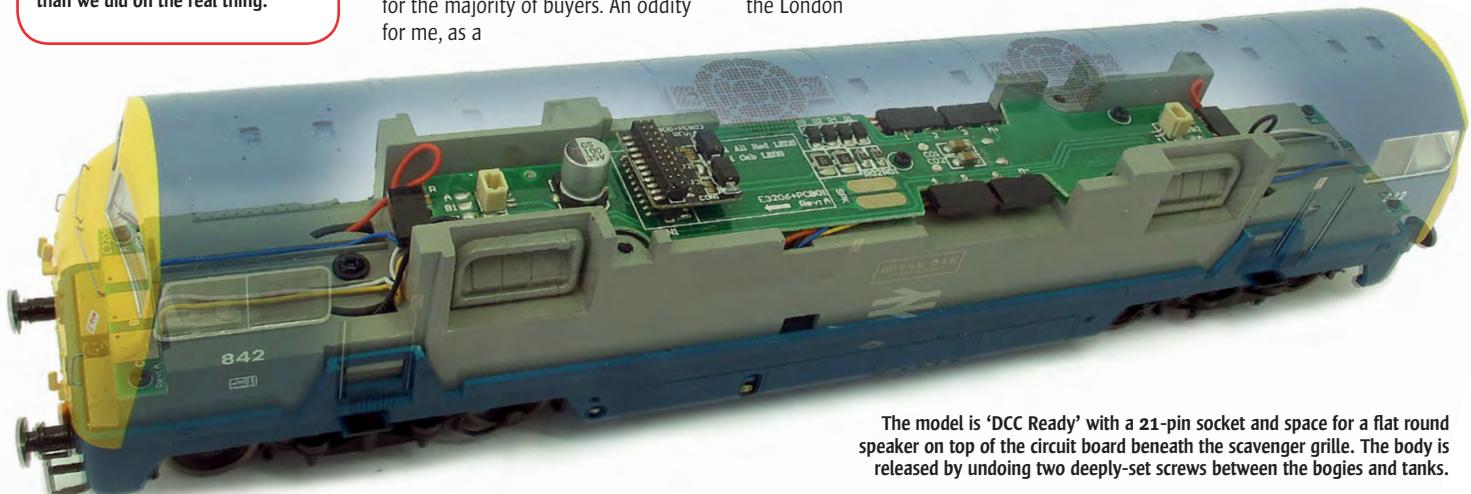
Above The detailing pack contains 66 parts to allow the modeller to choose the level of detail they wish to include. There are alternative cab steps, body or bogie mounted depending on the layout's curve radii. The roof panel lifting eyes and roof vents (supplied in alternatives of closed or open positions) are a customer fit too.

1970s trainspotter, is the rectangular TOPS-style depot sticker beside the cab door denoting 'Newton Abbot 83A' rather than the more conventional corporate era 'NA' code.

For the BR Western Region modeller of the 1960s through to the very early 1970s this is pretty much a must-have model, but the '43s' also touched onto the fringes of the London

Midland Region and I'm sure many modellers outside the WR will find an excuse for a very well-produced model like this. There are a multitude of positives and only a couple of relatively minor points but overall I rate this as one of the finest diesel models we now have; even better is the fact that it's another hydraulic!

BRM



The model is 'DCC Ready' with a 21-pin socket and space for a flat round speaker on top of the circuit board beneath the scavenger grille. The body is released by undoing two deeply-set screws between the bogies and tanks.

SCENIC REVIEWS

VEGETATION FOR EMBANKMENTS

Howard Smith and Michael Warner examine the latest for layouts

FACT FILE

- **PRODUCT** Noch 23102 Embankment vegetation
- **PRICE** £13.50
- **REVIEW** Howard Smith
- **AVAILABILITY** www.gaugemaster.co.uk



Noch's solution to produce embankment vegetation is sold in a box measuring 200mm x 170mm x 75mm, packed with enough material for all but the largest of layouts - unless you decide to model a jungle. Inside, just three ingredients

are included. Light and dark green packets containing leaf shaped scatter material, and seafoam (zechium).

With this pack you have a choice of options. You can spray paint the seafoam and add it straight to a layout when modelling dead or deciduous trees and bushes, or, for plants in leaf, spray the branch armatures with a can

of glue and add the leaves from the packet. The mixture of colours you use can be adjusted accordingly depending on whether the scene is to be spring or summer.

This technique isn't new; seafoam has been used as a modelling accessory for some time, but I like the leaves supplied in the pack.

See how it's used
bit.ly/1G7ml15

As for value for money, I think it's expensive for what you get, but it's a hassle-free way of adding scenery to your layout. And, you know what to expect from the box without rummaging around hedges looking for a seafoam substitute.

A Gaugemaster House, Ford Road, Arundel, West Sussex, BN18 0BN
T 01903 884 488
W www.gaugemaster.com

PLANTS AND CROPS



Tasma Products, a new manufacturer in the model railway market has released a selection of model vegetation from cauliflowers and broccoli to primroses and climbing roses.

These new plants are well suited to layouts and could complement village houses and gardens as well as provide extra detail to otherwise bland spaces such as sheds and station buildings.

Many of the items are ideally suited to allotments. There's a great deal of realism to these accessories giving them an authentic feel.

Some are better than others - the climbing roses and vegetables are of a high standard, but the tomato plants aren't made as well with bare wire visible. The pumpkins have small mould marks and the strawberry plants aren't overly realistic. Tasma Products' plants are sold in different



FIRST REVIEW

FACT FILE

- **PRODUCT** Tasma Products crops and plants
- **PRICE** £6.75 - £7.00
- **PHOTOGRAPHY** Brett Caines
- **REVIEW** Michael Warner

W www.tasmaproducts.co.uk
T 01763 260 716
E sales@tasma.plus.com



GRAHAM FARISH

Maunsell's 'Moguls' were a versatile part of the Southern fleet for almost 50 years. **Ben Jones** reviews this important new N gauge locomotive.

The familiar 'face' of the Maunsell 'Mogul' has been well-captured and there's lots of fine detail to enjoy.



Southern Railway/Region modellers have long been the poor relation in N gauge. But, that has finally started to change in recent months with the release of the Graham Farish Bulleid coaches, air-smoothed 'Merchant Navy' 4-6-2 (June **BRM**), SR 12t vent van, 'Queen Mary' brake van and Dapol's Maunsell stock. To that we can now add one of the Southern's most versatile and popular mixed traffic classes, Richard Maunsell's 'N' Class 2-6-0.

While the Bulleid 'MN' will probably grab the headlines, this new release is arguably far more important to Southern modellers, being more widely used and designed to handle all kinds of passenger and goods work. The importance of the N Class was recognised by Bachmann in OO gauge many years ago – in fact it was the company's first model to 'Blue Riband' standards in 1998, so it's very good to see it now available in the smaller scale too.

Our sample is decorated as No. 31844 in BR lined black with large early emblems on each side of the tender. An Exmouth Junction (72A) shedplate on the smokebox door marks the model out as one of those gainfully employed on the Southern's 'Withered Arm' in North Devon and Cornwall. No. 31844 was a 72A resident between January 1951 and July 1952 and again from September 1953 until withdrawal in December 1963.

It's a good choice by Farish, having also worked from Norwood Junction, Ashford, Redhill, Fratton (Portsmouth) and Barnstaple Junction between 1948 and 1953, and should therefore appeal to modellers of all three divisions of the Southern Region.

First impressions are of a very fine looking model with lots of the separately-fitted detail we've come to expect from Graham Farish. Head-on, the classic



BR 1950s mixed traffic lined black sits well on the 'Mogul' and has been superbly applied. It will look very much at home on Farish Bulleid coaches and SR goods/parcels stock.

'N' CLASS 2-6-0

Maunsell looks have been well-captured, helped by slender smoke deflectors (only marginally chunkier than etched metal components) and close attention to smaller details such as smokebox door clips and lamp brackets. For the latter, the three bufferbeam brackets are separate fittings, while the two middle brackets are neatly moulded onto the smokebox door ring.

There's fine detail throughout, from the perfectly shaped boiler and Belpaire firebox to the painted die-cast wheels and blackened motion/valve gear. Wire handrails, turned metal safety valves and separate plastic pipes either side of the dome help to give it an air of quality. Cab shape, detail and the boiler backhead are also executed with some finesse. A hinged metal fallplate is fitted between the cab and tender. Dozens of tiny rivet heads catch the eye, further enhancing the visual effect. A bag of extra detailing parts is also provided, containing cab doors, front footsteps, cylinder drain cocks, coupling hooks and a single white route indicator disc.

Over the years, at least three styles of chimney were fitted to the class and Bachmann has fitted the later SR parallel sided with capuchon type to No. 31844. We'll have to wait and see if the others appear, as they have in OO gauge. After 1957, some locomotives gained a BR chimney, as fitted to 4MT 2-6-0s.

Likewise, two main styles of tender were paired with the class – straight sided 3,500gal (as shown) and with a sloping top edge. Both styles have been produced in OO, but all four of the new Farish models will have the straight-sided version. Can we hope for the attractive sloping top version at a later date?

Looking in more detail, the tender features lots of fine detail, including grab handles and the combined fire iron rest/coal loading gauge incorporated into the removable die-cast metal 'coal' load. Underneath is a

representation of the last remnants of coal moulded into the bottom of the bunker. However, we did notice that the brake shoes are moulded as part of the frames, which has become something of a trend on recent Bachmann/Farish steam releases.

Decoration is neatly executed and accurate for the period, particularly the BR red/grey mixed traffic lining and large early emblems. If 1950s guise is not for you, SECR wartime grey No. 810, Southern Railway olive green No. 868 and BR late crest lined black No. 31811 will also be available shortly.

Standard features include Rapido couplers in NEM pockets front and rear, a six-pin DCC decoder socket in the tender (simply unclip the tender body to reveal it) and a locomotive-drive chassis with a coreless motor hidden in the boiler. The locomotive and tender are permanently coupled in the usual Farish steam locomotive arrangement. Our sample performed well on the test track, being both smooth and quiet as well as relatively powerful for its size.

For SR steam era modellers from the First World War until the mid-1960s, this is an essential purchase that will fill a yawning gap in the 2mm:1 scale fleet. Produced to a high standard, it's an ideal companion for the recent crop of top-quality SR models. **BRM**

SR 'N' CLASS

Introduced in 1917 to a design by R.E.L. Maunsell (with significant assistance from former GWR engineer Harold Holcroft and SECR Chief Draughtsman James Clayton) for the South Eastern & Chatham Railway, a total of 80 'N' Class 2-6-0s were built in three batches up to 1934. The design was inspired by G.J. Churchward's GWR 43XX 'Mogul'.

After the initial 16 SECR machines, a further 50 were assembled from kits of parts manufactured at the Royal Arsenal in Woolwich in 1924/25. Interestingly, 27 kits were also obtained by Irish railway companies and a further six were assembled as 2-6-4Ts by the Metropolitan Railway, while the final 17 kits were purchased by the SR, with some becoming W Class 2-6-4Ts. Finally, the SR built another 15 N Class locomotives (Nos. 1400-14) in 1932-34 with various modifications, including some with left-hand drive (Nos. 1407-14) and shorter chimneys to increase their route availability.

The class was seen all over the former SECR system, and later across much of the SR but became particularly associated with the Eastern Section lines to Kent and Western Section routes in north Devon and Cornwall, where they replaced various elderly LSWR classes.

Electrification of the Kent Coast lines from 1959 started the run-down of the class, but the final examples survived until June 1966 on the Western Division - Nos. 31405/408 being the last to go.

As well as the standard two-cylinder 'N', similar locomotives were also built with three cylinders (N1, six examples) and larger 6' 0" driving wheels (Classes U and U1).

FACT FILE

- **MANUFACTURER** Graham Farish by Bachmann
- **PRODUCT** 372-931 BR early emblem lined black Maunsell 'N' 2-6-0 No. 31844
- **RRP** £124.95
- **AVAILABILITY** Graham Farish stockists
- **REVIEW** Ben Jones

LSWR 700 CLASS

Hornby's latest steam era release depicts a long-lived SR goods 0-6-0.

We've seen plenty of steam Victorian and Edwardian goods 0-6-0 in OO gauge recently - a very good thing as these important types had been neglected for many years. Hornby's latest release adds another well-known and long-lived class; Dugald Drummond's '700' Class built for the London & South Western

FACT FILE

- **MANUFACTURER** Hornby
- **PRODUCT** R3240 BR early emblem black '700' Class 0-6-0 No. 30693
- **RRP** £109.99
- **AVAILABILITY** Hornby stockists
- **WORDS** Ben Jones
- **PHOTOGRAPHY** Andy York

Removing the 'coal' load in the tender exposes the simple Victorian style bunker arrangement and riveted plates of the water tank.

Railway (LSWR) and nicknamed 'Black Motors'.

Introduced in 1897, the class managed a creditable 65 years in service, with the final survivors being withdrawn in December 1962. A total of 30 locomotives was built by Dübs & Co. of Glasgow between May and August 1897 to Drummond's design, using the same boiler as employed on the M7 0-4-4Ts. The whole class was rebuilt between 1921 and 1929, with cylinder diameter and boiler pressure increased, superheaters added as well as extended frames and a longer smokebox. It is this rebuilt form that Hornby has chosen to reproduce. A sample was kindly loaned for

examination by Tony's Trains at Barby Model Rail (www.bmrrail.co.uk), depicting No. 30693 in 1950s BR plain black with the early emblem.

A Basingstoke locomotive at Nationalisation in 1948, No. 30693 had short periods at Feltham and Bournemouth before settling at Guildford (70C) between August 1951 and withdrawal in July 1961. A 70C shedplate is printed on the

smokebox door. Three other models are available in the initial batch, featuring Southern Railway lined black No. 695, weathered No. 30316 with BR early emblems and late crest No. 30315.

In terms of specification, the model fits the current pattern of Hornby steam locomotives and is similar to the LNER J15 released earlier this year. A three-pole motor drives the rear axle of the locomotive. Although advertised as such, there's no brass flywheel attached to smooth out any brief interruptions to power. Other standard features include NEM couplers, sprung buffers, a removable 'coal' load and die-cast metal boiler to increase weight and aid traction. An eight-pin DCC decoder socket is housed in the tender.

Noteworthy features include a well-detailed cab and boiler backhead, separately fitted copper pipework and other fittings around the boiler,



READER REVIEWS

Here's what you think of Hornby's latest Southern steam locomotive.

"Very nice. Pity about the handrail knobs. I could understand it (maybe) if they were part of the boiler casting but they look separate so it appears to be a mistake. I really don't see that it's any more difficult to get the holes at the proper angle on a metal boiler than a plastic one."

Dunsignalling, RMweb member

"Overall a very nice model. The handrail knobs are a niggle but it's hard to notice them at normal viewing distances. Performance is smooth. Although the start is not as smooth as Hornby five-pole motors it is as good as other three-pole motors. Lower gearing would be welcome, I think it is a tad high, mine will do over [a scale] 90mph."

Bigherb, RMweb member

"Looks like another outstanding locomotive from Hornby."

Andy Bell, Essex

"A smooth runner. The chassis is very well engineered; thick walls on the gear tower, tidy wiring and motor design, sturdy gears and a more secure tender connection. But, there are a few niggles, including the moulding marks behind the smokebox and no flywheel (although it doesn't seem to need one)."

James Mower (RMweb member, toboldlygo)

"An excellent model that runs extremely well - but what a battle to fit a DCC decoder in the tender! With a tender of this size it should be easy, but it isn't. Tender pick-ups and ballast weights limit the space even for a relatively thin, single-sided decoder. Hornby sticks with an eight-pin decoder, but a six-pin or 21-pin would have been better here. As for the handrail knobs, what's the problem? I can't even see that they're wrong from close up."

R Smith, South Derbyshire (RMweb member RFS)

Printing of the unlined BR black livery is neat throughout, although the smokebox door shedplate and diamond builders' plates on the centre driving wheel splasher would benefit from raised, etched metal replacements.

Bearing in mind the numerous existing Southern models in the Hornby range, from Bulleid 'Pacifc's' to the Q1 0-6-0, M7 and the forthcoming Adams 'Radial' and 58' non-gangwayed coaches, the 'Black Motor' is a logical extension that should appeal to the many modellers of the South Western Division. **BRM**

There's plenty of separately fitted detail in evidence, but a footplate crew and some careful weathering is needed to replicate the usual condition of the prototype.



prototypical 'daylight' between the boiler and frames and, visible in that space, a representation of the inside motion added onto what would otherwise be a flat chassis surface. Removing the 'coal' in the tender reveals a typical Victorian

arrangement with the riveted plates of the water tank visible and curving down towards the footplate.

Less impressive are the handrails mounted horizontally into, rather than perpendicular to the boiler casing - an issue repeated from the LNER J15.



WAR WORLD SCENICS PRO GRASS BOX

Howard Smith tests a new static grass device designed to create foliage and shrubs.

Many railway modellers will have heard of static grass applicators and seen what they do. It's a useful tool to create realistic looking grass on your layout and currently the 'in thing'. Of the many manufacturers of static grass applicators out there, quality and prices vary, but all of the equipment attempts to perform the same task - to make static fibres stand up and look like real grass when an electric current is applied.

War World Scenics is a British company that manufactures a selection of charged applicators and I asked for its latest device, the 'Pro Grass Box' to be sent in for review because it's completely different from anything I'd seen before.

Traditionally, hand-held charged grass applicators are shaken and the grass fibres contained within drop through a mesh into a film of glue on the layout. They stand on end because of the current flowing between



Included in the WWS 'Pro Grass Box' is a small container of glue and two small sample packs of grass fibres to get you started. The cable is insulated to avoid shocks, as is the power switch.

It's a compact device too, at under 150mm in length - so storing one of these won't be a problem

the applicator and a wire running from it that makes contact with the glue.

War World Scenics has taken a different approach with its new 'Pro Grass Box' applicator though, flipping it and using a box with a flat metal top. You end up with a device that isn't hand-held, but from which a wire is run to connect to your piece of work. The device is still charged, but you hold the item to be grassed instead.

REINVENTING THE WHEEL?

You could argue that static grass users have managed for some time with hand-held equipment, so what

does this device do differently that they can't?

And, more importantly, is it any better?

I thought an accurate way to find out

would be to use it and actually make something different to test its

ability.

Using the traditional method of twisting metal wires to form an armature - or frame if you like - all that needed to be added was the foliage, and for that purpose alone



To give the device a workout, I used it to create some small lineside bushes. They'll need a little spraying to further vary the colours and a few leaves adding, but you get the idea.



WWS provides a whole host of static grass fibres in different lengths and colours that can be used with the Pro Grass Box and its other static grass devices.

the static grass applicator would come in quite handy.

The steel wires are quite sturdy, given that I wanted to create some realistic lineside shrubbery - they should withstand the odd knock from time to time when cleaning track. For the next level of smaller branches, I tested out some 12mm fibres, from War World Scenics. For this purpose, the wire branches were sprayed with FTG glue from a can, also sold by War World Scenics (400ml, £12.50). The long fibres were placed onto the surface of the 'Pro Grass Box' into which I inserted the 9V battery supplied. The crocodile clip from the wire was connected to base of the wires, and the power switch was flicked. Grass fibres instantly leapt into the air, even before I approached the device with the tree. It makes using it quite a messy task.

Unlike a traditional applicator, where the volume of fibres is controlled by a mesh, and its grille size, this applicator has no restriction to prevent fibres from flying about. I'd suggest putting at least a few sheets of newspaper (if you still take one!) down when using it - it'll help not only when cleaning up, but also in recovering some of the fibres for re-use.

The 12mm fibres did stand, but with a little reluctance. This could partly be due to its 15,000V output, lower than Noch's Gras-Master 2.0, for example, which has 20,000V on tap.

The next fibres to be used were the 6mm ones to create the smaller branches, again, sold by WWS (ref: ASPR620). As before, a coating of glue was applied, before repeating the procedure. I found that putting too many fibres onto

the charged plate at once affected its performance. The fewer present, the better, and if too many are placed onto it at once, they just clump together and remain static.

Once fully dry - I left it overnight - the smaller twigs were created by using 2mm fibres from WWS (ref: BSUM230). Due to their weight, these are very easily attracted to the tree and you can soon over do the effect.

After each application, the shrubs were wafted with compressed air to remove some of the excess. You could probably achieve the same effect with a vacuum cleaner with a handkerchief attached over the end, but be careful not to get too close. The 'Pro Grass Box' isn't a replacement for conventional electrostatic grass applicators, so don't expect to grass a hillside with it. If you're into static grass, you'll need a handheld applicator first before you consider buying one of these to run alongside it to create, grass tufts, trees or bushes.

Its sole purpose is to create vegetation, and it does this very well. At £34.99, it's sensibly priced compared to its competitors in the marketplace, but at the same time its uses are restricted.

I'm pleased with the outcome, but it takes some getting used to. Its downside is the lack of control over the number of fibres released, so it's very much an 'all or nothing' device. I think that if you need to create tufts of grass, it'll perform better than most standard grass applicators out there, but you'll need to produce quite a few to get your money's worth. For an individual who isn't a professional, I'd have some reservations, but for a club or a professional it's certainly a worthwhile investment to consider. **BRM**

WHERE TO BUY?

- War World Scenics Price: £34.99
- www.war-world.co.uk **T** 01792 864250 **E** info@war-world.co.uk



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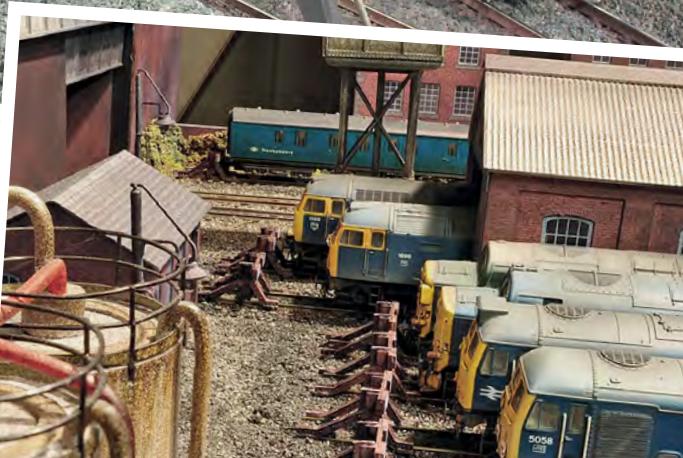
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Whilst BRM makes every attempt to include all Diary Date events and exhibition dates, occasionally, due to limited space, we may have to leave some out. Gold (paid for) listings are always included.

EXHIBITIONS

SATURDAY JULY 11

Sheredes School Association 22nd Annual Model Railway Exhibition, Sheredes School Cock Lane, Hoddesdon, Hertfordshire EN11 9JY
Saturday: 10.30 - 17.00
Prices: £4.50 adult, £3.00 concessions, £12.00 family (2 + 2)
Contact: Exhibition Manager
Tel: 07866 412165

SUNDAY JULY 12

Penarth Model Railway Exhibition The Paget Rooms, Victoria Road, Penarth, South Glamorgan CF64 3EG
Sunday: 11.00 - 16.30
Prices: £3.00 adult, £2.00 child
Contact: bpmrc@outlook.com
Email: bpmrc@outlook.com
Web: www.bpmrc.org.uk/penarth.shtml

Keighley Model Railway Club Small Scales Festival, The Clubrooms, Knowle Mill, South Street, Keighley, West Yorkshire BD21 1SY
Sunday: 10.00 - 16.00
Prices: £3.50 adult, £2.50 child
Tel: 07771 565617
Web: www.keighley-mrc.org.uk

Sevenoaks Model Railway Show

Sevenoaks Primary School, Bradbourne Park Road, Sevenoaks, Kent TN13 3LB
Sunday: 10.00 - 16.00
Prices: £6.00 adult, £5.00 child (2 - 14yrs), £5.00 OAP, £5.00 concessions, £12.00 family (2 adults + 2 children)
Contact: Harry Denford
Tel: 02086 941 888
Email: thelondontheatre@live.co.uk
Web: www.modelrailwayexhibition.com

SATURDAY JULY 18

2015 Festival of Model Tramways Arnhem Gallery, Fairfield Halls, Park Lane, Croydon CR9 1DG
Saturday: 10.00 - 17.00
Prices: £8.00 adult
Contact: Ron Howes
Tel: 0208 9480721
Email: ron.howes@tramwayinfo.com
Web: www.tramwayinfo.com/festival

G1MRA Yorkshire Group Gauge 1 North Bake Agricultural Business Centre, Bakewell, Derbyshire DE45 1AH

Saturday: 10.00 - 16.30

Prices: £5.00 adult, £5.00 OAP, £5.00 concessions
Contact: Peter Vincent
Tel: 01246 590259
Email: secretary@gauge1north.org.uk
Web: www.gauge1north.org.uk

Frinton-on-Sea Model Railway Exhibitions

St Mary Church Hall, Frinton-on-Sea, Essex CO13 9BX
Saturday: 10.00 - 16.30
Prices: £3.50 adult, £1.50 child, £9.00 family
Contact: Dakota Dibben
Tel: 07959 255150
Web: www.gres.org.uk

SATURDAY JULY 18 TO SUNDAY JULY 19

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

Whitby & District Model Railway Club

Exhibition Village Hall, Goathland, North Yorks Y022 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

SUNDAY JULY 19

Gainsborough Model Railway Society Florence Terrace, (Near Tesco car park), Gainsborough, Lincolnshire DN21 1BE
Sunday: 13.30 - 18.00

Prices: £4.00 adult, £3.00 child, £3.00 OAP, £10.00 family (2+2)
Contact: M A Clapham
Tel: 01427 615871
Email: gmrsccontact@gmail.com
Web: www.gainsboroughmodelrailway.co.uk

SATURDAY JULY 25

Barnstaple Model Railway Exhibition

Christ Church, Bear Street, Barnstaple, Devon EX32 7BN
Saturday: 10.00 - 16.00
Prices: £4.00 adult, £3.50 concessions
Contact: R.Slate

Tel: 01271 370654

Email: r.slate@btinternet.com
Web: www.barnstaplemrc.com

Bridport & District Model Railway Exhibition

United Church Hall, East Street, Bridport, Dorset DT6 3LJ

Saturday: 10.00 - 16.30
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: 10.00 - 16.30
Prices: £3.50 adult, £1.50 child, £3.00 OAP, £8.00 family (2 + 2)
Tel: 01323 763590
Web: www.pevenseybaymrc.co.uk

SATURDAY JULY 25

Sussex Vintage Model Railway Collectors Toy & Model Train Show Knoyle Hall Knoyle Rd Preston Park Brighton East Sussex BN1 6RB
Saturday: 10.00- 16.30
Prices: £3.00 adult (0-16yrs), £2.50 OAP, £2.50 concessions
Contact: Chairman or publicity officer
Tel: 01256 350764
Email: sussexvintage@mrc@hotmail.co.uk
Web: www.sussex-transport.co.uk/svrmrc

SATURDAY JULY 25 TO SUNDAY JULY 26

Colwyn Model Railway Exhibition Craig y Don Community Centre Queens Road, Craig y Don, Llandudno LL30 1TE
Saturday: 10.00 - 16.00
Sunday: 10.00 - 16.00
Prices: £4.00 adult, £2.00 child
Web: www.colwynmodelrailwayclub.co.uk

Cupar & District Model Railway Club

Exhibition Corn Exchange Bonnygate Cupar Fife KY15 4BT
Saturday: 10.00 - 16.30
Sunday: 10.00 - 16.30
Prices: £4.00 adult, £2.00 child, £3.00 OAP, £3.00 concessions, £10.00 family (2 + 2)
Contact: Iain Smith
Tel: 01334 655965
Email: smithy6400@icloud.com

South Coast Model Railway Club Exhibition

Saturday: 10.30 - 17.00
Sunday: 10.00 - 16.00
Prices: £5.00 adult, £3.50 child (2 + 2yrs), £15.00 family

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**Squires will be exhibiting at the following shows in 2015 –
Diary updated as bookings are confirmed.**

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 Railex 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, Brmth 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 BN18 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 - BARNSLEY 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, Carmelgate, 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, Workington, Cumbria, Energus 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 Railex 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.

Jan 31 - BRISTOL - Bristol 'O' Gauge Group Exhibition University of the West of England (UWE Bristol), Conference & Exhibition Centre, Filton Road, Bristol, BS34 8QZ. Sunday 10 - 4.

Feb 26/27 - GLASGOW Model Rail Scotland 50th Aniversay Show, Scottish Exhibition Centre, Glasgow, G3 8YW. Fri 10.30 - 6, Sat 9.30 - 6, Sun 9.30 - 5. Coming to Glasgow? Why not try Saturday or Sunday? The show is less busy see more of the layouts AND a lot easier to get to our stand!!!

Mar 5 - ABINGDON ABRAL 2016 Model Railway Exhibition, White Horse Leisure & Tennis Centre, Audlett Drice, Abingdon, Oxon, OX14 3PJ. Saturday 10 - 5.

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EVENT DIARY

Contact: Steve Mosedale
Tel: 07984 454787
Email: trainspotta@hotmail.co.uk
Web: www.southcoastmodelrailway.club

SUNDAY JULY 26
Thirsk Model Railway Show
 Thirsk Town Hall Westgate, Thirsk, North Yorkshire YO7 1QR
Sunday: 10.30 - 16.30
Prices: £4.00 adult, £2.00 child (5-15yrs), £2.00 OAP, £2.00 concessions, £10.00 family (2 + 2)
Contact: Thirsk Model Railway Group
Tel: 07766 697708
Email: info@expo-thirsk.co.uk
Web: www.expo-thirsk.co.uk

SATURDAY AUGUST 1
Exmoor Coast Railway Modellers Exmoor Rail The Minehead Eye Mart Road, Minehead, Somerset TA24 5BJ
Saturday: 10.00 - 16.30
Prices: £4.00 adult, £1.50 child (5-15yrs), £9.00 family (2 + 2)
Contact: David Nelhams
Tel: 01643 706736
Email: nelhams1@tiscali.co.uk

SATURDAY AUGUST 1 TO SUNDAY AUGUST 2
Cleveland Model Railway Club Exhibition Redcar & Cleveland College Corporation Road, Redcar, Cleveland TS10 1EZ
Saturday: 10.00 - 17.00
Sunday: 10.00 - 16.00
Prices: £4.50 adult, £3.50 child, £3.50 OAP, £12.50 family (2+2)
Contact: Exhibition Manager
Tel: 07864 880242
Email: enquiries@cleveland-mrc.org.uk

27th Southwold Model Railway Exhibition Saint Felix School Halesworth Road (A1095), Southwold, Suffolk IP18 6SD
Saturday: 10.00 - 17.00
Sunday: 10.00 - 16.30
Prices: £7.00 adult
Web: www.waveneyvalleymrc.150m.com

Model Railways Plus - Tinkers Park Hadlow Down East Sussex TN22 4HS
Saturday: 10.00 - 17.00
Sunday: 10.00 - 17.00
Prices: £6.00 adult, £2.00 child
Web: www.tinkerspark.com

SUNDAY AUGUST 2
Deal Model Railway Exhibition Astor Theatre Stanhope Road Deal Kent CT14 4AB
Sunday: 10.00 - 16.30
Prices: £4.00 adult, £1.50 child, £10.00 family
Contact: Dakota Dibben
Tel: 07959 255150
Web: www.gres.org.uk

SUNDAY AUGUST 2 TO MONDAY AUGUST 3
Helston & Falmouth Model Railway Exhibition Village Hall Gunwalloe, Helston TR12 7QG
Sunday: 11.00 - 19.00
Monday: 11.00 - 19.00
Prices: £2.00 adult, £1.00 child

SATURDAY AUGUST 8
Bexhill Model Railway Club Exhibition St Richards Catholic College, Ashdown Road, Bexhill-on-Sea TN40 1SE
Saturday: 10.00 - 17.00
Prices: £4.00 adult, £2.00 child, £10.00 family
Email: bexhillmrc@gmail.com

SATURDAY AUGUST 8
Bressingham Steam Museum Garden Railway Show Bressingham Steam Museum, Diss, Norfolk
Saturday: 10.30 - 17.00
Prices: £5.00
Tel: 01379 686900
Web: www.bressingham.co.uk

SATURDAY AUGUST 8 TO SUNDAY AUGUST 9
Railwells inc Scalefour Southwest & 3mm Society 50th Anniversary The Town Hall Market Place, Wells, Somerset BA5 2RB
Saturday: 10.30 - 17.30
Sunday: 10.30 - 17.00
Prices: £6.00 adult, £4.00 child
Contact: Chris Challis
Tel: 01749 938362
Web: www.railwells.com

SATURDAY AUGUST 8 TO SUNDAY AUGUST 9
Leyland Model Railway Club South Ribble Council Offices, West Paddock, Leyland PR25 1DH
Saturday: 10.00 - 17.00
Sunday: 10.00 - 17.00
Prices: £5.00 adult, £3.50 child £12.50 family (2 + 2)
Contact: Donald Smith
Web: www.leylandmrc.com

SUNDAY AUGUST 9
West Wales Model Railway Exhibition Llwyncelyn Memorial Hall, Aberaeron, Ceredigion SA46 0HF
Sunday: 10.00 - 16.30
Prices: £3.50 adult, £3.00 child (5-15yrs), £3.00 OAP, £3.00 concessions, £8.00 family
Contact: Martyn Cook
Tel: 01545 571634
Email: martyn.cook@mypostoffice.co.uk

SATURDAY AUGUST 15
Silverfox DCC Model Railway Club Exhibition Rainbow Drive Haffron Way, Leadenhall MK6 5EJ
Saturday: 10.00 - 16.00
Prices: £5.00 adult, £2.50 child, £12.00 family (2 + 2)
Web: www.silverfoxdcc.club

SATURDAY AUGUST 15 TO SUNDAY AUGUST 16
Ross on Wye Rotary Model Railway Exhibition John Kyre High School Ledbury Road, Ross-on-Wye HR9 7ET
Saturday: 10.00 - 16.00
Sunday: 10.00 - 16.00
Prices: £4.00 adult, £3.00 child, £0.00 OAP, £3.00 concessions, £10.00 family (2 + 2)
Contact: Brian Cole
Tel: 01594 543330
Email: briancole06@btinternet.com
Web: www.rossrotary.com

SATURDAY AUGUST 22
Astolate Model Railway Club Open Day Barge Building Shed National Trust, Dapdune Wharf, Surrey GU1 4RR
Saturday: 11.00 - 17.00
Contact: David Wilde
Tel: 01483 722098
Email: davidwilde155@msn.com
Web: www.astolatmrc.co.uk

Skipton Model Railway Exhibition Ermysteds Grammar School Gargrave Road Skipton North Yorkshire BD23 1PL
Saturday: 10.00 - 17.00

OPEN DAYS

Saturday: 10.30 - 16.15
Tel: 01142 521155
Email: kevin.day@sheffieldjesuscentre.org.uk

SUNDAY JULY 19
Gainsborough Model Railway Society Florence Terrace, (Near Tesco car park), Gainsborough, Lincolnshire DN21 1BE
Sunday: 13.30 - 18.00
Prices: £4.00 adult, £3.00 child, £3.00 OAP, £10.00 family (2+2)
Contact: M A Clapham
Tel: 01427 615871
Email: gmrscopy@gmail.com
Web: www.gainsboroughmodelrailway.co.uk

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

SUNDAY JULY 12
East Sussex 0 Gauge Group Annual Open Day The Village Hall Nr. Hastings TN35 4HB
Sunday: 10.00 - 16.30
Prices: £3.00 adult
Contact: Angus Bentley
Tel: 07836 561657

SATURDAY JULY 18
Tappers Model Railway Club present 'The Leeds Trust Archives' Bromley Common Methodist Church, Bloomfield Road (off the A21), Bromley, Kent BR2 9RZ
Saturday: 10.30 - 17.50

The Great Railway Day The Sheffield Jesus Centre 93 Broomsgreen Lane, Broomhall, Sheffield S10 2FB

SATURDAY AUGUST 1
London & North Western Railway Society - Open Day and Talks Severn Valley Railway, 1 Comberton Place, Kidderminster, Worcestershire DY10 1QR
Saturday: 10.30 - 17.30
Contact: Peter Stanton
Email: pstanton1000@sky.com
Web: www.lnws.org.uk

SATURDAY AUGUST 29, SUNDAY AUGUST 30 AND MONDAY AUGUST 31
Gainsborough Model Railway Society Florence Terrace (Near Tesco car park), Gainsborough, Lincolnshire DN21 1BE
Saturday: 13.30 - 18.00
Sunday: 13.30 - 18.00
Monday: 10.30 - 18.00
Prices: £4.00 adult, £3.00 child, £3.00 OAP, £10.00 family (2+2)
Contact: M A Clapham
Tel: 01427 615871
Email: gmrscopy@gmail.com
Web: www.gainsboroughmodelrailway.co.uk

Contact: Bob Mims
Web: www.haylemrc.org.uk

SATURDAY AUGUST 29 TO SUNDAY AUGUST 30
Sedgemoor Rail King Alfred School, Burnham Road, Burnham-on-Sea, Somerset TA9 3EE
Saturday: 10.00 - 16.30
Sunday: 10.00 - 16.00
Prices: £4.00 adult
Tel: 01278 782121
Email: admin@burnhamanddmrc.co.uk

Inverness Model Railway Club Exhibition Thistle Hotel Milburn Road, Inverness IV2 3TR
Saturday: 10.00 - 17.00
Sunday: 10.00 - 16.00
Prices: £5.00 adult, £2.00 child, £10.00 family (2+2)
Contact: Bryan Bonser
Tel: 01748 812937
Email: bryan@blbonser.freemail.co.uk

SATURDAY SEPTEMBER 5 TO SUNDAY SEPTEMBER 6
Soar Valley MRC Loughborough Heart of the Midlands Model Railway Exhibitions Loughborough Grammar School, 3 Burton Walks, Loughborough LE11 2DU
Saturday: 10.30 - 17.00
Sunday: 10.00 - 16.00
Prices: £8.00 adult, £4.00 child, £7.00 concessions, £20.00 family (2+3)
Contact: Adrian Lambourne
Tel: 01509 815923

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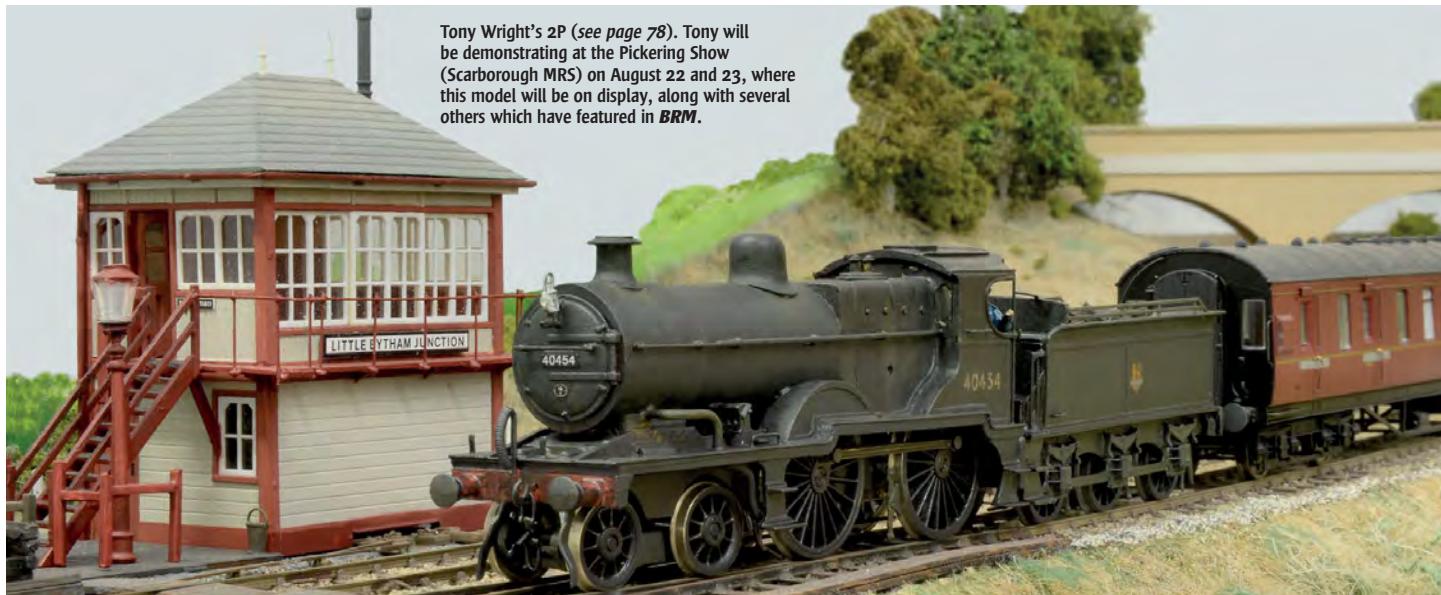
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Tony Wright's 2P (see page 78). Tony will be demonstrating at the Pickering Show (Scarborough MRS) on August 22 and 23, where this model will be on display, along with several others which have featured in **BRM**.

TRAIN & TOY FAIRS

TUESDAY JULY 14

SRP Toy Fairs - Tonbridge

Angel Centre, Angel Lane, Tonbridge

Kent TN9 1SF

Tuesday: 18.30 - 20.30

Contact: Gerald Widdowson

Tel: 07739 998012 / 01322 662729

Email: srptoys1@hotmail.co.uk

Web: www.srptoys1.co.uk

SATURDAY JULY 18 TO SUNDAY JULY 19

Joe Lock Bluebell Railway Toy & Train Toy Fair

Station Approach, Horsted Keynes, East Sussex RH17 7BB

Saturday: 10.00 - 16.00

Sunday: 10.00 - 16.00

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: 10.00 - 15.00

Prices: £2.00 adult

Contact: Ray Heard

Tel: 01823 480097 / 07717 278420

Email: rayheard66@btinternet.com

SRP Toy Fairs - Hawkinge

Hawkinge Community Centre

Heron Forstal Avenue, Hawkinge, Kent CT18 7FP

Sunday: 10.00 - 14.00

Prices: £2.00 adult

Contact: Gerald Widdowson

Tel: 07739998012 / 01322662729

Email: srptoys1@hotmail.co.uk

Web: www.srptoys1.co.uk

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: 10.00 - 16.30

Prices: £3.00 adult, £2.50 OAP, £2.50 concessions

Contact: Chairman or publicity officer

Tel: 01256 350764

Email: sussexvintagevmrc@hotmail.co.uk
Web: www.sussex-transport.co/svmrc

SUNDAY JULY 26

SRP Toy Fairs - Orpington

Crofton Halls, Station Road, Orpington, Kent BR6 8PR

Sunday: 10.00 - 14.00

Prices: £2.00 adult

Contact: Gerald Widdowson

Tel: 07739 998012 / 01322662729

Email: srptoys1@hotmail.co.uk

Web: www.srptoys1.co.uk

SUNDAY AUGUST 2

Ashfield Toy & Train Fair

Festival Hall, Hodgkinson Road, Kirkby-in-Ashfield, Nottinghamshire NG17 7DJ

Sunday: 10.00 - 15.00

Prices: £2.00 adult

Contact: Malc

Tel: 07951072790 / 01623722115

Email: ttfc.co.uk

Web: www.ashfieldtoysfairs.lk5.org

SRP Toy Fairs - Rayleigh

Sweyne Park School, Sir Walter Raleigh Drive, Rayleigh, Essex SS6 9BZ

Sunday: 10.00 - 14.00

Prices: £2.00 adult

Contact: Gerald Widdowson

Tel: 07739998012 / 01322662729

Email: srptoys1@hotmail.co.uk

Web: www.srptoys1.co.uk

SATURDAY AUGUST 8

SRP Toy Fairs - Hawkinge

Hawkinge Community Centre, Heron Forstal Avenue, Hawkinge, Kent CT18 7FP

Saturday: 10.00 - 14.00

Prices: £2.00 adult

Contact: Gerald Widdowson

Tel: 07739998012 / 01322662729

Email: srptoys1@hotmail.co.uk

Web: www.srptoys1.co.uk

SUNDAY AUGUST 9

Train & Toy Fair Newton Abbot

Newton Abbot Racecourse, Newton Abbot, Devon TQ12 3AF

Sunday: 10.00 - 15.00

Prices: £2.00 adult

Contact: Ray Heard

Tel: 01823480097 / 07717278420

Email: rayheard66@btinternet.com

SRP Toy Fairs - Worthing

Charmane Centre, Forest Road, Worthing BN14 9HS

Sunday: 10.00 - 14.00

Prices: £2.00 adult

Contact: Gerald Widdowson

Tel: 07739998012 / 01322662729

Email: srptoys1@hotmail.co.uk

Web: www.srptoys1.co.uk

Prices: £2.00 adult

Contact: Gerald Widdowson

Tel: 07739998012 / 01322662729

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WEDNESDAY AUGUST 26

South Croydon Toy & Train Fair

St John's Community Hall, Upper Selston Road, South Croydon CR2 8DD

Wednesday: 18.30 - 20.30

Prices: £1.00 adult

Contact: Joe Lock

Tel: 07866 641215

SUNDAY AUGUST 30

Tony Oakes Fairs - Evesham

Evesham Leisure Centre, Abbey Road, Evesham Worcestershire, WR11 4SU

Sunday: 10.30 - 14.00

Contact: Tony Oakes

Tel: 01270 652773

MONDAY AUGUST 31

Tony Oakes Fairs - Bridgnorth

Leisure Centre, High Town, Bridgnorth WV16 4ER

Monday: 10.30 - 15.00

Prices: £2.00 adult

Contact: Tony Oakes

Tel: 01270 652773

MEETINGS & TALKS

FRIDAY JULY 10

Purbeck Railway Circle - Vintage 1950s

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Village Hall, Harman's Cross, Dorset BH19 3EB

Friday: 19.30

Email: gensec@purbeckrailwaycircle.org.uk

Web: www.swanagerailway.co.uk

Drayton TF9 3EH

Monday: 20.00

Contact: John Flynn

Web: www.the-gingerbread-line.co.uk

MONDAY AUGUST 3

Mirfield Railway Enthusiasts Society - Ffestiniog & Welsh Highland Railway

The Navigation Tavern, Station Road, Mirfield, West Yorkshire WF14 8LG

Monday: 19.30

Contact: Pete Whitworth

Tel: 01924 498451

SUNDAY AUGUST 16

Rusper Model Railway Club - Operating Meeting

Pickhurst, Nr Bromley, Kent England

Contact: Tim Crumplin

Web: www.ruspermrc.co.uk

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Most Suited to OO/HO Gauge Locomotives

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Harness Length: 75mm

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OO Versatility



DCC28 OMNI 8 & 6 Pin Decoder
(BPDCC28 five pack)
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Dimensions: Length 15mm Width 8mm Depth 2mm
Harness Length: 55mm

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Most Suited to OO/HO Gauge Locomotives

Key features of this standard decoder include smooth operation, 14/28 speed steps, plug and play, transponder id-equipped, all mode programming, decoder reset CV, motor isolation protection, advanced consisting, 2 and 4 digit addressing and DCC compatibility. this decoder is rated at 1 amp (2 amp peak) with 2 functions at 0.5 amps.

Dimensions: Length 11mm Width 9mm Depth 3mm
Length with Harness: 65mm

BEST FOR
Size



DCC23 2 Function 6 Pin Decoder
Most Suited to N Gauge Locomotives

Key features of this standard decoder include smooth operation, 14/28 speed steps, plug and play, transponder id-equipped, all mode programming, decoder reset CV, motor isolation protection, advanced consisting, 2 and 4 digit addressing and DCC compatibility. this decoder is rated at 1 amp (2 amp peak) with 2 functions at 0.5 amps.

Dimensions: Length 11mm Width 9mm Depth 3mm

BEST FOR
N Scale



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Most Suited to OO/HO Gauge Locomotives

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Dimensions: Length 19mm Width 11mm Depth 5mm
Harness Length: 90mm

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Decoder Doctor



DCC15 Prodigy Decoder Doctor

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You can also attach it to a test track for testing already fitted decoders.

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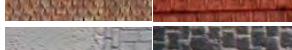
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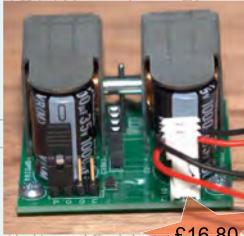
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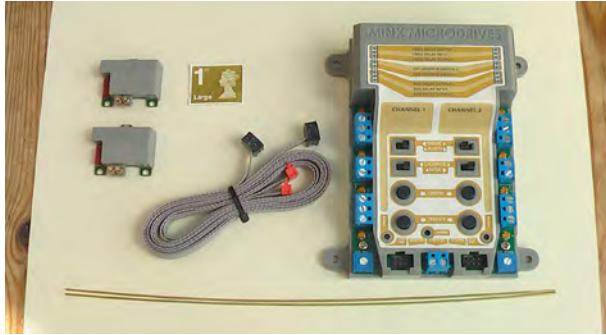
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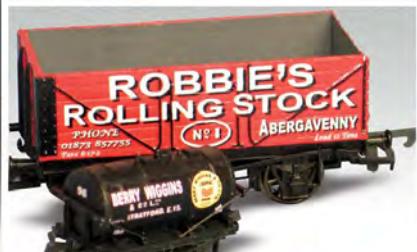
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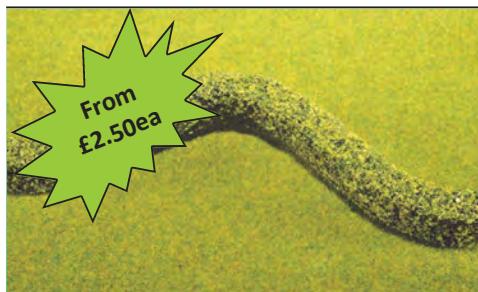
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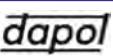
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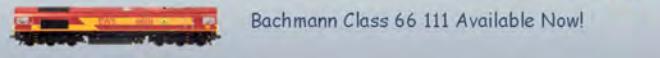
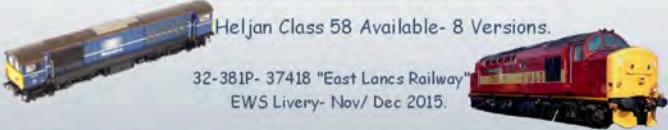
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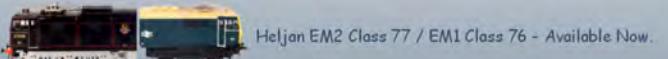
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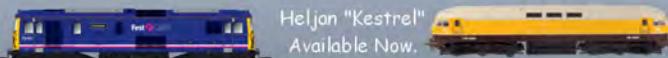
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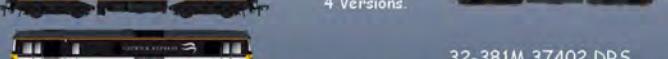
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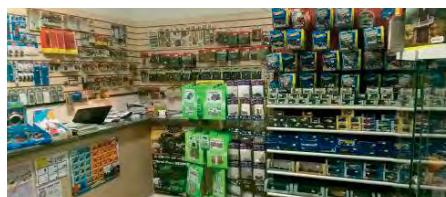
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GAUGEMASTER Spotlight

Structures



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GM402 Fordhampton Signal Box Plastic Kit

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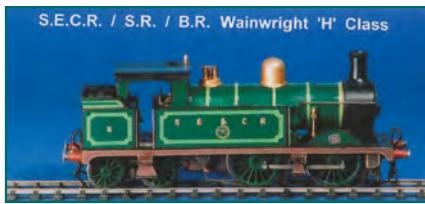

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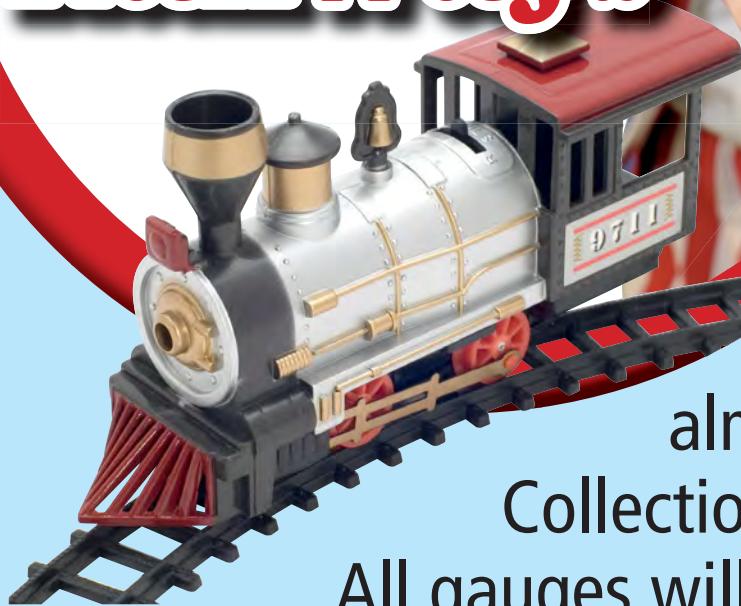
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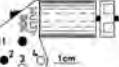
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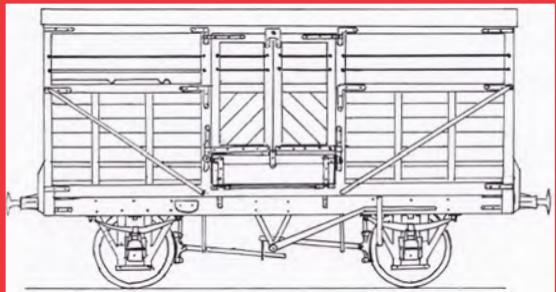
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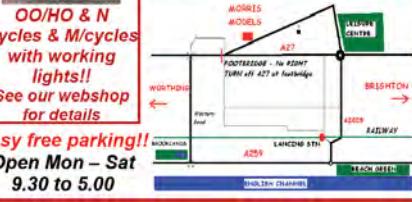
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TAIL LAMP



A good friend invited me around to his house the other evening to not only see his fine collection of Hornby 'O' gauge tinplate but also to enjoy a glass or two of single malt. As it happened I provided the whisky, a fine bottle of 18 year old Glenmorangie, which I had been given for Christmas but wanted to share it with someone who would appreciate such a fine drink and not add water, ice or coke!

Having spent some time looking at his collection, some of which was displayed in superb glass cases while others still nestled in their original packaging, we retired to his study. It was a wonderful room that although appeared to be amazingly dust free was decidedly untidy with books and papers strewn around every available flat surface - all to do with the world of trains, both full-size and miniature.

As we settled down and one glass followed another, we started to reminisce about old times when things were supposedly simpler. 'Remember,' he mused 'when we got the new Tri-ang catalogue and pored over it for days making a list of what models we would try and buy over the year? Sometimes we were lucky enough to complete the list, but mostly we didn't have the money.' He continued, saying that today the model situation seems to have been reversed and that we, as modellers have the money but the models take years rather than months to appear. 'Therefore,' he exclaimed, 'we are in a world of virtual railways!'

By now I could see that the whisky was taking effect, so I steered the conversation onto what mischief we got up to when our parents weren't around, but what he said about 'virtual railways' remained with me. Maybe he had a point?

There was a time when model railway manufacturers announced new products at the start of a new year. Over time this tradition has evaporated and announcements of new models are made as and when manufacturers decide,

with availability dates kept deliberately vague. If I look at what has been announced over the last 24 months or so against what has actually been released, I believe my friend is correct when he thinks people might as well build a virtual railway as it would be less frustrating.

Take, for example, the Hornby Crosti-boiled 9F, first announced in 2014 and seen complete at the NEC last November. Here we are eight months later and still waiting. What about the Stanier 'Mogul' and Mk 2f coaches from Bachmann, Dapol's O gauge Class 08 or Heljan's Gresley 02, to cite just four examples?

I hesitate to think what has happened to the DJ Models J94 or any of his other forthcoming models. On top of these existing projects you

have Hornby announcing, before the ink on its 2015 catalogue has dried, the unrebuilt 'Merchant Navy' and more recently the GWR and LSWR coaches for 2016.

I appreciate the issues that all the major brands are experiencing, but surely they should all take stock, say 'enough is enough' and clear the backlog before adding more 'virtual' models to an ever growing list?

Maybe manufacturers should stop making promises and clear all outstanding projects before making more announcements? Bachmann

appears to be taking such action with its latest product schedule, but even that could be considered too long when other outstanding items are taken into account.

Is it not time for suppliers to announce what they know they can release within a year, rather than just leave things so open-ended? Hornby has been close a couple of times, but I sincerely look forward to the day when a brave manufacturer with vision and tenacity announces a model one day and three months later it is in the shops.

The manufacturers owe it to their customers. If one of them bites the bullet, maybe the others will follow. **BRM**

'Industry Insider' offers some informed perspective on the current trend of model announcements.

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'N' releases in July

Grange



2S-019-001 - Kingstone Grange 6820 GWR Shirtbutton
2S-019-001D - Kingstone Grange 6820 GWR Shirtbutton DCC
2S-019-002 - Bampton Grange 6802 GWR Green G & W
2S-019-002D - Bampton Grange 6802 GWR Green G & W DCC

2S-019-003 - Burghclere Grange 6809 BR Black Early Crest
2S-019-003D - Burghclere Grange 6809 BR Black Early Crest DCC
2S-019-004 - Stowe Grange 6856 BR Black Early Crest
2S-019-004D - Stowe Grange 6856 BR Black Early Crest DCC

2S-019-005 - Forthampton Grange 6837 BR Lined Green Early Crest
2S-019-005D - Forthampton Grange 6837 BR Lined Green Early Crest DCC
2S-019-006 - Bucklebury Grange 6803 BR Lined Green Late Crest
2S-019-006D - Bucklebury Grange 6803 BR Lined Green Late Crest DCC

Also released this month include;

2F-036-013 - Bulk Grain Hopper - GWR 42311
2F-036-014 - Bulk Grain Hopper - GWR 42311 Weathered
2P-011-204 - Gresley LNER Teak Brake 5535
2P-011-205 - Gresley LNER Teak Brake 5546
2P-011-302 - Gresley LNER Teak Buffet 9118
2P-012-301 - Maunsell Coach BR 1st Class SR Green 7665
2P-012-302 - Maunsell Coach BR 1st Class SR Green 7367
2S-012-351 - Maunsell Coach BR Brake 3rd Class SR Green 4048
2P-012-352 - Maunsell Coach BR Brake 3rd Class SR Green 4051
2P-012-400 - Maunsell Coach BR 3rd Class SR Green 2350

2P-012-401 - Maunsell Coach BR 3rd Class SR Green 2351
2P-012-451 - Maunsell Coach BR Composite Class SR Green 5137
2P-012-452 - Maunsell Coach BR Composite Class SR Green 5145
2P-012-501 - Maunsell Coach BR Brake Van SR Green 406
2P-012-502 - Maunsell Coach BR Brake Van SR Green 430
2S-001-003 - Broome Manor GWR Green 7805
2S-001-003D - Broome Manor GWR Green 7805 DCC
2S-001-004 - Ditcheat Manor BR Mixed Traffic Black 7821
2S-001-004D - Ditcheat Manor BR Mixed Traffic Black 7821 DCC

All product release dates correct at time of going to press

'OO' releases in July



4F-037-009 - Conflat & Container - LMS K1

4F-037-010 - Conflat & Container - LMS K1 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-032-011 - Rectangular Tank - BR 28
4F-032-012 - Rectangular Tank - ER 28 Weathered
4F-034-007 - 21T Hopper - BR E289516
4F-034-008 - 21T Hopper - BR E289516 Weathered
4F-038-100 - 20T Steel Mineral - Bolsover 6390
4F-038-101 - 20T Steel Mineral - Bolsover 6390 Weathered
4F-046-001 - IKA Megafret Twin pack Wtbd + 2 x 45' High Cube Containers



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BIDEFORD: **Osborn's Models** tel:01237 423453
BRISTOL: **Model Railways Direct** tel:01275 774224
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NANTWICH: **Trident Trains** tel:01270 842400
NORTH LANCING: **Morris Models** tel:01903 754850
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	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
E4 Brighton tank	ehatton.com/e4	£93.46	Mar 2013							
Modified Hall class	ehatton.com/mh	£106.21-£114.71	Mar 2012							
Class 43 NBL Warship	ehatton.com/c43	£118.96	Mar 2013							
Hawthorn Autocoaches	ehatton.com/hac	£58.61	Mar 2013							
Wickham trolley car	ehatton.com/wtc	£67.96	Mar 2013							
Class 5MT	ehatton.com/5mt	£85 (EST)	Mar 2015							
LNWR Webb coal tank	ehatton.com/wct	£102.00 (EST)	Sep 2014							

Birdcage coaches, Class 5P4F Stanier Mogul, Class 24/1, Class 90, J72, 6P, V2, 3F, J39, K3, 94xx, H2 Atlantic - view these projects at www.ehatton.com/projectupdates

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 73	ehatton.com/c73	£105.00	March 2012							

GWR Railcar, Class 68, Class B4, IDA flat, Turbot - view these projects at www.ehatton.com/projectupdates

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
J94	ehatton.com/j94	£82.00	Aug 2014							
14xx	ehatton.com/14xx	£99.00	Sep 2014	Feb 2015						
Hatton's King	ehatton.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	ehatton.com/c05	£100.00	Jun 2013							
Metropolitan Bo-Bo	ehatton.com/mbb	£107.00	May 2014							

Park Royal railbus, Class 05, Class O2/3, Class 1366 - view these projects at www.ehatton.com/projectupdates

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 700	ehatton.com/c700	£101.90								
Class 9f Crosti-boiler	ehatton.com/9fcb	£111.20	Dec 2013							
D16	ehatton.com/d16	£101.90	Dec 2103							
King	ehatton.com/horking	£148.14 - £179.99	Dec 2014							
Class S15	ehatton.com/s15	£124.99	Dec 2014							
Class J50	ehatton.com/j50	£74.06	Dec 2014							
Hornby Adams Radial	ehatton.com/horar	£111.10	Dec 2014							
Merchant Navy	ehatton.com/mn	TBC	Mar 2015							

LMS Coaches, K-Type Pullmans, D16, Class 700, Class S15 - view these projects at www.ehatton.com/projectupdates

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
7 plank wagons	ehatton.com/oxcw	£9.00	Jan 2015							
Adam's Radial	ehatton.com/ar	£88.00	Jan 2015							
Hatton's ICI hopper	ehatton.com/ici	£24.00 / £25.00	Mar 2015							

Shows the stage the project is at based on the information available to us. CAD: Computer Aided Design. 1st EP: First Engineering Prototype. (EST): Price is estimated.

You can view extended lists, preorder & comment on all of these projects at

www.ehatton.com/projectupdates

Information correct at the time of going to press. All information subject to change.